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October 2, 2017

**--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: 2018 TRANSMISSION COST RECOVERY RIDER RATE ADJUSTMENT  
CASE NO. PU-17-\_\_\_\_\_

Dear Mr. Nitschke:

Northern States Power Company, doing business as Xcel Energy, submits the enclosed original and seven copies of the 2018 Transmission Cost Recovery (TCR) Rider rate adjustment application to the North Dakota Public Service Commission for approval of the eligible projects and the revised TCR rate.

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: Pat Fahn

Enclosures

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

IN THE MATTER OF THE APPLICATION OF  
NORTHERN STATES POWER COMPANY  
FOR APPROVAL OF 2018 TRANSMISSION  
COST RECOVERY PROJECT ELIGIBILITY  
AND ASSOCIATED RATE

CASE NO. PU-17-\_\_\_\_

**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 2018 revenue requirements for the Company's eligible transmission projects. We submit this application pursuant to N.D.C.C. Section 49-05-04.3, which authorizes the Commission to approve a tariff 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.

In this filing, we propose to recover the North Dakota jurisdictional portion of costs related to 41 transmission projects located throughout our service territory and our net expenses from the Midcontinent Independent System Operator (MISO) Schedule 26/26A Regional Expansion Criteria and Benefits (RECB) billings. Of these 41 projects, 36 have previously been approved by the Commission for inclusion in the TCR Rider, and we propose to include five additional projects.

The proposed 2018 TCR rate is calculated to recover an estimated \$7.5 million in 2018 revenue requirements related to qualifying transmission projects and expenditures, including the 2017 tracker true-up. The resulting rate we propose to implement on January 1, 2018 is \$0.003297 per kWh applied to all energy billed to each customer class during the calendar year 2018. The average bill impact is estimated to be \$2.47 per month for a typical residential non-heating electric customer using 750 kWh per month. The 2018 proposed TCR rate is an increase of \$0.05 per month over the 2017 rate currently in place.

In summary, this Application seeks Commission approval of:

- the eligibility of 5 additional transmission projects;
- a true-up of the estimated 2017 cost recovery;
- 2018 TCR revenue requirements of \$7.5 million;
- a TCR rate of \$0.003297 per kWh to be implemented on January 1, 2018;
- a revised TCR Rider tariff sheet and customer notice.

## **I. GENERAL INFORMATION**

Pursuant to Section 69-02-02-04 of the North Dakota Administrative Code outlining 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**

Amanda Rome  
 Lead Assistant General Counsel  
 Xcel Energy Services Inc.  
 414 Nicollet Mall – 5<sup>th</sup> Floor  
 Minneapolis, MN 55401  
 (612) 215-5331

### **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

### **D. Date of filing and proposed effective date**

The date of this filing is October 2, 2017. The Company proposes the TCR rate be reflected in the TCR charge included in the Company's retail electric billing rates effective January 1, 2018, or in the first full month following Commission approval if Commission action occurs after December 2017. If rate implementation is later than

January 1, we request the monthly rate be recalibrated to recover the approved 2018 revenue requirement over the remaining months of 2018.

**E. Articles of Incorporation**

Pursuant to Section 69-02-02-04 of the North Dakota Administrative Code, a certified copy of Xcel Energy’s Articles of Incorporation is on file with the Commission, as is an original Certificate of Good Standing.

**II. BACKGROUND**

**A. Statutory Authority and Compliance**

N.D.C.C. Section 49-05-04.3 establishes Commission authority for utilities to recover such investments through a rider mechanism. N.D.C.C. Section 49-05-04.3 Subd. 2 requires certain information be provided in support of our request for updating the TCR rate, Table 1 below indicates where this information can be found in this application.

**Table 1: Filing Requirements**

<b>Requirement</b>	<b>Location in Filing</b>
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.	Attachment 1- Descriptions of each project proposed to be included in the TCR.  Attachment 12- Forecasted costs for each project. Attachment 3- Provides the capital expenditure forecast for each project included in the TCR. (Actual capital expenditures are shown through July 2017 and forecasted capital expenditures are reported for August 2017 through 2018. The revenue requirements shown in Attachment 12 are based on the capital expenditures referenced in Attachment 3.)
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 rate request.
c. Calculations to establish that the rate adjustment is consistent with the terms of the tariff.	Attachment 9- Contains the calculation of the proposed 2018 TCR rate factor, consistent with the terms of the TCR tariff.  Attachment 14- Contains the tariff page with the proposed rate of \$0.003297 per kWh.

Requirement	Location in Filing
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 our last TCR proceeding, Case No. PU-16-658. We have included a filing fee of \$10,000 with this application, and will pay additional fees as the Commission determines necessary.

## B. History

In Case No. PU-12-813, the Company established a 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*. The Commission most recently approved the Company's September 30, 2016 Application to recover the 2017 revenue requirements of TCR-eligible transmission projects that were not currently included in base rates.<sup>1</sup> The present rate of \$0.003220 per kWh was implemented on January 1, 2017.

The Company continues to make 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 properly match revenue with the costs of the North Dakota jurisdictional portion of these investments, we propose the TCR rate presented in this application to be effective January 1, 2018 through December 31, 2018.

## III. COSTS TO BE RECOVERED

We propose two types of costs to be recovered through the TCR rider:

1. North Dakota's retail share of revenue requirements for qualifying transmission facilities not currently being recovered in base rates, and
2. MISO Schedule 26/26A costs allocated to North Dakota retail customers.

We provide more detail on both of these costs below.

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<sup>1</sup> Case No. PU-16-658, Commission Motion passed on December 14, 2016.

## 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 – Twin Cities
- CapX2020 Fargo – Twin Cities
- CapX2020 La Crosse - Local
- CapX2020 La Crosse - MISO
- CapX2020 La Crosse - WI

For certain CapX2020 projects listed above, only a portion of the project was to be in service during the 2013 test year and was included in our base rate request.<sup>2</sup> For those projects, in order to ensure we do not double-recover our costs, we have reduced the total costs of the TCR projects in the 2017 revenue requirements by the portion already included in base rates. This adjustment is shown on our summary of the calculation of revenue requirements on Attachment 4, line 45.

The following 20 projects were approved for recovery in our first TCR application in Case No. PU-14-644.

- |                                   |  |
|-----------------------------------|--|
| 1. Sioux Falls Northern           | 11. Wilson Substation Conversion                 |
| 2. Chaska – Hwy 212 Conversion    | 12. Kohlman Lake – Goose Lake                    |
| 3. Minn Valley                    | 13. Prairie Sub Expansion                        |
| 4. Maple River – Red River        | 14. Black Dog – Savage                           |
| 5. Big Stone – Brookings          | 15. Chisago 2 <sup>nd</sup> Transformer Addition |
| 6. Lake Marion – Burnsville       | 16. Franklin Transformer                         |
| 7. Maple Lake – Annandale         | 17. Cass County Sub Expansion                    |
| 8. Glencoe – Waconia              | 18. New Prague Area                              |
| 9. Bluff Creek – Westgate         | 19. End of Life Replacement – Breakers           |
| 10. Scott County 345 kV Expansion | 20. End of Life Replacement – Relay              |

The following 10 projects were approved for recovery in our second TCR proceeding, Case No. PU-15-684.

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<sup>2</sup> The Company proposed to establish a TCR mechanism in Case No. PU-12-813, but the proposed initial rate was \$0.00. We therefore included portions of CapX2020 project costs in base rates even though those projects would in the future be included in a TCR Rider. *See* Late-filed Exhibit Q in the rate case proceeding for more information.

1. Dean Lake Substation
2. End of Life Replacement (ELR) – Transformers
3. Galloping Mitigation Project (NSM 0953)
4. Gleason Lake Substation
5. Maple River
6. Minot Load Serving
7. Transmission Line Relocation (NSP Reloc)
8. NSPM Major Line Rebuild
9. Storm and Emergency (S&E) – NSP Line
10. Yankee Reactor

The following project was approved for recovery in our most recent TCR proceeding, Case No. PU-16-658.

1. Fossum Interconnection

The following projects meet the condition of being “new or modified transmission facilities that improves the power delivery capability or reliability of the electric transmission system and is 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 threshold (as defined by the settlement approved in Case No. PU-07-776) for requiring an ADP from the Commission. These projects are described in detail in Attachment 1.

1. NSPM – Major Line Refurbishment
2. Line ELR – NSPM
3. Black Dog – Wilson 115 kV Uprate
4. Hollydale
5. Lawrence to Falls Capacity Enhancement

## **B. Efforts to Ensure Lowest Cost to Ratepayers**

We have made every effort to minimize the impact of our transmission investments on rates by ensuring these TCR-eligible projects reflect the most effective electrical solution at the lowest cost option for our customers. First, our transmission planners analyze multiple project alternatives for a given transmission project. Each alternative is evaluated based on its ability to meet the identified electrical needs for the system and select the option that considers 1) the incremental impact of the project for future needs in the area and 2) best meets the long-term electrical needs of the area in a cost-effective manner. Second, where possible, we have competitively bid equipment procurement, and to the extent internal resources are unavailable, we have also

competitively bid the engineering and construction services for the projects included in this application.

Xcel Energy's Transmission business unit has developed a set of policies and procedures to establish and manage our capital project portfolio. The purpose of these policies and procedures is to define how capital projects are identified, estimated, approved, executed, monitored and controlled, and changed as they move from origination to completion. These policies also help to ensure that we manage and time our capital investments appropriately to address the reliability of our system while keeping the overall costs of all our investments reasonably level over time.

Each project included in our TCR Rider request has a multidisciplinary project team that developed the project's detailed preliminary scope and schedule. These project team members have functional skills including financial management, project management, design & engineering, system operations, construction, siting & land rights, scheduling, and vegetation management and planning. Often, multiple scope and cost alternatives are developed, estimated and evaluated against each other based on the incremental impact of the project for future needs of the system and best meet the long-term electrical needs of the system at the most cost-effective price.

Our project estimates are based on historical experience and include assumptions made for identified possible risks that may be encountered during the execution of the project. For example, sub-optimal soil conditions in the area of the project, permitting, land and right-of-way acquisition, outage constraints, weather conditions, labor availability, and many more variables are weighed and considered when initially estimating our projects.

Once a project has been estimated and subsequently included in our budget for execution, estimates are further engineered and risk assumptions are refined and either eliminated or quantified in order to develop their earned value and forecasted cost impacts.

Once work has begun on a project, expenditures are reviewed on a monthly basis to compare the corresponding monthly budget to actual funds spent. We perform a monthly project forecasting exercise to ensure we have a steady and dependable flow of financial information regarding capital expenditures through completion. Through this process, every project is reviewed and consolidated with all of the other projects in our Transmission project portfolio each month. Project variances are immediately examined to identify the cause of the cost difference and ensure that any significant changes in costs are prudent, and in line with the vetted estimate.



Our Transmission business unit is expected to manage these projects to their established estimates once they have been thoroughly developed and fully vetted to ensure that projects included in this petition provide enhanced reliability to our Transmission system and the associated costs are reasonable for our customers.

### **C. 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.

### **D. All-In Method of Rate Calculation**

As discussed in our rate case testimony, we calculate the TCR rate using the "All-In Method." 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.

Correspondingly, 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.

## **E. Impact on TCR Rider of Pending FERC Complaint**

Multiple actions are pending at FERC related to the return on equity (ROE) that MISO transmission owners charge for regionally shared facilities. We provide a description of those proceedings below. For the purposes of calculating TCR revenue requirements, we apply the ROE currently ordered; however, future true-ups may be necessary depending on the outcome of the pending proceedings.

In November 2013, a group of industrial customers in the MISO region filed a complaint asking FERC to reduce the 12.38 percent return on equity (ROE) used in the transmission formula rates of jurisdictional MISO transmission owners, including NSPM. The FERC issued an Order approving a 10.32 percent ROE in September 2016, applicable for a refund period from November 12, 2015 to February 11, 2015 and prospectively from the date of the order. The total prospective ROE is 10.82 percent, which includes a 50 basis point adder for RTO membership.

In February 2015, an intervenor in the original ROE complaint filed a second complaint proposing to reduce the MISO region ROE, resulting in a second period of potential refund from Feb. 12, 2015 to May 11, 2016. In June 2016, the ALJ recommended an ROE of 9.70 percent, the midpoint of the upper half of the discounted cash flow (DCF) range, which applied the June 2014 ROE methodology. A FERC decision is expected in 2017.

On April 14, 2017 the D.C. Circuit Court of Appeals vacated and remanded Opinion 531, previously made in a New England ROE case. The court decision found that the FERC had not established that the prior ROE was unjust and unreasonable, and that the FERC also failed to adequately support the newly approved ROE. Since Opinion 531 was also cited as the basis for the MISO decision, the impact of this court decision on the pending and settled MISO complaint cases is uncertain.

The amounts included in our 2017 TCR Adjustment Factor for the period October 2016 through December 2017<sup>3</sup> were based on the 10.82 percent ROE (which includes the 50 basis point adder) in accordance with the FERC's September 2016 decision in the first complaint docket.<sup>4</sup> In our December 5, 2016 update filing in our last TCR docket, we indicated we would include the true-up to actuals for 2017 and the retroactive timeframe in our next TCR Petition since the final impact of the ROE change was not known at that time. The amounts for the first complaint period were

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<sup>3</sup> The rate was implemented on January 1, 2017 in accordance with the December 14, 2016 Order in NDPSD Docket No. PU-16-658.

<sup>4</sup> FERC Docket No. EL14-12, Order issued September 28, 2016

settled with MISO in May 2017. The true-up in this petition reflects the impact of those refund settlements.

In calculating the 2018 TCR revenue requirement, we apply the currently-authorized 10.82 percent MISO ROE for 2018 activity. However, future adjustments to the TCR Tracker may be necessary pending the outcome of the vacated Order 531 and the second complaint period. We will keep the Commission informed of any additional outcomes in these MISO ROE proceedings at the FERC.

#### **IV. ALLOCATIONS, RATE DESIGN AND ACCOUNTING**

##### **A. 2018 TCR Rider Revenue Requirements**

The Company's TCR revenue requirement model includes a current return on capital expenditures beginning with the cumulative CWIP balance for each project at an established eligibility date, or the date construction expenditures begin, whichever is later. We set the eligibility date of January 1, 2014 for the twenty-five projects included in our 2014-2015 revenue requirements to coincide with the conclusion of the last rate case. Though some of the projects added to the TCR rider in 2016 expended construction funds during 2015, we set the eligibility date of January 1, 2016, calculating 2016 revenue requirements beginning with the January 1, 2016 cumulative CWIP balance. We set the eligibility date of January 1, 2017 for the one new project included in last year's TCR filing and January 1, 2018 for the new projects included in this filing.

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 month coincident peak (CP) methodology consistent with traditional ratemaking practice in North Dakota. 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).

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 the similar 12 CP methodology. A composite allocator is derived for purposes of assigning the transmission revenue requirements to North Dakota, as shown on Attachment 11.

For purposes of calculating projected revenue requirements, the Company proposes to allocate based on 2018 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 2019 TCR rate is being determined. These demand allocators are shown in Attachment 11.

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

## **B. 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.

## **C. TCR Tracker Account**

To ensure that customers are not under- or overcharged, we record the actual TCR revenues and costs in a tracker account as the accounting mechanism for eligible TCR project costs. Any differences reflected in the estimated end of year balance in the tracker account will be returned or collected (i.e., trued up) as part of our next TCR rate factor application. Attachment 4 shows a summary of the TCR Tracker Account activity from 2016 through 2019. Attachments 5, 6, 7 and 8 provide detail for each year.

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, 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.<sup>5</sup>

The result of this allocation process is that North Dakota electric customers are allocated approximately 5.4 percent of 2018 total transmission costs. By performing this cost allocation process, we ensure that electric customers in other jurisdictions are allocated a share of TCR 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.

#### **D. 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).

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<sup>5</sup> NSPM currently does not have any full requirements wholesale customer on the NSP system.

## V. RATE APPLICATION AND IMPACT

### A. Rate Factor

Our TCR rate is calculated by dividing the annual revenue requirements by the forecasted energy sales to North Dakota electric retail customers from January 2018 through December 2018. The rate is rounded to the nearest \$0.000001 per kWh. This calculation is shown on Attachment 9, and the detailed annual forecast of energy sales is shown on Attachment 10. Attachment 13 demonstrates the revenue requirement model logic and aids in confirming the calculation is accurate.

Based on this calculation, we propose the following TCR adjustment factor:

**Table 2: 2018 Rate Calculation**

	Retail
ND retail revenue requirement <i>Jan. - Dec. 2018</i>	\$7,454,148
ND retail Sales <i>Jan - Dec. 2018</i>	2,261,208 MWh
2018 TCR Adjustment Factor Cost Per kWh	\$0.003297

The average amount being collected through the TCR is \$2.47 per month for residential customers using 750 kWh per month. This is \$0.05 per month more than the amount being collected through the current 2017 TCR.

The TCR rate is based on forecast costs for the 2018 calendar year. 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 the rate shown on its TCR Rider tariff sheet number 86 in Section 5 of the North Dakota Electric Rate Book—NDPSC No. 2. Attachment 14 depicts the proposed change in both redline and clean versions. The tariff provides that the TCR rate will be applied to customer bills subsequent to Commission approval. The tariff sheet we have submitted shows a proposed effective date of January 1, 2018. 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 will be revised appropriately to comply with the Commission's final order in this proceeding. If the TCR rate is not made effective January 1, 2018, or if the Commission determines modifications should be made to the level of revenues we have identified for TCR recovery, the Company proposes to recalculate the final TCR rate based on the approved revenue requirement and forecasted sales over the remaining months of 2018. We will file our next TCR rate filing in September or October 2018 to be effective January 1, 2019.

### **C. Notice to Customers**

To ensure compliance with the customer information provisions of Section 69-09-02-02.1 of the North Dakota Administrative Code, the Company's North Dakota customers will see on their October bills one of the following notices of the proposed change in TCR rates, depending on customer class:

#### **Residential [Rate Codes: D01, D02, D03, D04]**

(Assumes an approximate usage of 750 kWh per month for non-space heating customers and 1000 kWh per month for space heating customers)

*On Oct. 2, 2017, Xcel Energy filed a request with the North Dakota Public Service Commission to increase the Transmission Cost Recovery (TCR) rate from \$0.003220 to \$0.003297 per kWh. If approved, you can expect an average monthly bill increase of about \$0.05 for non-space heating and about \$0.08 for space heating. The proposed rate change is for bills beginning Jan. 1, 2018, and will not be effective until approved by the Commission.*

#### **Small Commercial [Rate Codes: D12, D13, D14, D18, D19, D40]**

(Assumes an approximate usage of 1500 kWh per month)

*On Oct. 2, 2017, Xcel Energy filed a request with the North Dakota Public Service Commission to increase the Transmission Cost Recovery (TCR) rate from \$0.003220 to \$0.003297 per kWh. If approved, you can expect an average monthly bill increase of about \$0.12. The proposed rate change is for bills beginning Jan. 1, 2018, and will not be effective until approved by the Commission.*

#### **Large Commercial [Rate Codes: D16, D17, D20, D21, D22, D41]**

(Assumes an approximate usage of 40,000 kWh per month)

*On Oct. 2, 2017, Xcel Energy filed a request with the North Dakota Public Service Commission to increase the Transmission Cost Recovery (TCR) rate from \$0.003220 to \$0.003297 per kWh. If approved, you can expect an average monthly bill increase of about \$3.08. The proposed rate change is for bills beginning Jan. 1, 2018, and will not be effective until approved by the Commission.*

Following approval of the TCR rate factor change by the Commission, the Company will provide notice to customers comparing the impact of the prior TCR rate factor to the impact of the new TCR rate factor through a bill insert. Attachment 17 shows our proposed customer notice to be included on bills the month the TCR rate factor is implemented, or as soon as is practicable after implementation of the new rate.

We will work with Commission Staff to determine if there are any suggested modifications to these customer notifications. To the extent that multiple new rider rates are implemented on the same date, we will try to coordinate the various rider customer notices.

### **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:

Amanda Rome  
Lead Assistant General Counsel  
Xcel Energy  
414 Nicollet Mall, 401 – 8<sup>th</sup> Floor  
Minneapolis, MN 55401  
[Amanda.Rome@xcelenergy.com](mailto:Amanda.Rome@xcelenergy.com)

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

Carl Cronin  
Regulatory Administrator  
Xcel Energy Services Inc.  
414 Nicollet Mall, 401 – 7<sup>th</sup> Floor  
Minneapolis, MN 55401  
[Regulatory.Records@xcelenergy.com](mailto:Regulatory.Records@xcelenergy.com)

### **CONCLUSION**

The TCR rate is designed to recover the costs associated with significant investments in needed transmission infrastructure that are not presently reflected in our general rate schedules. 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 2018 described in this filing.



Dated: October 2, 2017

Northern States Power Company

## **TCR Rate Rider Application Attachments Table of Contents**

1. Project Descriptions
2. Project Implementation Schedule
3. CWIP Expenditure Forecast
4. Annual Tracker Summary
5. 2016 Tracker
6. 2017 Tracker
7. 2018 Tracker
8. 2019 Tracker
9. 2018 TCR Rate Calculation
10. ND Electric Sales by Calendar Month (Revenues)
11. Key Inputs
12. 2018 Revenue Requirement by Project by Month
13. Revenue Requirements Model Logic
14. RECB Details
15. OATT Credit Factor
16. Proposed Tariff Sheet
17. Proposed Customer Notice

**TRANSMISSION COST RECOVERY RIDER  
PROJECTS ALREADY APPROVED AS ELIGIBLE**

The following projects were approved for recovery in our first TCR application in Case No. PU-14-644, and re-affirmed for inclusion in Case No. PU-16-658.

- 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 2<sup>nd</sup> Transformer Addition
- Franklin Transformer
- Cass County Sub Expansion
- New Prague Area
- End of Life Replacement – Breakers
- End of Life Replacement – Relay

The following projects were approved for recovery in Case No. PU-15-684, and re-affirmed for inclusion in Case No. PU-16-658.

- Minot Load Serving Project

- NSPM Major Line Rebuild
- Gleason Lake Substation
- Galloping Mitigation Project
- Storm and Emergency - NSP Line
- End of Life Replacement (ELR) - Transformers
- Maple River 115kV
- Dean Lake Substation
- Transmission Line Relocation
- Yankee Reactor

The following project was approved for recovery in Case No. PU-16-658.

- Fossum (Minnkota Power Cooperative) Interconnection

### **NEW PROJECTS PROPOSED TO BE ELIGIBLE FOR RIDER RECOVERY**

The Company seeks TCR Rider eligibility determination for the following projects and provides the project descriptions below:

#### **1. NSPM – Major Line Refurbishment**

##### *Project Description and Context*

This group of projects is similar to the Company's Line End of Life Replacement program discussed below in that it replaces defective cross arms, poles and other line appurtenances which have been reported as defective by routine foot and aerial patrols and are nearing their end of life in the NSP System. However, for projects identified in this group, the replacement of defects occurs on an entire line segment (breaker to breaker), replacing all like property units on the line segment, rather than targeted individual asset replacements that have failed within a segment. The intent for Major Line Refurbishment is to increase the circuit reliability and performance and extend the residual circuit life by more than 20 years. This is done by making enhancements to extend the life expectancy (refurbishment) of the circuit at a lower cost than full line replacement. In 2018, we will begin work on the NSM0790 Big Swan – Delano project. This circuit's in-service date is in mid-2019. Work on three additional segment/circuits is expected to begin in 2019.

## 2. NSPM Line End of Life Replacement (ELR)

### *Project Description and Context*

This group of projects is an individual targeted program aimed at replacing defective cross arms, poles and other line appurtenance components which have been reported as defective by routine foot and aerial patrols and are nearing their end of life in the NSP System. Line End of Life Replacement (ELR) is utilized primarily when the overall line segment, where the individual defect has occurred, is in sound condition and many years of additional life remain on the overall line segment. The projects are part of the End of Life (ELR)/renewal program and are intended to extend the life of NSP transmission line assets when full line replacement is not necessary. Unlike “Major Line Refurbishment” projects, the ELR projects are individual property unit replacements within a segment/circuit.

## 3. Black Dog – Wilson 115 kV Uprate

### *Project Description and Context*

This project is to replace seven existing 1600 amps 115 kV circuit breakers and associated switches to new 3000A, 63kA breakers at the Black Dog substation located in the south metro area of the Twin Cities. The majority of the 115 kV bus will also be replaced to 3000 amps. Replacing the breakers, switches and bus work will allow us to operate the system to the capacity of the existing transmission lines between Black Dog and Wilson Substations. No transmission line upgrade is required since the existing line’s capacities are higher than the 115 kV substation equipment. The line, bus, and breaker failure relaying for each element uprated would be replaced. Load has continued to grow in this area putting additional pressure on the existing facilities to continue to serve load reliably. This project is needed to continue to reliably serve the load around the Wilson substation in Bloomington. Construction is expected to start in 2018 with an in-service date of summer 2019.

## 4. Hollydale

### *Project Description and Context*

The Hollydale project, also known as Plymouth-Area Power Grid Upgrades, is a set of projects that addresses electricity demand in and around Plymouth, MN exceeding the system capacity of both the distribution and transmission systems during peak demand times. The project consists of southern and northern portions. The southern portion consist of rebuilding two existing 115kV transmission lines to accommodate more electrical load and expanding the Gleason Lake substation by installing capacitor banks and reconfiguring the electrical bus work. The northern

portion consists of purchasing and extending an existing Great River Energy 69 kV transmission line, constructing a new 115-69 kV substation called Pomerleau Lake Substation, and expanding the existing Hollydale Substation to accommodate a second power transformer and distribution feeders. Only the transmission portions of this project are included for recovery through the TCR Rider.

This project was redesigned from the original proposed 115kV Hollydale project that had been cancelled. The redesigned project has received a Conditional Use Permit (CUP) from the City of Plymouth, and all other local permits necessary have also been received.

## 5. Lawrence to Falls Substation Capacity Enhancement

### *Project Description and Context*

The Lawrence to Falls Substation Capacity Enhancement project is to increase power availability onto the new Sioux Falls Northern system in SD by increasing the conductor on two circuits 0729 and 5568 from 477ACSR to 954ACSS. This serves to increase the Amps and decrease the line losses (resistance). The new project will provide two strong injection sources from Split Rock Station. The project is needed to support the load growth happening in the eastern South Dakota service territory.

## NOTABLE PROJECT MODIFICATIONS

### **Fossum (Minnkota Power Cooperative) Interconnection**

Since the Commission's approval to include this project in the TCR Rider, the requesting interconnection party (Minnkota Power Cooperative) has canceled their interconnection request. As reflected on Attachment 3, the capital forecast of this project has been reduced from \$11.5 million to \$123,330. Prior to the project cancellation, some materials were purchased, installed and placed in service in preparation for the proposed interconnection. The scope of work for the interconnection included moving relay equipment and panels within our Prairie Substation. We completed portions of the clean-up and segregation of MPC and Xcel Energy equipment in the substation, but MPC cancelled their interconnection request in the middle of this work. We completed the in-progress work that was still of benefit to both Xcel Energy and MPC and then discontinued the remainder of the project thereafter. The costs reflected in this TCR application are only Xcel Energy's costs; MPC paid for their own modifications to their assets in our substation.

### **Dean Lake**

The Dean Lake project has experienced some delays in portions of the project to be carried out by the City of Shakopee. These delays have increased the overall labor and equipment costs for Xcel Energy's scope of work. The project scope included a request from the City of Shakopee to expand the existing 115kV ringbus to accommodate the city's plans to add a third 115kV-13.8kV transformer at the Dean Lake Substation which is owned by Xcel Energy, but currently contains assets owned by the City of Shakopee. The project is now in-service as of April 2017.

### **Maple River 115kV MPC Interconnection**

This project's scope has changed, which has resulted in increased forecasted capital expenditures. Originally the scope to construct a new substation box structure, relocate 115kV strain bus (for an existing interconnection), extend the Company's Main Bus #1 to tie in the new interconnection, and install new communication equipment was necessary as part of the Maple River Red River project because it was originally planned to be completed prior to this interconnection. However, due to permitting delays with that project it was necessary to execute the work with the Maple River 115kV MPC Interconnection project so that the proposed interconnection from MPC can be completed.

### **Maple River Red River**

This project experienced some routing changes to the line portion in the course of the permitting process. During the local permitting engagement, several route modifications were required, most notably the City of Fargo required the Company to pay for relocation of buried City infrastructure utilities. These changes have increased the project's forecasted capital costs.

**Project Implementation Schedule**

Project Name	Regulatory Approval Docket No.	Regulatory Approval Filing Date	Regulatory Approval Order Dates	Design/Engineering/Procurement	ROW Acquisition	Construction Start	Projected In-Service	Current Status
CapX2020 – La Crosse (Local, MISO, and WI)	E002/CN-06-1115	8/4/2006	MN Certificate of Need 5/22/2009	October 2011	January 2012	January 2013	September 2016	Project is in-service.
	Local & MISO: ET-2/TL-09-1448 (MN)	1/19/2010	MN Route Permit 5/30/2012					
	WI: 5-CE-136 (WI)	1/3/2011	WI Certificate of Public Convenience and Necessity 5/30/2012					
CAPX2020 – Fargo	E002/CN-06-1115	8/4/2006	Certificate of Need 5/22/2009	Monticello – St. Cloud Engineering Start 1/2/2010 Procurement Start 7/1/2010	Monticello – St. Cloud 7/15/2010	Monticello – St. Cloud 11/1/2010	Monticello – St. Cloud 12/21/2011	Monticello – St. Cloud segment is in-service.
	E002, ET2/TL-09-246	4/8/2009	Monticello – St. Cloud Route Permit 7/12/2010	St. Cloud – Fargo Engineering Start 10/1/2010 Procurement Start 7/1/2011	St. Cloud – Fargo 5/15/2011	St. Cloud – Fargo 12/26/2011	St. Cloud – Fargo 10/15/2015	St. Cloud – Fargo segment is in-service.
	E002, ET2/TL-09-1056	10/1/2009	St. Cloud – Fargo Route Permit 5/1/2011					
CAPX2020 Brookings	E002/CN-06-1115	8/4/06	Certificate of Need 5/22/2009	November 2011	November 2011	October 2011	March 2015	Project is in-service.
	ET-2/TL-08-1474	12/29/2008	Route Permit MN 9/14/2010					
	EL10-016	11/23/2010	Route Permit SD 6/14/2011					
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	December 2016	Project is in-service.



**Northern States Power Company  
State of North Dakota  
Transmission Cost Recovery Rider (TCR)**

Case No. PU-17-\_\_\_\_  
Application  
Attachment 2  
Page 2 of 5

Project Name	Regulatory Approval Docket No.	Regulatory Approval Filing Date	Regulatory Approval Order Dates	Design/Engineering/Procurement	ROW Acquisition	Construction Start	Projected In-Service	Current Status
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 - September 2014	June 2015	Project is in-service
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 in-service.
Maple River – Red River	PU-17-332	08/21/2017	Advance Determination of Prudence, Certificate of Corridor Compatibility, and State Route Permit required, not yet submitted	December 2015	November 2016	August 2018	May 2019	Project is in final Planning, Engineering and CPCN Application is being reviewed by the NDPSC
Big Stone – Brookings	EL12-063 EL13-020	12/19/2012 6/3/2013	Facility Permit for 35 miles of planned line issued January 2007 (recertified April 2013) Facility Permit for 40 miles of planned line issued February 2014	June 2014	December 2016	August 2015	September 2017	Project is in-service.
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 is in-service.
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	December 2015	Project is in-service.
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 2016	Project is in-service.
Scott County Expansion	E002/MC-14-163	2/25/2014	4/2/2014	October 2014	July 2014	July 2014	September 2015	Project is In-Service

**Northern States Power Company**  
**State of North Dakota**  
**Transmission Cost Recovery Rider (TCR)**

Case No. PU-17-\_\_\_\_  
 Application  
 Attachment 2  
 Page 3 of 5

Project Name	Regulatory Approval Docket No.	Regulatory Approval Filing Date	Regulatory Approval 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	December 2018	December 2017	August 2018	March 2020	Project is in final Planning, Engineering and Pre-construction
Kohlman Lake – Goose Lake	E002/TL-12-1151	1/17/2013	1/21/2014	March 2015	September 2014	October 2014	July 2015	Project is In-Service
Prairie Sub	PU-14-126 (CPCN Only)	3/14/2014	5/28/2014	June 2014	N/A	September 2014	June 2016	Project is In-service
Black Dog – Savage	E002/TL-11-795	2/14/2012	5/3/2013	December 2013	August 2013	August 2013	September 2014	Project is In-service
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 is In-service
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 is In-service
Cass County Sub	No state Permit necessary	No state Permit necessary	No state Permit necessary	March 2013	October 2012	October 2012	December 2013	Project is In-service
New Prague Area	No state permit is necessary	No state permit is necessary	No state permit is necessary	November 2014	July 2014	May 2015	December 2015	Project is In-service
ELR – Breakers	No state permit is necessary	No state permit is necessary	No state permit is necessary	Ongoing	N/A	Ongoing	Annual program replacement, varying ISDs throughout year.	Ongoing
ELR – Relays	No state permit is necessary	No state permit is necessary	No state permit is necessary	Ongoing	N/A	Ongoing	Annual program replacement, varying ISDs throughout year.	Ongoing
Minot Load Serving	PU-17-102	3/13/2017	Certificate of Public Convenience and Necessity (CPCN), Certificate of Corridor Compatibility, and State Route Permit required	December 2015	January 2016	October 2017	December 2018	Project is in final Planning, Engineering and Pre-construction.

**Northern States Power Company**  
**State of North Dakota**  
**Transmission Cost Recovery Rider (TCR)**

Case No. PU-17-\_\_\_\_  
Application  
Attachment 2  
Page 4 of 5

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
NSPM Major Line Rebuild	No state permit is necessary.	No state permit is necessary.	No state permit is necessary.	Ongoing	Ongoing as necessary	Ongoing	Annual program replacement, varying ISDs throughout year.	Ongoing
Gleason Lake Sub	No state permit is necessary.	No state permit is necessary.	No state permit is necessary.	February 2017	February 2017	May 2017	June 2018	Project is under construction
Galloping Mitigation NSM 0953	No state permit is necessary.	No state permit is necessary.	Not required for rebuild of existing line.	Phase 1 – May 2015 Phase 2 – Aug. 2019	Phase 1 – n/a Phase 2 – n/a	Phase 1 – July 2015 Phase 2 – May 2020	Phase 1 – August 2015 Phase 2 – October 2020	Phase 1 is in-service. Phase 2 is in project planning and engineering phase.
S&E - NSP Line	No state permit is necessary	No state permit is necessary	No state permit is necessary	Ongoing	N/A	Ongoing	Annual program replacement, varying ISDs throughout the year.	Ongoing
ELR - Transformers NSPM	No state permit is necessary	No state permit is necessary	No state permit is necessary	Ongoing	N/A	Ongoing	Annual program replacement, varying ISDs throughout the year.	Ongoing
Maple River Interconnection	No state permit is necessary	No state permit is necessary	No state permit is necessary	August 2017	N/A	November 2017	July 2018	Project is in final Engineering and pre-construction
Dean Lake Substation	No state permit is necessary	No state permit is necessary	No state permit is necessary	November 2015	N/A	June 2016	April 2017	Project is in-service
NSP Reloc B	No state permit is necessary	No state permit is necessary	No state permit is necessary	Ongoing	Ongoing as necessary	Ongoing	Ongoing	Ongoing

**Northern States Power Company  
State of North Dakota  
Transmission Cost Recovery Rider (TCR)**

Case No. PU-17-\_\_\_\_  
Application  
Attachment 2  
Page 5 of 5

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
Yankee Reactor	No state permit is necessary	No state permit is necessary	No state permit is necessary	October 2015	N/A	May 2016	June 2017	Project is in-service
Fossum	No state permit is necessary	No state permit is necessary	No state permit is necessary	December 2016	N/A	April 2017	July 2017	Project portions completed before project cancellation are in-service
NSPM – Major Line Refurbishment	No state permit is necessary	No state permit is necessary	No state permit is necessary	Ongoing	N/A	Ongoing	Ongoing	Ongoing
Line ELR – NSPM	No state permit is necessary	No state permit is necessary	No state permit is necessary	Ongoing	N/A	Ongoing	Ongoing	Ongoing
Black Dog – Wilson 115 kV uprate	No state permit is necessary	No state permit is necessary	No state permit is necessary	December 2017	November 2017	June 2018	May 2019	Project is in final Planning, Engineering and Pre-construction.
Hollydale	No state permit is necessary	No state permit is necessary	No state permit is necessary	September 2016	February 2017	July 2017	June 2020	Project is in construction.
Lawrence to Falls Capacity Enhancement	No state permit is necessary	No state permit is necessary	No state permit is necessary	December 2016	January 2018	May 2018	June 2018	Project is in final Planning, Engineering and Pre-construction.



Project Pointer to NSPM Rider Project of Project	Project Pointer to NSPM Rider Sub Project of Project	Amounts in dollars								Total
		Pre-2016	2016	2017	2018	2019	2020	2021	2022	
Chaska - Hwy 212 Conversion	Land	1,554,963	44,850	152,723						1,752,535
Chaska - Hwy 212 Conversion	Line	11,479,304	(62,162)	0						11,417,143
Chaska - Hwy 212 Conversion	Sub	5,915,862	(18,299)	71						5,897,634
Chaska - Hwy 212 Conversion	Sub-Total Chaska - Hwy 212 Conversion	18,950,129	(35,611)	152,794						19,067,312
Chisago 2nd Transformer Addition	Sub	8,026,679	1,879	37						8,028,596
Chisago 2nd Transformer Addition	Sub-Total Chisago 2nd Transformer Addition	8,026,679	1,879	37						8,028,596
Dean Lake Substation	Sub	445	2,905,905	584,982						3,491,332
Dean Lake Substation	Sub-Total Dean Lake Substation	445	2,905,905	584,982						3,491,332
ELR - Breakers - NSPM	Sub	525,339	570,165	2,037,313	313,600	1,470,000	1,470,000	1,506,260	1,769,880	9,662,557
ELR - Breakers - NSPM	Sub-Total ELR - Breakers - NSPM	525,339	570,165	2,037,313	313,600	1,470,000	1,470,000	1,506,260	1,769,880	9,662,557
ELR - Relay - NSPM	Sub	1,434,543	615,472	9,387,015	1,722,840	709,520	1,960,000	2,940,000	2,940,000	21,709,390
ELR - Relay - NSPM	Sub-Total ELR - Relay - NSPM	1,434,543	615,472	9,387,015	1,722,840	709,520	1,960,000	2,940,000	2,940,000	21,709,390
ELR - Transformers - NSPM	Sub	4,728,249	268,673	(30,393)			2,940,000	2,940,000	2,940,000	13,786,529
ELR - Transformers - NSPM	Sub-Total ELR - Transformers - NSPM	4,728,249	268,673	(30,393)			2,940,000	2,940,000	2,940,000	13,786,529
Franklin Transformer	Sub	7,679,258	27							7,679,285
Franklin Transformer	Sub-Total Franklin Transformer	7,679,258	27							7,679,285
Gleason Lake Sub	Land		24,995	471	120					25,586
Gleason Lake Sub	Line	2,173,642	627,280	1,488,807	3,826,900					8,116,629
Gleason Lake Sub	Sub		57,433	1,592,698	54,000					1,704,131
Gleason Lake Sub	Sub-Total Gleason Lake Sub	2,173,642	709,708	3,081,976	3,881,020					9,846,346
Glencoe - Waconia	Land									
Glencoe - Waconia	Line	17,773,846	(2,331)	2,331						17,773,846
Glencoe - Waconia	Sub	4,040,511								4,040,511
Glencoe - Waconia	Sub-Total Glencoe - Waconia	22,355,542	(2,331)	2,331						22,355,542
Hollydale Dist. 115kV	Land		5,658	784,758	1,755,000	25,000				2,570,416
Hollydale Dist. 115kV	Line	5,094	26,623	564,731	147,000	352,800				1,096,247
Hollydale Dist. 115kV	Sub	449,499	98,716	2,073,025	8,935,000	520,000				12,076,240
Hollydale Dist. 115kV	Sub-Total Hollydale Dist. 115kV	454,592	130,997	3,422,514	10,837,000	897,800				15,742,903

Project Pointer to NSPM Rider Project of Project	Project Pointer to NSPM Rider Sub Project of Project	Amounts in dollars								Total
		Pre-2016	2016	2017	2018	2019	2020	2021	2022	
Kohlman Lake-Goose Lake 2nd ckt	Land	181,493								181,493
Kohlman Lake-Goose Lake 2nd ckt	Line	5,852,392	28,133							5,880,525
Kohlman Lake-Goose Lake 2nd ckt	Sub	12,341,751	13,120							12,354,871
Kohlman Lake-Goose Lake 2nd ckt	Sub-Total Kohlman Lake-Goose Lake 2nd ckt	18,375,636	41,253							18,416,889
Lake Marion Burnsville	Land	8,661								8,661
Lake Marion Burnsville	Line	11,695,838	(693)							11,695,145
Lake Marion Burnsville	Sub									
Lake Marion Burnsville	Sub-Total Lake Marion Burnsville	11,704,499	(693)							11,703,806
Lawrence to Falls Capacity Enhancement	Line				3,970,000					3,970,000
Lawrence to Falls Capacity Enhancement	Sub-Total Lawrence to Falls Capacity Enhancement				3,970,000					3,970,000
Line ELR - NSPM	Line		1,539,712	3,385,280	1,610,150	124	2,250,000	3,600,000	5,800,000	18,185,267
Line ELR - NSPM	Sub-Total Line ELR - NSPM		1,539,712	3,385,280	1,610,150	124	2,250,000	3,600,000	5,800,000	18,185,267
Maple Lake - Annandale	Line	2,360,223	631,154	282						2,991,658
Maple Lake - Annandale	Sub-Total Maple Lake - Annandale	2,360,223	631,154	282						2,991,658
Maple River 115kV MPC Interconnection	Sub			2,238,290	34,300					2,272,590
Maple River 115kV MPC Interconnection	Sub-Total Maple River 115kV MPC Interconnection			2,238,290	34,300					2,272,590
Maple River Red River	Land		4,242	2,800,254						2,804,497
Maple River Red River	Line	247,939	227,721	2,266,115	5,363,201	2,459,270				10,564,246
Maple River Red River	Sub			280,331	3,732,821	774,734				4,787,886
Maple River Red River	Sub-Total Maple River Red River	247,939	231,964	5,346,701	9,096,022	3,234,004				18,156,629
Minn Valley	Line	14,840,831	7,125							14,847,956
Minn Valley	Sub	736,578	(4,430)	(197)						731,952
Minn Valley	Sub-Total Minn Valley	15,577,409	2,695	(197)						15,579,907
Minot Load Serving	Land		495,825	21,574	12,000					529,399
Minot Load Serving	Line	406,312	1,335,974	10,551,444	25,363,830	53,033				37,710,593
Minot Load Serving	Sub		9,851	3,647,226	8,220,200	265,800				12,143,076
Minot Load Serving	Sub-Total Minot Load Serving	406,312	1,841,649	14,220,244	33,596,030	318,833				50,383,067
MPC Fossum IA	Line		1,635	121,632	63					123,330
MPC Fossum IA	Sub-Total MPC Fossum IA		1,635	121,632	63					123,330

Project Pointer to NSPM Rider Project of Project	Project Pointer to NSPM Rider Sub Project of Project	Amounts in dollars								Total
		Pre-2016	2016	2017	2018	2019	2020	2021	2022	
New Prague Area	Land	106,958	812							107,771
New Prague Area	Line	1,024,271	35,142	(15,750)						1,043,663
New Prague Area	Sub	5,911,666	241,003	(9,310)						6,143,359
New Prague Area	Sub-Total New Prague Area	7,042,895	276,957	(25,060)						7,294,792
NSM0953 Galloping Mitigate SPK	Line	7,189,245	(36,253)	91,222	3,916	93,100	5,048,261			12,389,491
NSM0953 Galloping Mitigate SPK	Sub-Total NSM0953 Galloping Mitigate SPK	7,189,245	(36,253)	91,222	3,916	93,100	5,048,261			12,389,491
NSP Reloc B	Land	1,172,683	145							
NSP Reloc B	Line	153,881	8,459,851	(1,214,387)	1,520,000	1,520,000	1,520,000	1,520,000	1,520,000	14,999,345
NSP Reloc B	Sub-Total NSP Reloc B	1,326,564	8,459,996	(1,214,387)	1,520,000	1,520,000	1,520,000	1,520,000	1,520,000	16,172,173
NSPM Major Line Rebuild	Line	5,889,398	376,499	(10,106)		588,000	2,646,000	15,876,000	33,376,840	58,742,631
NSPM Major Line Rebuild	Sub-Total NSPM Major Line Rebuild	5,889,398	376,499	(10,106)		588,000	2,646,000	15,876,000	33,376,840	58,742,631
NSPM Major Line Refurbishment	Line			470,400	1,293,600	2,362,000	6,598,484	5,876,691	8,105,580	24,706,755
NSPM Major Line Refurbishment	Sub-Total NSPM Major Line Refurbishment			470,400	1,293,600	2,362,000	6,598,484	5,876,691	8,105,580	24,706,755
Prairie Sub Expansion	Line	314,269								
Prairie Sub Expansion	Sub	11,959,159	2,066,780	3,473						14,029,412
Prairie Sub Expansion	Sub-Total Prairie Sub Expansion	12,273,428	2,066,780	3,473						14,343,681
S&E - NSP Line	Line	11,332,662	17,128,706	3,116,802	2,699,996	2,700,000	2,700,000	3,000,000	4,000,000	46,678,166
S&E - NSP Line	Sub-Total S&E - NSP Line	11,332,662	17,128,706	3,116,802	2,699,996	2,700,000	2,700,000	3,000,000	4,000,000	46,678,166
Scott Cty 345 kV Expansion	Line	7,382,535	(5,380)							
Scott Cty 345 kV Expansion	Sub	19,542,241	132,154	(1,014)						19,673,381
Scott Cty 345 kV Expansion	Sub-Total Scott Cty 345 kV Expansion	26,924,776	126,775	(1,014)						27,050,536
Sioux Falls Northern	Land	530,596	1,079							531,676
Sioux Falls Northern	Line	21,882,349	2,877,359	922,860						25,682,568
Sioux Falls Northern	Sub	10,734,788	59,278	56,429						10,850,496
Sioux Falls Northern	Sub-Total Sioux Falls Northern	33,147,734	2,937,717	979,289						37,064,740
Wilson Substation Conversion	Sub				2,940,000	10,780,000	2,940,000			16,660,000
Wilson Substation Conversion	Sub-Total Wilson Substation Conversion				2,940,000	10,780,000	2,940,000			16,660,000
Yankee Reactor	Line			1,000						1,000
Yankee Reactor	Sub	619,652	3,568,052	936,448	300,000					5,424,153
Yankee Reactor	Sub-Total Yankee Reactor	619,652	3,568,052	937,448	300,000					5,425,153
	Total	1,234,172,663	108,658,787	68,189,119	77,172,537	26,158,381	30,072,745	37,258,951	60,452,300	1,642,135,483



<b>Annual Tracker Summary</b>					
<b>Amounts in dollars</b>		<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Line No:</b>		<b>Actual</b>	<b>Mixed</b>	<b>Forecast</b>	<b>Forecast</b>
1	Big Stone-Brookings	193,315	362,389	574,594	550,684
2	Black Dog - Savage	49,099	48,158	48,377	46,850
3	Black Dog - Wilson	-	-	2,845	21,946
4	Bluff Creek - Westgate	103,786	119,090	118,854	114,418
5	CAPX2020 Brookings	3,016,187	2,970,537	2,950,532	2,865,556
6	CAPX2020 - La Crosse Local	345,786	342,091	340,645	330,376
7	CAPX2020 - La Crosse MISO	612,499	706,805	701,178	680,011
8	CAPX2020 - La Crosse MISO - WI	934,974	923,099	920,619	892,451
9	CAPX2020 Fargo	1,510,287	1,478,607	1,460,335	1,413,307
10	Cass County SUB Expansion	29,528	29,022	29,213	28,281
11	Chaska - Hwy 212 Conversion	93,867	91,998	92,967	90,254
12	Chisago 2nd Transformer Addition	38,936	38,173	38,335	37,119
13	Dean Lake Substation	4,454	17,885	20,648	19,795
14	ELR - Breakers - NSPM	3,655	10,523	18,271	23,195
15	ELR - Relay - NSPM	7,389	26,340	70,025	77,663
16	ELR - Transformers - NSPM	23,898	26,533	26,462	25,502
17	Franklin Transformer	38,394	37,705	37,924	36,775
18	Gleason Lake Sub	15,109	20,863	51,869	60,670
19	Glencoe - Waconia	142,169	139,729	138,288	133,875
20	Hollydale Dist. 115kV	-	10,514	54,164	82,988
21	Kohlman Lake-Goose Lake 2nd ckt	117,289	115,239	113,838	110,282
22	Lake Marion Burnsville	56,243	55,161	55,409	53,656
23	Lawrence to Falls Capacity Enhancement	-	-	15,380	23,694
24	Line ELR - NSPM	-	18,145	33,597	36,078
25	Maple Lake - Annandale	13,932	15,066	15,091	14,577
26	Maple River 115kV MPC Interconnection	-	1,349	12,061	13,359
27	Maple River Red River	1,969	9,475	48,000	97,564
28	Minn Valley	98,483	96,496	95,301	92,289
29	Minot Load Serving	5,450	27,253	197,784	301,786
30	MISO RECB Sch.26/26a	(1,136,883)	66,171	26,842	(797,918)
31	MPC Fossum IA	-	496	795	964
32	New Prague Area	35,376	35,187	35,302	34,189
33	NSM0953 Galloping Mitigate SPK	35,715	34,909	35,397	34,590
34	NSP Reloc B	17,205	45,940	52,147	57,321
35	NSPM Major Line Rebuild	30,973	30,930	31,022	31,461
36	NSPM Major Line Refurbishment	-	140	3,730	18,537
37	Prairie Sub Expansion	75,428	81,995	81,682	78,436
38	S&E - NSP Line	81,552	164,549	175,955	185,542
39	Scott Cty 345 kV Expansion	131,763	129,549	130,072	125,921
40	Sioux Falls Northern	181,661	182,709	184,792	178,681
41	Wilson Substation Conversion	-	-	2,146	46,194
42	Yankee Reactor	11,773	27,044	31,937	31,215
43	ADIT Pro-Rate	-	27,297	28,365	27,776
44	Transmission Projects	6,921,262	8,565,161	9,102,789	8,327,909
45	Revenue Requirement in Base Rates	(1,800,376)	(1,800,376)	(1,800,376)	(1,800,376)
46	TCR True-up Carryover	577,614	522,332	151,736	-
47	<b>Revenue Requirement (RR)</b>	<b>5,698,500</b>	<b>7,287,117</b>	<b>7,454,148</b>	<b>6,527,533</b>
48	Revenue Collections (RC)	5,176,168	7,135,381	7,454,148	6,527,533
49	<b>Carry Over Balance</b>	<b>522,332</b>	<b>151,736</b>	<b>-</b>	<b>-</b>

2016 Tracker														
Line No	Amounts in dollars	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Annual Total
		Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
1	Big Stone-Brookings	6,968	7,461	9,260	11,353	12,596	13,923	15,708	18,833	21,723	23,479	25,304	26,707	193,315
2	Black Dog - Savage	4,149	4,139	4,128	4,118	4,107	4,097	4,086	4,076	4,065	4,055	4,044	4,034	49,099
3	Black Dog - Wilson	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Bluff Creek - Westgate	7,016	7,349	7,819	8,174	8,519	8,771	9,193	9,368	9,541	9,656	9,712	8,667	103,786
5	CAPX2020 Brookings	254,271	254,113	254,458	253,661	252,517	251,813	250,989	249,803	248,916	248,707	248,578	248,362	3,016,187
6	CAPX2020 - La Crosse Local	28,143	28,105	28,326	28,557	28,476	28,971	29,472	29,331	29,296	29,212	29,035	28,862	345,786
7	CAPX2020 - La Crosse MISO	46,746	47,127	48,068	49,424	50,803	51,443	52,567	52,799	53,249	53,407	53,389	53,478	612,499
8	CAPX2020 - La Crosse MISO - WI	78,129	77,858	77,803	77,975	77,923	78,247	78,692	78,606	78,394	77,818	76,934	76,594	934,974
9	CAPX2020 Fargo	127,341	126,866	126,721	126,689	126,459	126,180	125,910	125,591	125,232	124,847	124,449	124,005	1,510,287
10	Cass County SUB Expansion	2,493	2,487	2,481	2,475	2,470	2,464	2,458	2,452	2,446	2,440	2,434	2,428	29,528
11	Chaska - Hwy 212 Conversion	7,974	7,956	7,939	7,924	7,908	7,891	7,879	7,771	7,749	7,713	7,679	7,663	93,867
12	Chisago 2nd Transformer Addition	3,290	3,282	3,275	3,266	3,257	3,249	3,240	3,232	3,224	3,215	3,207	3,198	38,936
13	Dean Lake Substation	(84)	(79)	(70)	(55)	(41)	39	131	285	609	940	1,262	1,517	4,454
14	ELR - Breakers - NSPM	193	193	195	198	203	208	213	333	457	466	486	511	3,655
15	ELR - Relay - NSPM	584	582	581	579	578	577	575	577	586	599	706	865	7,389
16	ELR - Transformers - NSPM	2,350	2,106	2,048	1,914	1,912	1,886	1,860	1,859	1,861	1,969	2,073	2,061	23,898
17	Franklin Transformer	3,243	3,235	3,227	3,219	3,211	3,203	3,196	3,188	3,180	3,172	3,164	3,156	38,394
18	Gleason Lake Sub	1,116	1,080	1,087	1,109	1,148	1,163	1,226	1,242	1,353	1,488	1,532	1,564	15,109
19	Glencoe - Waconia	11,998	11,969	11,941	11,913	11,884	11,862	11,839	11,810	11,781	11,753	11,724	11,696	142,169
20	Hollydale Dist. 115kV	-	-	-	-	-	-	-	-	-	-	-	-	-
21	Kohlman Lake-Goose Lake 2nd ckt	9,900	9,876	9,853	9,829	9,798	9,781	9,771	9,746	9,721	9,696	9,671	9,646	117,289
22	Lake Marion Burnsville	4,753	4,741	4,729	4,717	4,705	4,693	4,681	4,669	4,657	4,645	4,633	4,621	56,243
23	Lawrence to Falls Capacity Enhancement	-	-	-	-	-	-	-	-	-	-	-	-	-
24	Line ELR - NSPM	-	-	-	-	-	-	-	-	-	-	-	-	-
25	Maple Lake - Annandale	999	1,039	1,106	1,162	1,167	1,167	1,176	1,185	1,212	1,242	1,242	1,235	13,932
26	Maple River 115kV MPC Interconnection	-	-	-	-	-	-	-	-	-	-	-	-	-
27	Maple River Red River	110	110	125	143	156	163	176	178	182	192	204	230	1,969
28	Minn Valley	8,322	8,300	8,280	8,260	8,239	8,217	8,196	8,176	8,155	8,134	8,113	8,092	98,483
29	Minot Load Serving	159	187	217	247	272	298	366	427	484	584	1,067	1,143	5,450
30	MISO RECB Sch.26/26a	(131,033)	(120,848)	(121,198)	(89,036)	(65,810)	(96,829)	(68,199)	(5,966)	(137,169)	(97,765)	(72,797)	(130,234)	(1,136,883)
31	MPC Fossum IA	-	-	-	-	-	-	-	-	-	-	-	-	-
32	New Prague Area	2,917	2,942	2,966	2,969	2,965	2,960	2,953	2,945	2,932	2,941	2,945	2,939	35,376
33	NSM0953 Galloping Mitigate SPK	3,004	2,998	2,997	2,996	2,992	2,984	2,978	2,971	2,964	2,957	2,949	2,924	35,715
34	NSP Reloc B	632	643	671	709	592	631	785	1,085	1,490	2,428	3,427	4,112	17,205
35	NSPM Major Line Rebuild	2,396	2,426	2,547	2,578	2,613	2,639	2,651	2,653	2,642	2,623	2,613	2,591	30,973
36	NSPM Major Line Refurbishment	-	-	-	-	-	-	-	-	-	-	-	-	-
37	Prairie Sub Expansion	6,203	6,211	6,510	6,826	7,150	7,283	5,897	5,928	5,860	5,863	5,858	5,840	75,428
38	S&E - NSP Line	4,348	4,284	4,298	4,348	4,388	4,408	5,466	7,042	9,087	10,539	11,367	11,977	81,552
39	Scott Cty 345 kV Expansion	11,110	11,095	11,072	11,045	11,018	10,983	10,966	10,940	10,916	10,898	10,875	10,845	131,763
40	Sioux Falls Northern	13,792	14,114	14,599	15,170	15,573	15,363	15,547	15,616	15,752	15,962	15,501	14,673	181,661
41	Wilson Substation Conversion	-	-	-	-	-	-	-	-	-	-	-	-	-
42	Yankee Reactor	157	159	179	207	280	506	957	1,431	1,749	1,913	2,054	2,181	11,773
43	ADIT Pro-Rate	-	-	-	-	-	-	-	-	-	-	-	-	-
44	Transmission Projects	523,688	534,108	538,238	574,664	600,029	571,143	603,511	670,184	544,293	587,788	615,433	558,183	6,921,262
45	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)
46	TCR True-up Carryover	577,614	-	-	-	-	-	-	-	-	-	-	-	577,614
47	<b>Revenue Requirement (RR)</b>	<b>951,270</b>	<b>384,077</b>	<b>388,207</b>	<b>424,632</b>	<b>449,998</b>	<b>421,111</b>	<b>453,480</b>	<b>520,152</b>	<b>394,262</b>	<b>437,756</b>	<b>465,402</b>	<b>408,152</b>	<b>5,698,500</b>
48	Revenue Collections (RC)	513,173	446,827	435,196	355,589	397,980	417,968	451,302	467,365	393,733	399,995	401,524	495,517	5,176,168
49	Monthly RR - RC	438,097	(62,750)	(46,989)	69,043	52,018	3,144	2,178	52,787	529	37,761	63,878	(87,365)	-
50	Balance (RR - RC + Cumulative CC)	438,097	375,347	328,358	397,402	449,419	452,563	454,741	507,528	508,058	545,819	609,697	522,332	-

2017 Tracker														
Line No	Carryover	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Annual Total
		Actual	Actual	Actual	Actual	Actual	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	Amounts in dollars													
1	Big Stone-Brookings	25,337	25,287	25,622	26,061	26,803	26,873	31,659	33,065	33,892	34,298	34,471	39,021	362,389
2	Black Dog - Savage	4,069	4,058	4,048	4,038	4,028	4,018	4,008	3,998	3,988	3,978	3,968	3,958	48,158
3	Black Dog - Wilson	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Bluff Creek - Westgate	10,064	10,048	10,026	10,012	9,995	9,951	9,906	9,877	9,847	9,817	9,788	9,758	119,090
5	CAPX2020 Brookings	250,595	249,608	248,862	248,551	248,071	247,507	247,015	246,875	246,696	246,145	245,584	245,030	2,970,537
6	CAPX2020 - La Crosse Local	29,395	29,313	29,243	28,818	28,395	28,333	28,270	28,202	28,133	28,065	27,996	27,927	342,091
7	CAPX2020 - La Crosse MISO	60,412	60,089	59,796	59,255	58,683	58,516	58,513	58,519	58,356	58,212	58,229	58,223	706,805
8	CAPX2020 - La Crosse MISO - WI	77,576	77,720	77,744	77,447	77,123	76,923	76,717	76,531	76,353	76,341	76,322	76,302	923,099
9	CAPX2020 Fargo	124,871	124,561	124,271	123,988	123,699	123,401	123,088	122,774	122,460	122,146	121,831	121,517	1,478,607
10	Cass County SUB Expansion	2,450	2,444	2,438	2,433	2,427	2,421	2,416	2,410	2,404	2,399	2,393	2,387	29,022
11	Chaska - Hwy 212 Conversion	7,771	7,754	7,758	7,771	7,768	7,649	7,632	7,615	7,597	7,579	7,561	7,544	91,998
12	Chisago 2nd Transformer Addition	3,225	3,217	3,209	3,201	3,193	3,185	3,177	3,169	3,161	3,153	3,145	3,137	38,173
13	Dean Lake Substation	1,526	1,578	1,785	1,446	1,451	1,444	1,450	1,444	1,444	1,441	1,438	1,435	17,885
14	ELR - Breakers - NSPM	478	576	732	832	703	721	739	791	960	1,197	1,359	1,436	10,523
15	ELR - Relay - NSPM	752	791	872	1,072	1,294	1,401	1,586	1,912	2,671	3,756	4,750	5,482	26,340
16	ELR - Transformers - NSPM	2,258	2,245	2,232	2,226	2,219	2,213	2,206	2,200	2,193	2,187	2,180	2,174	26,533
17	Franklin Transformer	3,184	3,176	3,169	3,161	3,153	3,146	3,138	3,131	3,123	3,116	3,108	3,100	37,705
18	Gleason Lake Sub	1,488	1,488	1,590	1,649	1,779	2,192	1,614	1,287	1,378	1,605	2,018	2,756	20,863
19	Glencoe - Waconia	11,794	11,767	11,740	11,712	11,685	11,657	11,631	11,604	11,576	11,549	11,521	11,494	139,729
20	Hollydale Dist. 115KV	157	166	177	189	269	133	794	1,472	1,562	1,704	1,881	2,009	10,514
21	Kohlman Lake-Goose Lake 2nd ckt	9,735	9,711	9,687	9,663	9,639	9,615	9,591	9,567	9,543	9,519	9,496	9,472	115,239
22	Lake Marion Burnsville	4,660	4,649	4,637	4,626	4,614	4,603	4,591	4,579	4,568	4,556	4,545	4,533	55,161
23	Lawrence to Falls Capacity Enhancement	-	-	-	-	-	-	-	-	-	-	-	-	-
24	Line ELR - NSPM	600	850	1,223	1,458	1,566	1,607	1,677	1,732	1,753	1,795	1,887	1,995	18,145
25	Maple Lake - Annandale	1,274	1,271	1,267	1,264	1,261	1,257	1,254	1,250	1,247	1,244	1,240	1,237	15,066
26	Maple River 115KV MPC Interconnection	(23)	(23)	(22)	(22)	(19)	15	78	141	204	267	340	427	1,349
27	Maple River Red River	222	267	300	333	370	417	458	680	1,050	1,379	1,808	2,190	9,475
28	Minn Valley	8,152	8,132	8,112	8,092	8,072	8,051	8,031	8,011	7,991	7,971	7,950	7,930	96,496
29	Minot Load Serving	829	828	1,010	1,110	1,223	1,284	1,674	1,690	2,180	3,246	4,829	7,347	27,253
30	MISO RECB Sch.26/26a	247,816	(14,297)	6,827	(30,841)	(21,821)	21,534	(9,989)	(22,416)	(45,162)	(19,979)	(54,358)	8,856	66,171
31	MPC Fossum IA	(7)	(6)	(4)	3	18	62	98	82	62	62	63	63	496
32	New Prague Area	2,979	2,968	2,961	2,952	2,943	2,935	2,927	2,919	2,912	2,905	2,897	2,890	35,187
33	NSM0953 Galloping Mitigate SPK	2,918	2,910	2,913	2,908	2,904	2,907	2,913	2,913	2,910	2,908	2,905	2,901	34,909
34	NSP Reloc B	4,468	4,112	4,303	2,797	4,017	3,926	3,816	3,744	3,673	3,681	3,695	3,708	45,940
35	NSPM Major Line Rebuild	2,618	2,610	2,600	2,593	2,587	2,580	2,574	2,567	2,560	2,554	2,547	2,540	30,930
36	NSPM Major Line Refurbishment	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	1	6	12	140	140
37	Prairie Sub Expansion	6,966	6,942	6,926	6,898	6,858	6,841	6,815	6,793	6,772	6,750	6,728	6,706	81,995
38	S&E - NSP Line	12,972	13,088	13,558	13,957	13,993	13,716	13,724	13,896	13,902	13,908	13,914	13,920	164,549
39	Scott Cty 345 kV Expansion	10,947	10,919	10,892	10,864	10,837	10,809	10,782	10,755	10,727	10,700	10,672	10,645	129,549
40	Sioux Falls Northern	15,107	15,139	15,245	15,395	15,418	15,348	15,275	15,236	15,196	15,156	15,117	15,077	182,709
41	Wilson Substation Conversion	-	-	-	-	-	-	-	-	-	-	-	-	-
42	Yankee Reactor	2,209	2,294	2,503	2,608	2,703	2,086	2,115	2,114	2,110	2,105	2,101	2,096	27,044
43	ADIT Pro-Rate	2,275	2,275	2,275	2,275	2,275	2,275	2,275	2,275	2,275	2,275	2,275	2,275	27,297
44	Transmission Projects	954,136	690,523	712,525	672,793	682,193	723,516	696,172	685,340	664,206	691,634	660,133	731,990	8,565,161
45	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)
46	TCR True-up Carryover	522,332	-	-	-	-	-	-	-	-	-	-	-	522,332
47	<b>Revenue Requirement (RR)</b>	<b>1,326,437</b>	<b>540,492</b>	<b>562,494</b>	<b>522,762</b>	<b>532,161</b>	<b>573,485</b>	<b>546,140</b>	<b>535,308</b>	<b>514,175</b>	<b>541,602</b>	<b>510,101</b>	<b>581,958</b>	<b>7,287,117</b>
48	Revenue Collections (RC)	712,212	569,899	646,667	493,229	536,142	561,142	621,722	621,151	546,091	551,094	590,849	685,183	7,135,381
49	Monthly RR - RC	614,225	(29,407)	(84,173)	(29,533)	(3,981)	(12,343)	(75,582)	(85,842)	(31,916)	(9,492)	(80,748)	(103,224)	-
50	Balance (RR - RC + Cumulative CC)	614,225	584,818	500,645	530,178	526,198	538,541	462,959	377,116	345,200	335,708	254,960	151,736	-

2018 Tracker														
Line No	Carryover	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Annual Total
		Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
		Amounts in dollars												
1	Big Stone-Brookings	48,947	48,683	48,416	48,205	48,058	47,911	47,764	47,616	47,469	47,322	47,175	47,027	574,594
2	Black Dog - Savage	4,086	4,076	4,066	4,056	4,046	4,036	4,026	4,017	4,007	3,997	3,987	3,977	48,377
3	Black Dog - Wilson	(48)	(44)	(38)	(27)	(4)	32	84	138	200	383	823	1,346	2,845
4	Bluff Creek - Westgate	10,062	10,033	10,005	9,976	9,947	9,919	9,890	9,862	9,833	9,804	9,776	9,747	118,854
5	CAPX2020 Brookings	248,896	248,347	247,798	247,250	246,701	246,152	245,603	245,054	244,506	243,957	243,408	242,859	2,950,532
6	CAPX2020 - La Crosse Local	28,753	28,686	28,620	28,553	28,487	28,420	28,354	28,287	28,221	28,154	28,088	28,022	340,645
7	CAPX2020 - La Crosse MISO	58,954	58,789	58,624	58,459	58,293	58,127	57,961	57,795	57,629	57,463	57,297	57,131	701,178
8	CAPX2020 - La Crosse MISO - WI	77,721	77,539	77,356	77,174	76,992	76,809	76,627	76,445	76,262	76,080	75,898	75,716	920,619
9	CAPX2020 Fargo	123,383	123,076	122,769	122,462	122,155	121,848	121,541	121,234	120,927	120,620	120,313	120,006	1,460,335
10	Cass County SUB Expansion	2,465	2,460	2,454	2,448	2,443	2,437	2,432	2,426	2,420	2,415	2,409	2,404	29,213
11	Chaska - Hwy 212 Conversion	7,843	7,826	7,808	7,791	7,773	7,756	7,739	7,722	7,704	7,686	7,669	7,651	92,967
12	Chisago 2nd Transformer Addition	3,238	3,230	3,222	3,214	3,206	3,199	3,191	3,183	3,175	3,167	3,159	3,151	38,335
13	Dean Lake Substation	1,751	1,745	1,740	1,734	1,729	1,723	1,718	1,712	1,707	1,701	1,696	1,690	20,648
14	ELR - Breakers - NSPM	1,568	1,552	1,516	1,505	1,519	1,523	1,524	1,500	1,506	1,512	1,520	1,526	18,271
15	ELR - Relay - NSPM	5,784	5,907	5,837	5,890	5,820	5,881	5,920	5,904	5,931	5,804	5,663	5,682	70,025
16	ELR - Transformers - NSPM	2,239	2,239	2,227	2,221	2,214	2,208	2,202	2,196	2,190	2,183	2,177	2,171	26,462
17	Franklin Transformer	3,201	3,194	3,186	3,179	3,172	3,164	3,157	3,149	3,142	3,134	3,127	3,119	37,924
18	Gleason Lake Sub	3,486	3,810	4,160	4,499	4,815	4,280	4,492	4,485	4,476	4,466	4,456	4,446	51,869
19	Glencoe - Waconia	11,670	11,644	11,617	11,591	11,564	11,537	11,511	11,484	11,457	11,431	11,404	11,377	138,288
20	Hollydale Dist. 115KV	1,516	1,647	2,046	2,909	3,802	4,531	5,177	5,636	6,122	6,552	6,892	7,334	54,164
21	Kohlman Lake-Goose Lake 2nd ckt	9,613	9,590	9,567	9,544	9,521	9,498	9,475	9,452	9,429	9,406	9,383	9,360	113,838
22	Lake Marion Fallsville	4,680	4,669	4,657	4,646	4,634	4,623	4,612	4,600	4,589	4,578	4,566	4,555	55,409
23	Lawrence to Falls Capacity Enhancement	(118)	14	406	989	1,645	1,677	1,798	1,802	1,798	1,794	1,790	1,786	15,380
24	Line ELR - NSPM	2,427	2,789	2,845	2,835	2,830	2,825	2,820	2,815	2,823	2,843	2,862	2,881	33,597
25	Maple Lake - Annandale	1,276	1,273	1,269	1,266	1,263	1,259	1,256	1,253	1,249	1,246	1,243	1,239	15,091
26	Maple River 115KV MPC Interconnection	1,212	971	998	995	991	989	989	987	985	982	980	978	12,061
27	Maple River Red River	2,455	2,522	2,586	2,651	2,726	2,850	3,268	4,132	5,077	5,809	6,544	7,379	48,000
28	Minn Valley	8,049	8,030	8,010	7,991	7,971	7,951	7,932	7,912	7,893	7,873	7,854	7,834	95,301
29	Minot Load Serving	7,879	9,414	10,632	12,149	14,116	16,187	18,691	20,920	22,339	23,660	20,143	21,655	197,784
30	MISO RECB Sch.26/26a	5,189	(13,067)	26,442	(9,078)	28,800	12,686	18,498	(12,019)	11,547	(148)	(19,787)	(22,220)	26,842
31	MPC Fossum IA	64	64	64	64	64	64	67	69	69	69	69	69	795
32	New Prague Area	2,981	2,974	2,967	2,960	2,953	2,945	2,938	2,931	2,924	2,917	2,909	2,902	35,302
33	NSM0953 Galloping Mitigate SPK	2,987	2,980	2,973	2,967	2,960	2,953	2,946	2,940	2,933	2,926	2,919	2,913	35,397
34	NSP Reloc B	4,186	4,198	4,210	4,221	4,233	4,246	4,322	4,378	4,434	4,490	4,549	4,659	52,147
35	NSPM Major Line Rebuild	2,621	2,615	2,608	2,601	2,595	2,588	2,582	2,575	2,569	2,562	2,556	2,549	31,022
36	NSPM Major Line Refurbishment	213	219	225	231	237	244	250	256	288	346	461	760	3,730
37	Prairie Sub Expansion	6,922	6,901	6,880	6,859	6,838	6,817	6,796	6,775	6,755	6,734	6,713	6,692	81,682
38	S&E - NSP Line	14,582	14,552	14,521	14,490	14,459	14,428	14,397	14,366	14,335	14,304	14,273	14,242	175,955
39	Scott Cty 345 kv Expansion	10,987	10,960	10,934	10,907	10,880	10,853	10,826	10,799	10,772	10,745	10,718	10,691	130,072
40	Sioux Falls Northern	15,617	15,577	15,538	15,498	15,459	15,419	15,380	15,340	15,300	15,261	15,221	15,182	184,792
41	Wilson Substation Conversion	(37)	(37)	(37)	(37)	(36)	(36)	(36)	(36)	(36)	251	824	1,398	2,146
42	Yankee Reactor	2,586	2,578	2,569	2,561	2,552	2,544	2,536	2,528	2,520	2,512	2,504	2,496	31,937
43	ADIT Pro-Rate	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	28,365
44	Transmission Projects	754,250	736,582	776,659	742,852	782,964	768,052	776,580	748,027	773,065	762,817	740,293	740,647	9,102,789
45	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)
46	TCR True-up Carryover	151,736	-	-	-	-	-	-	-	-	-	-	-	151,736
47	<b>Revenue Requirement (RR)</b>	<b>755,955</b>	<b>586,551</b>	<b>626,628</b>	<b>592,820</b>	<b>632,933</b>	<b>618,020</b>	<b>626,548</b>	<b>597,996</b>	<b>623,033</b>	<b>612,786</b>	<b>590,262</b>	<b>590,616</b>	<b>7,454,148</b>
48	Revenue Collections (RC)	755,282	631,512	678,924	514,377	555,891	584,943	641,895	639,842	564,072	568,207	613,769	705,434	7,454,148
49	Monthly RR - RC	673	(44,961)	(52,296)	78,443	77,042	33,078	(15,347)	(41,846)	58,962	44,579	(23,507)	(114,818)	
50	Balance (RR - RC + Cumulative CC)	673	(44,289)	(96,585)	(18,142)	58,900	91,978	76,631	34,785	93,746	138,325	114,818	(0)	

2019 Tracker														
Line No	Carryover	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Annual Total
		Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	Amounts in dollars													
1	Big Stone-Brookings	46,634	46,499	46,364	46,228	46,093	45,958	45,823	45,688	45,552	45,417	45,282	45,147	550,684
2	Black Dog - Savage	3,956	3,947	3,937	3,928	3,918	3,909	3,899	3,890	3,881	3,871	3,862	3,852	46,850
3	Black Dog - Wilson	1,477	1,684	1,855	1,987	2,104	1,754	1,847	1,856	1,851	1,847	1,843	1,839	21,946
4	Bluff Creek - Westgate	9,681	9,654	9,628	9,601	9,575	9,548	9,521	9,495	9,468	9,442	9,415	9,389	114,418
5	CAPX2020 Brookings	241,659	241,138	240,618	240,097	239,577	239,057	238,536	238,016	237,495	236,975	236,454	235,934	2,865,556
6	CAPX2020 - La Crosse Local	27,878	27,815	27,752	27,689	27,626	27,563	27,500	27,437	27,374	27,311	27,248	27,185	330,376
7	CAPX2020 - La Crosse MISO	57,529	57,373	57,216	57,059	56,903	56,746	56,589	56,433	56,276	56,119	55,962	55,806	680,011
8	CAPX2020 - La Crosse MISO - WI	75,321	75,148	74,975	74,803	74,630	74,457	74,285	74,112	73,939	73,766	73,594	73,421	892,451
9	CAPX2020 Fargo	119,393	119,099	118,805	118,511	118,217	117,923	117,629	117,334	117,040	116,746	116,452	116,158	1,413,307
10	Cass County SUB Expansion	2,382	2,377	2,373	2,368	2,364	2,359	2,354	2,350	2,345	2,341	2,336	2,332	28,281
11	Chaska - Hwy 212 Conversion	7,612	7,595	7,579	7,562	7,546	7,529	7,513	7,496	7,480	7,464	7,447	7,431	90,254
12	Chisago 2nd Transformer Addition	3,134	3,127	3,119	3,112	3,104	3,097	3,090	3,082	3,075	3,067	3,060	3,052	37,119
13	Dean Lake Substation	1,677	1,672	1,667	1,662	1,657	1,652	1,647	1,642	1,637	1,632	1,627	1,622	19,795
14	ELR - Breakers - NSPM	1,646	1,698	1,750	1,802	1,855	1,907	1,959	2,012	2,064	2,116	2,168	2,220	23,195
15	ELR - Relay - NSPM	6,380	6,396	6,433	6,465	6,474	6,489	6,503	6,513	6,533	6,501	6,496	6,481	77,663
16	ELR - Transformers - NSPM	2,157	2,157	2,145	2,140	2,134	2,128	2,122	2,117	2,111	2,105	2,099	2,094	25,502
17	Franklin Transformer	3,104	3,096	3,089	3,082	3,075	3,068	3,061	3,054	3,047	3,040	3,033	3,026	36,775
18	Gleason Lake Sub	5,145	5,129	5,112	5,096	5,080	5,064	5,048	5,032	5,015	4,999	4,983	4,967	60,670
19	Glencoe - Waconia	11,276	11,254	11,233	11,211	11,189	11,167	11,145	11,124	11,102	11,080	11,058	11,036	133,875
20	Hollydale Dist. 115KV	7,991	6,646	6,862	6,949	6,979	6,806	6,821	6,812	6,800	6,787	6,774	6,761	82,988
21	Kohlman Lake-Goose Lake 2nd ckt	9,310	9,289	9,267	9,245	9,223	9,201	9,179	9,157	9,135	9,114	9,092	9,070	110,282
22	Lake Marion Burnsville	4,531	4,520	4,509	4,498	4,488	4,477	4,466	4,455	4,444	4,433	4,423	4,412	53,656
23	Lawrence to Falls Capacity Enhancement	2,009	2,003	1,997	1,990	1,984	1,978	1,971	1,965	1,959	1,952	1,946	1,940	23,694
24	Line ELR - NSPM	3,041	3,035	3,028	3,022	3,016	3,010	3,003	2,997	2,991	2,985	2,978	2,972	36,078
25	Maple Lake - Annandale	1,232	1,229	1,226	1,223	1,219	1,216	1,213	1,210	1,207	1,204	1,201	1,197	14,577
26	Maple River 115KV MPC Interconnection	1,133	1,129	1,126	1,122	1,119	1,115	1,111	1,108	1,104	1,101	1,097	1,094	13,359
27	Maple River Red River	7,893	8,556	8,991	9,267	7,731	7,914	7,905	7,890	7,876	7,862	7,847	7,833	97,564
28	Minn Valley	7,793	7,774	7,756	7,737	7,719	7,700	7,681	7,663	7,644	7,626	7,607	7,588	92,289
29	Minot Load Serving	25,492	25,488	25,441	25,361	25,281	25,201	25,121	25,041	24,961	24,881	24,801	24,721	301,786
30	MISO RECB Sch.26/26a	(66,115)	(77,531)	(35,050)	(69,477)	(33,688)	(63,046)	(64,894)	(96,774)	(58,331)	(64,737)	(82,983)	(85,291)	(797,918)
31	MPC Fossum IA	82	82	81	81	81	80	80	80	80	79	79	79	964
32	New Prague Area	2,887	2,880	2,873	2,866	2,859	2,853	2,846	2,839	2,832	2,825	2,818	2,812	34,189
33	NSM0953 Galloping Mitigate SPK	2,894	2,892	2,890	2,888	2,885	2,883	2,881	2,879	2,877	2,875	2,873	2,873	34,590
34	NSP Reloc B	4,606	4,619	4,633	4,646	4,660	4,674	4,687	4,700	4,714	4,727	4,740	4,753	57,321
35	NSPM Major Line Rebuild	2,551	2,592	2,611	2,612	2,614	2,615	2,617	2,621	2,625	2,629	2,633	2,637	31,461
36	NSPM Major Line Refurbishment	989	1,306	1,522	1,666	1,741	1,442	1,539	1,536	1,616	1,696	1,693	1,788	18,537
37	Prairie Sub Expansion	6,643	6,623	6,604	6,585	6,565	6,546	6,527	6,507	6,488	6,469	6,449	6,430	78,436
38	S&E - NSP Line	15,388	15,356	15,324	15,292	15,260	15,228	15,196	15,164	15,132	15,100	15,068	15,036	185,542
39	Scott Cty 345 kv Expansion	10,634	10,608	10,583	10,557	10,532	10,506	10,481	10,455	10,430	10,404	10,379	10,353	125,921
40	Sioux Falls Northern	15,095	15,058	15,021	14,983	14,946	14,909	14,871	14,834	14,797	14,759	14,722	14,685	178,681
41	Wilson Substation Conversion	1,022	1,316	1,755	2,339	2,923	3,507	4,092	4,677	5,262	5,848	6,434	7,020	46,194
42	Yankee Reactor	2,645	2,637	2,629	2,621	2,613	2,605	2,597	2,589	2,581	2,573	2,565	2,557	31,215
43	ADIT Pro-Rate	2,315	2,315	2,315	2,315	2,315	2,315	2,315	2,315	2,315	2,315	2,315	2,315	27,776
44	Transmission Projects	700,101	687,275	729,644	694,794	728,182	697,155	694,514	661,662	699,314	692,116	673,055	670,098	8,327,909
45	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)
46	TCR True-up Carryover	-	-	-	-	-	-	-	-	-	-	-	-	-
47	<b>Revenue Requirement (RR)</b>	<b>550,069</b>	<b>537,244</b>	<b>579,612</b>	<b>544,762</b>	<b>578,151</b>	<b>547,123</b>	<b>544,483</b>	<b>511,631</b>	<b>549,283</b>	<b>542,085</b>	<b>523,023</b>	<b>520,067</b>	<b>6,527,533</b>
48	Revenue Collections (RC)	660,610	553,470	593,995	450,710	486,919	511,628	562,687	559,470	493,869	497,353	538,762	618,059	6,527,533
49	Monthly RR - RC	(110,541)	(16,227)	(14,383)	94,053	91,232	35,496	(18,204)	(47,839)	55,414	44,732	(15,739)	(97,992)	-
50	Balance (RR - RC + Cumulative CC)	(110,541)	(126,767)	(141,150)	(47,098)	44,134	79,630	61,425	13,586	69,000	113,731	97,992	(0)	-

**Northern States Power Company**  
**North Dakota Transmission Cost Recovery Rider**  
**Projected 2018 effective January 1, 2018**

Line No	Description	All Classes
1	North Dakota Net Annual Cost (1)	\$7,454,148 From Line 47 of Attachment 4
2	Forecasted North Dakota MWH (2)	2,261,208 From Line 2 of Attachment 10
3	Total Factor / kWh	\$0.003297 (Line 1 /Line 2)/1,000
4	Residential bill impact / Month (3)	\$2.47 Line 3 * 750 kWh

**Notes:**

- (1) Annual cost includes true-up adjustment to Tracker Account for the previous year's over- or under-recovery. See Attachment 4 for details.  
 (2) Reflects calendar month sales. See Attachment 10 for detail.  
 (3) Assumes 750 kWh per month.

**Northern States Power Company**  
**North Dakota Transmission Cost Recovery Rider**  
**2017 Approved Rate**

Line No	Description	All Classes
17	North Dakota Net Annual Cost (1)	\$7,263,124
18	Forecasted North Dakota MWH (2)	2,255,537
19	Total Factor / kWh	\$0.003220 Per ND Order dated 12.14.16
20	Residential bill impact / Month (3)	\$2.42 Line 19 * 750 kWh

**Notes:**

- (1) Annual cost includes true-up adjustment to Tracker Account for the previous year's over- or under-recovery.  
 (2) Reflects calendar month sales.  
 (3) Assumes 750 kWh per month.

**North Dakota Calendar Month Electric Sales (MWh)  
 2018 Budget**

Line No	ANNUAL Summary:											Rate	Revenues (\$)	
	Residential w/o Sp Heat	Residential w/ Sp Heat	Total Residential	Small C&I	Large C&I	Total C&I	Street Lighting	Public Authority	Interdept	Total Other	Total Retail			
1	<b>2017</b>	258,985	115,326	374,311	548,948	185,538	734,486	7,533	6,679	0	14,212	1,123,009		
2	<b>2018</b>	514,089	265,059	779,148	1,092,505	361,495	1,454,000	14,720	13,341	0	28,061	2,261,208		
3	<b>2019</b>	514,635	266,944	781,579	1,097,241	362,750	1,459,990	14,810	13,341	0	28,151	2,269,720		
4														
5														
6														
7	<b>Jul-17</b>	47,992	13,275	61,267	96,752	33,122	129,874	720	1,221	0	1,941	193,081	0.003220	621,722
8	<b>Aug-17</b>	47,922	13,424	61,346	95,602	33,791	129,393	929	1,236	0	2,165	192,904	0.003220	621,151
9	<b>Sep-17</b>	36,339	12,636	48,975	86,552	31,775	118,326	1,125	1,167	0	2,292	169,593	0.003220	546,091
10	<b>Oct-17</b>	35,884	16,195	52,079	85,844	30,955	116,799	1,325	945	0	2,269	171,147	0.003220	551,094
11	<b>Nov-17</b>	40,600	24,720	65,320	86,427	29,071	115,498	1,706	969	0	2,675	183,494	0.003220	590,849
12	<b>Dec-17</b>	50,248	35,076	85,324	97,771	26,824	124,596	1,728	1,142	0	2,870	212,790	0.003220	685,183
13	<b>Total 17</b>	258,985	115,326	374,311	548,948	185,538	734,486	7,533	6,679	0	14,212	1,123,009	0.003220	3,616,091
14														
15	<b>Jan-18</b>	56,025	41,783	97,808	102,217	26,124	128,342	1,746	1,218	0	2,964	229,114	0.003297	755,282
16	<b>Feb-18</b>	44,436	34,418	78,854	82,820	27,524	110,343	1,467	904	0	2,371	191,569	0.003297	631,512
17	<b>Mar-18</b>	44,537	29,988	74,525	99,298	29,830	129,127	1,072	1,226	0	2,298	205,951	0.003297	678,924
18	<b>Apr-18</b>	33,337	15,558	48,895	75,422	29,584	105,006	1,168	967	0	2,135	156,036	0.003297	514,377
19	<b>May-18</b>	35,015	13,352	48,367	87,715	30,477	118,191	873	1,198	0	2,071	168,629	0.003297	555,891
20	<b>Jun-18</b>	41,521	12,199	53,720	89,983	31,776	121,759	814	1,148	0	1,963	177,442	0.003297	584,943
21	<b>Jul-18</b>	48,159	13,743	61,902	97,634	33,237	130,871	724	1,221	0	1,945	194,718	0.003297	641,895
22	<b>Aug-18</b>	47,937	13,606	61,543	96,474	33,908	130,382	935	1,236	0	2,171	194,095	0.003297	639,842
23	<b>Sep-18</b>	36,350	13,236	49,586	87,341	31,885	119,226	1,132	1,167	0	2,299	171,111	0.003297	564,072
24	<b>Oct-18</b>	35,895	16,504	52,399	86,626	31,062	117,689	1,333	945	0	2,278	172,365	0.003297	568,207
25	<b>Nov-18</b>	40,613	25,403	66,016	88,312	29,172	117,484	1,716	969	0	2,686	186,186	0.003297	613,769
26	<b>Dec-18</b>	50,263	35,269	85,532	98,663	26,918	125,580	1,738	1,142	0	2,880	213,993	0.003297	705,434
27	<b>Total 18</b>	514,089	265,059	779,148	1,092,505	361,495	1,454,000	14,720	13,341	0	28,061	2,261,208	0.003297	7,454,148
28														
29	<b>Jan-19</b>	56,051	41,893	97,944	102,570	26,215	128,785	1,757	1,218	0	2,975	229,704	0.002876	660,610
30	<b>Feb-19</b>	44,456	34,573	79,029	83,422	27,619	111,041	1,476	904	0	2,380	192,450	0.002876	553,470
31	<b>Mar-19</b>	44,557	30,106	74,663	99,640	29,933	129,573	1,079	1,226	0	2,305	206,541	0.002876	593,995
32	<b>Apr-19</b>	33,352	15,856	49,208	75,683	29,686	105,369	1,175	967	0	2,142	156,718	0.002876	450,710
33	<b>May-19</b>	35,031	13,603	48,634	88,017	30,582	118,599	879	1,198	0	2,076	169,309	0.002876	486,919
34	<b>Jun-19</b>	41,540	12,213	53,753	90,293	31,886	122,180	819	1,148	0	1,968	177,901	0.002876	511,628
35	<b>Jul-19</b>	48,495	13,887	62,382	97,971	33,352	131,323	729	1,221	0	1,950	195,655	0.002876	562,687
36	<b>Aug-19</b>	47,959	13,569	61,527	96,806	34,026	130,832	940	1,236	0	2,176	194,536	0.002876	559,470
37	<b>Sep-19</b>	36,367	13,416	49,782	87,642	31,995	119,637	1,139	1,167	0	2,306	171,726	0.002876	493,869
38	<b>Oct-19</b>	35,912	16,645	52,556	86,925	31,170	118,095	1,341	945	0	2,286	172,937	0.002876	497,353
39	<b>Nov-19</b>	40,631	25,466	66,098	89,269	29,273	118,542	1,727	969	0	2,696	187,336	0.002876	538,762
40	<b>Dec-19</b>	50,286	35,718	86,004	99,003	27,011	126,014	1,749	1,142	0	2,891	214,908	0.002876	618,059
41	<b>Total 19</b>	514,635	266,944	781,579	1,097,241	362,750	1,459,990	14,810	13,341	0	28,151	2,269,720	0.002876	6,527,533

**Key Inputs**

Line No	Capital Structure	2016			2017			2018		
		Cost	Ratio	WACC	Cost	Ratio	WACC	Cost	Ratio	WACC
1										
2	<b>Capital Structure</b>									
3	Long Term Debt	5.14%	44.96%	2.31%	5.14%	44.96%	2.31%	5.14%	44.96%	2.31%
4	Short Term Debt	0.75%	2.48%	0.02%	0.75%	2.48%	0.02%	0.75%	2.48%	0.02%
5	Preferred Stock	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
6	Common Equity	10.25%	52.56%	5.39%	10.25%	52.56%	5.39%	10.25%	52.56%	5.39%
7	<b>Required Rate of Return</b>			7.72%			7.72%			7.72%
8	<b>(Weighted Cost of Capital from Settlement in Docket PU-12-813)</b>									
9										
10	<b>Property Tax Rates</b>									
11	Property Tax Rate			1.664%			1.664%			1.664%
12										
13	<b>Income Tax Rates</b>									
14	Federal Tax Rate			35.00%			35.00%			35.00%
15	State Tax Rate			4.31%			4.31%			4.31%
16	State Composite Income Tax Rate			37.8015%			37.8015%			37.8015%
17	Company Composite Income Tax Rate			40.8468%			40.8468%			40.8468%
18										
19	<b>OATT</b>									
20	Annual OATT Credit Factor			24.08%			24.00%			22.70%
21										
22	<b>Allocators</b>									
23	ND 12-month CP demand (Electric Demand)			6.1708%			6.2357%			6.3682%
24	NSPM 36-month CP demand (Interchange Electric)			84.1349%			84.2464%			84.0798%
25	Jurisdictional Allocator			5.1918%			5.2534%			5.3544%



Amounts in dollars

NSPM Rider Rev Req by Rider Project	Annual 2016	Annual 2017	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Annual 2018
<b>Big Stone-Brookings</b>															
CWIP Balance	52,099,750														
Plant In-Service	3,753,506	74,753,213	74,563,213	74,385,213	74,184,213	74,184,213	74,184,213	74,184,213	74,184,213	74,184,213	74,184,213	74,184,213	74,184,213	74,184,213	74,184,213
Depreciation Reserve	9,361	100,055	214,575	328,795	442,707	556,456	670,205	783,953	897,702	1,011,451	1,125,199	1,238,948	1,352,697	1,466,445	1,466,445
Accumulated Deferred Taxes	(82,875)	949,897	1,136,275	1,322,653	1,509,032	1,695,410	1,881,789	2,068,167	2,254,546	2,440,924	2,627,302	2,813,681	3,000,059	3,186,438	3,186,438
Average Rate Base	54,826,633	68,816,984	73,457,812	72,973,064	72,483,119	72,082,410	71,782,283	71,482,156	71,182,029	70,881,902	70,581,775	70,281,648	69,981,521	69,681,393	69,681,393
Tax Depreciation Expense	1,195	3,614,977	569,911	569,911	569,911	569,911	569,911	569,911	569,911	569,911	569,911	569,911	569,911	569,911	6,838,930
CPI-TAX INTEREST	59,884	998,777													
Debt Return	775,184	1,402,675	142,631	141,689	140,738	139,960	139,377	138,795	138,212	137,629	137,046	136,464	135,881	135,298	1,663,719
Equity Return	1,793,237	3,244,814	329,948	327,771	325,570	323,770	322,422	321,074	319,726	318,378	317,030	315,682	314,334	312,986	3,848,690
Current Income Tax Requirement	1,113,239	1,064,837	37,034	35,529	34,004	31,991	31,172	30,353	29,533	28,714	27,895	27,075	26,256	25,437	372,367
Book Depreciation	4,369	90,694	114,520	114,220	113,912	113,749	113,749	113,749	113,749	113,749	113,749	113,749	113,749	113,749	1,366,391
AFUDC															
Deferred Taxes	(24,574)	1,032,771	186,378	186,378	186,378	186,378	186,378	186,378	186,378	186,378	186,378	186,378	186,378	186,378	2,236,541
Property Tax Expense	62,021	62,444	103,634	103,634	103,634	103,634	103,634	103,634	103,634	103,634	103,634	103,634	103,634	103,634	1,243,602
Total Revenue Requirement	3,723,477	6,898,235	914,144	909,221	904,236	900,301	897,551	894,801	892,051	889,301	886,551	883,801	881,051	878,300	10,731,309
Rider Revenue Requirement	193,315	362,389	48,947	48,683	48,416	48,205	48,058	47,911	47,764	47,616	47,469	47,322	47,175	47,027	574,594
<b>Black Dog - Savage</b>															
CWIP Balance		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plant In-Service	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629	10,299,629
Depreciation Reserve	477,590	678,649	695,404	712,159	728,914	745,669	762,424	779,179	795,934	812,688	829,443	846,198	862,953	879,708	879,708
Accumulated Deferred Taxes	2,221,025	2,350,225	2,359,638	2,378,462	2,387,874	2,397,287	2,406,699	2,416,111	2,425,523	2,434,936	2,444,348	2,453,760	2,463,172	2,463,172	2,463,172
Average Rate Base	7,615,522	7,284,515	7,257,671	7,231,504	7,205,337	7,179,170	7,153,002	7,126,835	7,100,668	7,074,501	7,048,334	7,022,167	6,995,999	6,969,832	6,969,832
Tax Depreciation Expense	46,681	43,021	39,705	39,705	39,705	39,705	39,705	39,705	39,705	39,705	39,705	39,705	39,705	39,705	39,705
CPI-TAX INTEREST															
Debt Return	181,160	173,256	14,092	14,041	13,990	13,940	13,889	13,838	13,787	13,736	13,686	13,635	13,584	13,533	165,750
Equity Return	419,079	400,794	32,599	32,482	32,364	32,246	32,129	32,011	31,894	31,776	31,659	31,541	31,424	31,306	383,431
Current Income Tax Requirement	125,868	130,546	11,584	11,513	11,442	11,370	11,299	11,227	11,156	11,084	11,013	10,942	10,870	10,799	134,299
Book Depreciation	201,059	201,059	16,755	16,755	16,755	16,755	16,755	16,755	16,755	16,755	16,755	16,755	16,755	16,755	201,059
AFUDC															
Deferred Taxes	147,142	129,200	9,412	9,412	9,412	9,412	9,412	9,412	9,412	9,412	9,412	9,412	9,412	9,412	112,947
Property Tax Expense	171,346	171,346	14,279	14,279	14,279	14,279	14,279	14,279	14,279	14,279	14,279	14,279	14,279	14,279	171,346
OATT Credit	299,953	289,488	22,410	22,355	22,301	22,246	22,192	22,138	22,083	22,029	21,974	21,920	21,865	21,811	265,325
Total Revenue Requirement	945,700	916,713	76,312	76,126	75,941	75,756	75,570	75,385	75,200	75,014	74,829	74,644	74,458	74,273	903,507
Rider Revenue Requirement	49,099	48,158	4,086	4,076	4,066	4,056	4,046	4,036	4,026	4,017	4,007	3,997	3,987	3,977	48,377
<b>Black Dog - Wilson</b>															
CWIP Balance			5,000	13,000	25,000	50,000	100,000	175,000	275,000	360,000	485,000	985,000	1,990,000	2,770,000	7,233,000
Plant In-Service															
Depreciation Reserve															
Accumulated Deferred Taxes			(576)	(1,153)	(1,729)	(2,306)	(2,882)	(3,459)	(4,035)	(4,612)	(5,188)	(5,764)	(6,341)	(6,917)	(6,917)
Average Rate Base			2,788	9,865	20,441	39,518	77,594	140,670	228,747	321,823	427,400	740,476	1,493,553	2,386,629	2,386,629
Tax Depreciation Expense															
CPI-TAX INTEREST			7	26	55	108	217	398	651	920	1,225	2,130	4,306	6,892	6,892
Debt Return			5	19	40	77	151	273	444	625	830	1,438	2,900	4,634	11,435
Equity Return			13	44	92	177	349	632	1,027	1,446	1,920	3,326	6,709	10,720	26,454
Current Income Tax Requirement			(338)	(308)	(261)	(177)	(7)	275	670	1,087	1,561	2,965	6,344	10,353	22,166
Book Depreciation															
AFUDC															
Deferred Taxes			(576)	(576)	(576)	(576)	(576)	(576)	(576)	(576)	(576)	(576)	(576)	(576)	(6,917)
Property Tax Expense															
OATT Credit															
Total Revenue Requirement			(897)	(821)	(706)	(499)	(84)	604	1,565	2,581	3,734	7,153	15,376	25,131	53,137
Rider Revenue Requirement			(48)	(44)	(38)	(27)	(4)	32	84	138	200	383	823	1,346	2,845

Line 1 Att 4

Line 2 Att 4

Line 3 Att 4









Amounts in dollars

NSPM Rider Rev Req by Rider Project	Annual 2016	Annual 2017	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Annual 2018
<b>ELR - Transformers - NSPM</b>															
CWIP Balance															
Plant In-Service	5,048,794	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401	5,018,401
Depreciation Reserve	108,502	195,811	203,081	210,352	217,622	224,893	232,163	239,434	246,704	253,974	261,245	268,515	275,786	283,056	283,056
Accumulated Deferred Taxes	461,068	585,263	594,317	603,372	612,426	621,480	630,535	639,589	648,643	657,698	666,752	675,807	684,861	693,915	693,915
Average Rate Base	4,501,180	4,246,137	4,229,164	4,212,839	4,196,515	4,180,190	4,163,865	4,147,540	4,131,216	4,114,891	4,098,566	4,082,241	4,065,917	4,049,592	4,049,592
Tax Depreciation Expense	270,684	390,662	29,379	29,379	29,379	29,379	29,379	29,379	29,379	29,379	29,379	29,379	29,379	29,379	352,548
CPI-TAX INTEREST															
Debt Return	100,701	101,278	8,212	8,180	8,148	8,117	8,085	8,053	8,021	7,990	7,958	7,926	7,895	7,863	96,448
Equity Return	232,953	234,288	18,996	18,923	18,849	18,776	18,703	18,629	18,556	18,483	18,409	18,336	18,263	18,189	223,112
Current Income Tax Requirement	76,173	33,505	3,611	3,567	3,522	3,477	3,433	3,388	3,344	3,299	3,255	3,210	3,165	3,121	40,392
Book Depreciation	77,342	87,309	7,270	7,270	7,270	7,270	7,270	7,270	7,270	7,270	7,270	7,270	7,270	7,270	87,245
AFUDC															
Deferred Taxes	74,755	124,195	9,054	9,054	9,054	9,054	9,054	9,054	9,054	9,054	9,054	9,054	9,054	9,054	108,652
Property Tax Expense	35,299	83,992	6,957	6,957	6,957	6,957	6,957	6,957	6,957	6,957	6,957	6,957	6,957	6,957	83,487
OATT Credit	136,925	159,496	12,281	12,247	12,213	12,179	12,145	12,111	12,077	12,043	12,009	11,975	11,941	11,907	145,129
Total Revenue Requirement	460,299	505,071	41,820	41,704	41,589	41,473	41,357	41,242	41,126	41,010	40,895	40,779	40,664	40,548	494,207
Rider Revenue Requirement	23,898	26,533	2,239	2,233	2,227	2,221	2,214	2,208	2,202	2,196	2,190	2,183	2,177	2,171	26,462
Line 16 Att 4															
<b>Franklin Transformer</b>															
CWIP Balance															
Plant In-Service	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Depreciation Reserve	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609	8,122,609
Accumulated Deferred Taxes	1,678,078	1,785,014	1,792,884	1,800,754	1,808,623	1,816,493	1,824,363	1,832,233	1,840,102	1,847,972	1,855,842	1,863,712	1,871,581	1,879,451	1,879,451
Average Rate Base	6,060,778	5,812,055	5,791,897	5,772,260	5,752,622	5,732,985	5,713,348	5,693,710	5,674,073	5,654,436	5,634,798	5,615,161	5,595,523	5,575,886	5,575,886
Tax Depreciation Expense	430,815	397,040	30,537	30,537	30,537	30,537	30,537	30,537	30,537	30,537	30,537	30,537	30,537	30,537	366,440
Debt Return	144,013	138,071	11,246	11,208	11,170	11,132	11,093	11,055	11,017	10,979	10,941	10,903	10,865	10,827	132,435
Equity Return	333,147	319,400	26,015	25,927	25,839	25,751	25,662	25,574	25,486	25,398	25,310	25,221	25,133	25,045	306,362
Current Income Tax Requirement	99,839	103,627	9,187	9,133	9,080	9,026	8,972	8,919	8,865	8,812	8,758	8,704	8,651	8,597	106,704
Book Depreciation	141,211	141,212	11,768	11,768	11,768	11,768	11,768	11,768	11,768	11,768	11,768	11,768	11,768	11,768	141,212
Deferred Taxes	120,732	106,936	7,870	7,870	7,870	7,870	7,870	7,870	7,870	7,870	7,870	7,870	7,870	7,870	94,437
Property Tax Expense	135,128	135,129	11,261	11,261	11,261	11,261	11,261	11,261	11,261	11,261	11,261	11,261	11,261	11,261	135,129
OATT Credit	234,556	226,650	17,558	17,517	17,476	17,435	17,394	17,353	17,312	17,272	17,231	17,190	17,149	17,108	207,995
Total Revenue Requirement	739,515	717,725	59,789	59,649	59,510	59,371	59,232	59,093	58,954	58,815	58,676	58,537	58,398	58,259	708,283
Rider Revenue Requirement	38,394	37,705	3,201	3,194	3,186	3,179	3,172	3,164	3,157	3,149	3,142	3,134	3,127	3,119	37,924
Line 17 Att 4															
<b>Gleason Lake Sub</b>															
CWIP Balance															
Plant In-Service	3,132,372	5,981,477	7,221,257	6,052,805	6,671,325	7,215,645	7,767,905								
Depreciation Reserve		232,872	232,872	1,925,003	1,937,003	1,937,003	1,937,003	10,082,968	10,092,868	10,095,368	10,095,368	10,095,368	10,095,368	10,095,368	10,095,368
Accumulated Deferred Taxes	(55,558)	(99,939)	(89,672)	(79,405)	(69,138)	(58,871)	(48,604)	(38,336)	(28,069)	(17,802)	(7,535)				
Average Rate Base	3,164,736	5,433,534	6,926,771	7,797,242	8,361,853	8,936,163	9,471,338	9,920,081	10,091,035	10,070,897	10,045,803	10,019,458	9,993,113	9,966,768	9,966,768
Tax Depreciation Expense		12,934	43,758	43,758	43,758	43,758	43,758	43,758	43,758	43,758	43,758	43,758	43,758	43,758	525,095
CPI-TAX INTEREST															
Debt Return	87,244	121,122	19,145	19,271	18,478	20,208	21,847	23,486	25,125	26,764	28,403	30,042	31,681	33,320	110,574
Equity Return	62,571	85,218	13,449	15,140	16,236	17,351	18,390	19,261	19,593	19,554	19,506	19,454	19,403	19,352	216,691
Current Income Tax Requirement	144,745	197,134	31,113	35,023	37,559	40,138	42,542	44,558	45,326	45,235	45,122	45,004	44,886	44,767	501,272
Book Depreciation	119,334	159,855	10,420	13,618	15,428	18,052	20,509	22,966	25,423	27,880	30,337	32,794	35,251	37,708	198,359
AFUDC															
Deferred Taxes	(35,636)	(44,381)	10,267	10,267	10,267	10,267	10,267	10,267	10,267	10,267	10,267	10,267	10,267	10,267	123,206
Property Tax Expense			323	323	323	323	323	323	323	323	323	323	323	323	3,874
OATT Credit		2,778	855	4,828	4,952	4,956	4,945	23,471	24,637	24,598	24,547	24,492	24,437	24,383	191,101
Total Revenue Requirement	291,013	397,131	65,097	71,148	77,699	84,023	89,934	94,927	98,895	98,764	98,589	98,403	98,216	98,029	968,724
Rider Revenue Requirement	15,109	20,863	3,486	3,810	4,160	4,499	4,815	5,149	5,483	5,817	6,151	6,485	6,819	7,153	51,869
Line 18 Att 4															







Amounts in dollars

NSPM Rider Rev Req by Rider Project	Annual 2016	Annual 2017	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Annual 2018
<b>Maple Lake - Annandale</b>															
CWIP Balance															
Plant In-Service	2,992,545	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827	2,992,827
Depreciation Reserve	56,618	115,040	119,908	124,777	129,645	134,514	139,383	144,251	149,120	153,988	158,857	163,726	168,594	173,463	173,463
Accumulated Deferred Taxes	490,946	544,599	548,520	552,441	556,362	560,283	564,204	568,125	572,046	575,967	579,888	583,809	587,730	591,651	591,651
Average Rate Base	2,456,413	2,337,858	2,328,794	2,320,004	2,311,215	2,302,425	2,293,636	2,284,846	2,276,056	2,267,267	2,258,477	2,249,688	2,240,898	2,232,109	2,232,109
Tax Depreciation Expense	172,715	189,757	14,466	14,466	14,466	14,466	14,466	14,466	14,466	14,466	14,466	14,466	14,466	14,466	173,597
CPI-TAX INTEREST															
Debt Return	53,755	55,668	4,522	4,505	4,488	4,471	4,453	4,436	4,419	4,402	4,385	4,368	4,351	4,334	53,135
Equity Return	124,352	128,776	10,460	10,421	10,381	10,342	10,302	10,263	10,223	10,184	10,144	10,105	10,065	10,026	122,916
Current Income Tax Requirement	33,153	31,053	2,907	2,883	2,859	2,835	2,811	2,787	2,763	2,739	2,715	2,691	2,667	2,643	33,301
Book Depreciation	54,702	58,422	4,869	4,869	4,869	4,869	4,869	4,869	4,869	4,869	4,869	4,869	4,869	4,869	58,423
AFUDC															
Deferred Taxes	48,211	53,653	3,921	3,921	3,921	3,921	3,921	3,921	3,921	3,921	3,921	3,921	3,921	3,921	47,052
Property Tax Expense	39,284	49,784	4,149	4,149	4,149	4,149	4,149	4,149	4,149	4,149	4,149	4,149	4,149	4,149	49,789
OATT Credit	85,113	90,565	6,998	6,980	6,961	6,943	6,925	6,906	6,888	6,870	6,852	6,833	6,815	6,797	82,768
Total Revenue Requirement	268,345	286,791	23,830	23,768	23,705	23,643	23,581	23,518	23,456	23,394	23,332	23,269	23,207	23,145	281,848
Rider Revenue Requirement	13,932	15,066	1,276	1,273	1,269	1,266	1,263	1,259	1,256	1,253	1,249	1,246	1,243	1,239	15,091
<b>Maple River 115kV MPC Interconnect</b>															
CWIP Balance		2,238,290	2,262,790												
Plant In-Service				2,272,590	2,272,590	2,272,590	2,272,590	2,272,590	2,272,590	2,272,590	2,272,590	2,272,590	2,272,590	2,272,590	2,272,590
Depreciation Reserve				1,646	4,939	8,231	11,523	14,816	18,108	21,401	24,693	27,986	31,278	34,570	34,570
Accumulated Deferred Taxes		-3,239	(852)	1,536	3,923	6,311	8,699	11,086	13,474	15,861	18,249	20,637	23,024	25,412	25,412
Average Rate Base		1,402,269	2,252,585	2,266,525	2,266,568	2,260,888	2,255,208	2,249,528	2,243,848	2,238,168	2,232,488	2,226,808	2,221,128	2,215,448	2,215,448
Tax Depreciation Expense			9,543	9,543	9,543	9,543	9,543	9,543	9,543	9,543	9,543	9,543	9,543	9,543	114,516
CPI-TAX INTEREST		7,931	6,513	3,290											9,803
Debt Return		5,525	4,374	4,401	4,401	4,390	4,379	4,368	4,357	4,346	4,335	4,324	4,313	4,302	52,288
Equity Return		12,780	10,118	10,180	10,180	10,155	10,130	10,104	10,079	10,053	10,028	10,002	9,977	9,951	120,957
Current Income Tax Requirement		10,618	5,759	4,839	3,840	3,824	3,809	3,793	3,778	3,762	3,747	3,731	3,716	3,700	48,295
Book Depreciation				1,646	3,292	3,292	3,292	3,292	3,292	3,292	3,292	3,292	3,292	3,292	34,570
AFUDC															
Deferred Taxes		(3,239)	2,388	2,388	2,388	2,388	2,388	2,388	2,388	2,388	2,388	2,388	2,388	2,388	28,651
Property Tax Expense				5,324	5,471	5,459	5,447	5,436	5,424	5,412	5,400	5,388	5,376	5,365	59,502
OATT Credit															
Total Revenue Requirement		25,684	22,638	18,130	18,630	18,590	18,550	18,510	18,469	18,429	18,389	18,349	18,308	18,268	225,259
Rider Revenue Requirement		1,349	1,212	971	998	995	993	991	989	987	985	982	980	978	12,061
<b>Maple River Red Rider</b>															
CWIP Balance	479,902	3,018,506	3,129,681	3,232,533	3,335,384	3,438,233	3,577,913	3,851,011	4,991,856	6,793,362	8,208,745	9,280,135	10,704,705	12,114,528	12,114,528
Plant In-Service	1,254	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351	2,809,351
Depreciation Reserve	44	56	64	72	80	88	96	104	112	120	128	136	144	151	151
Accumulated Deferred Taxes	-8,452	-23,057	(29,700)	(36,342)	(42,984)	(49,627)	(56,269)	(62,912)	(69,554)	(76,197)	(82,839)	(89,482)	(96,124)	(102,767)	-102,767
Average Rate Base	457,524	5,154,638	5,909,763	6,023,411	6,132,897	6,242,382	6,370,281	6,583,304	7,296,910	8,774,720	10,389,799	11,639,820	12,894,434	14,318,265	14,318,265
Tax Depreciation Expense		2,214	351	351	351	351	351	351	351	351	351	351	351	351	4,207
CPI-TAX INTEREST	11,873	37,977	8,918	9,252	9,575	9,899	10,278	10,902	12,972	17,252	21,940	25,589	29,261	33,432	199,272
Debt Return	8,186	42,532	11,475	11,695	11,908	12,121	12,369	12,783	14,168	17,038	20,174	22,601	25,037	27,801	199,168
Equity Return	18,937	98,388	26,545	27,055	27,547	28,039	28,613	29,570	32,775	39,413	46,668	52,282	57,918	64,313	460,737
Current Income Tax Requirement	15,790	72,662	17,307	17,821	18,316	18,812	19,391	20,352	23,558	30,193	37,452	43,081	48,738	55,160	350,182
Book Depreciation	24	12	8	8	8	8	8	8	8	8	8	8	8	8	96
AFUDC															
Deferred Taxes	(4,852)	(14,605)	(6,642)	(6,642)	(6,642)	(6,642)	(6,642)	(6,642)	(6,642)	(6,642)	(6,642)	(6,642)	(6,642)	(6,642)	(79,709)
Property Tax Expense	21	21	3,895	3,895	3,895	3,895	3,895	3,895	3,895	3,895	3,895	3,895	3,895	3,895	46,737
OATT Credit	184	18,649	6,729	6,729	6,729	6,729	6,729	6,729	6,729	6,729	6,729	6,729	6,729	6,729	80,751
Total Revenue Requirement	37,922	180,360	45,857	47,102	48,302	49,502	50,904	53,236	61,033	77,175	94,824	108,495	122,224	137,805	896,459
Rider Revenue Requirement	1,969	9,475	2,455	2,522	2,586	2,651	2,726	2,850	3,268	4,132	5,077	5,809	6,544	7,379	48,000

Amounts in dollars

NSPM Rider Rev Req by Rider Project	Annual 2016	Annual 2017	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Annual 2018
<b>Minn Valley</b>															
CWIP Balance	0	0	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	0
Plant In-Service	15,657,081	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885	15,656,885
Depreciation Reserve	677,779	981,846	1,007,184	1,032,523	1,057,862	1,083,201	1,108,540	1,133,879	1,159,217	1,184,556	1,209,895	1,235,234	1,260,573	1,285,912	1,285,912
Accumulated Deferred Taxes	3,379,959	3,579,386	3,593,928	3,608,469	3,623,010	3,637,551	3,652,092	3,666,633	3,681,174	3,695,715	3,710,257	3,724,798	3,739,339	3,753,880	3,753,880
Average Rate Base	11,621,468	11,116,632	11,075,713	11,035,833	10,995,953	10,956,073	10,916,193	10,876,313	10,836,433	10,796,553	10,756,673	10,716,793	10,676,913	10,637,033	10,637,033
Tax Depreciation Expense	858,473	791,200	60,846	60,846	60,846	60,846	60,846	60,846	60,846	60,846	60,846	60,846	60,846	60,846	730,156
Debt Return	276,433	264,395	21,505	21,428	21,350	21,273	21,196	21,118	21,041	20,963	20,886	20,808	20,731	20,654	252,953
Equity Return	639,473	611,625	49,748	49,569	49,390	49,211	49,032	48,853	48,674	48,495	48,315	48,136	47,957	47,778	585,159
Current Income Tax Requirement	189,598	196,864	17,492	17,384	17,275	17,166	17,057	16,948	16,839	16,730	16,622	16,513	16,404	16,295	202,724
Book Depreciation	304,050	304,066	25,339	25,339	25,339	25,339	25,339	25,339	25,339	25,339	25,339	25,339	25,339	25,339	304,066
Deferred Taxes	226,913	199,428	14,541	14,541	14,541	14,541	14,541	14,541	14,541	14,541	14,541	14,541	14,541	14,541	174,494
Property Tax Expense	260,428	260,473	21,706	21,706	21,706	21,706	21,706	21,706	21,706	21,706	21,706	21,706	21,706	21,706	260,470
Total Revenue Requirement	1,896,895	1,836,851	150,332	149,967	149,601	149,236	148,870	148,505	148,139	147,774	147,409	147,043	146,678	146,312	1,779,865
Rider Revenue Requirement	98,483	96,496	8,049	8,030	8,010	7,991	7,971	7,951	7,932	7,912	7,893	7,873	7,854	7,834	95,301
<b>Minot Load Servng</b>															
CWIP Balance	2,260,074	15,962,919	19,114,419	21,280,903	23,338,093	26,530,479	30,126,679	33,672,719	38,747,759	41,348,799	43,647,039	45,911,779	10,887		
Plant In-Service		517,399	519,399	521,399	529,399	529,399	529,399	529,399	529,399	529,399	529,399	529,399	48,695,030	50,076,347	50,076,347
Depreciation Reserve													38,152	115,547	115,547
Accumulated Deferred Taxes	-15,384	-75,169	(26,021)	23,127	72,275	121,423	170,571	219,719	268,867	318,015	367,163	416,311	465,459	514,607	514,607
Average Rate Base	2,193,043	13,781,945	18,107,662	20,719,507	22,787,196	25,366,836	28,711,981	32,233,953	36,495,345	40,284,237	42,684,729	44,917,071	47,113,587	48,824,251	48,824,251
Tax Depreciation Expense			211,243	211,243	211,243	211,243	211,243	211,243	211,243	211,243	211,243	211,243	211,243	211,243	2,534,910
CPI-TAX INTEREST	35,024	146,363	51,189	59,004	65,264	73,021	83,019	93,557	106,256	117,630	125,033	131,973	69,497	55	975,498
Debt Return	23,357	113,130	35,159	40,230	44,245	49,254	55,749	62,588	70,862	78,219	82,880	87,214	91,479	94,800	792,678
Equity Return	54,032	261,703	81,334	93,065	102,352	113,939	128,965	144,784	163,925	180,943	191,726	201,753	211,619	219,302	1,833,707
Current Income Tax Requirement	45,433	211,670	(17,973)	(6,093)	3,356	15,112	30,321	46,339	65,690	82,946	93,998	104,310	95,523	81,839	595,368
Book Depreciation													38,152	77,395	115,547
AFUDC															
Deferred Taxes	(14,300)	(59,785)	49,148	49,148	49,148	49,148	49,148	49,148	49,148	49,148	49,148	49,148	49,148	49,148	589,776
Property Tax Expense			717	717	717	717	717	717	717	717	717	717	717	717	8,607
OATT Credit	3,554	7,952	1,241	1,245	1,256	1,264	1,264	1,264	1,264	1,264	1,264	1,264	110,445	118,767	241,802
Total Revenue Requirement	104,969	518,766	147,144	175,822	198,563	226,907	263,636	302,312	349,078	390,709	417,205	441,877	376,192	404,435	3,693,880
Rider Revenue Requirement	5,450	27,253	7,879	9,414	10,632	12,149	14,116	16,187	18,691	20,920	22,339	23,660	20,143	21,655	197,784
<b>ADIT Pro-Rate</b>															
Total Revenue Requirement		519,620	44,147	44,147	44,147	44,147	44,147	44,147	44,147	44,147	44,147	44,147	44,147	44,147	529,761
Rider Revenue Requirement		27,297	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	2,364	28,365
<b>MISO RECB Sch.26/26a</b>															
Total Revenue Requirement	(21,897,673)	1,259,586	96,902	(244,043)	493,845	(169,550)	537,870	236,933	345,480	(224,479)	215,660	(2,763)	(369,547)	(414,991)	501,319
Rider Revenue Requirement	(1,136,883)	66,171	5,189	(13,067)	26,442	(9,078)	28,800	12,686	18,498	(12,019)	11,547	(148)	(19,787)	(22,220)	26,842
<b>MPC Fossum IA</b>															
CWIP Balance	1,640	123,272	123,281	123,290	123,299	123,308	123,317	123,326							
Plant In-Service									123,335	123,335	123,335	123,335	123,335	123,335	123,335
Depreciation Reserve									100	301	502	702	903	1,103	1,103
Accumulated Deferred Taxes	(0)	(1,210)	(1,110)	(1,009)	(909)	(809)	(709)	(608)	(508)	(408)	(308)	(207)	(107)	(7)	(7)
Average Rate Base	820	124,427	124,436	124,345	124,254	124,162	124,071	123,980	123,838	123,592	123,291	122,990	122,690	122,389	122,389
Tax Depreciation Expense			536	536	536	536	536	536	536	536	536	536	536	536	6,434
CPI-TAX INTEREST	2	2,961	364	365	366	367	368	369	185	240	239	239	238	238	2,386
Debt Return	2	2,031	242	241	241	241	241	241	240	240	239	239	238	238	2,882
Equity Return	4	4,697	559	559	558	558	557	557	556	555	554	552	551	550	6,666
Current Income Tax Requirement	3	3,919	296	296	297	297	298	298	247	194	194	193	192	191	2,992
Book Depreciation									100	201	201	201	201	201	1,103
AFUDC	5														
Deferred Taxes	(0)	(1,209)	100	100	100	100	100	100	100	100	100	100	100	100	1,203
Property Tax Expense															
Total Revenue Requirement	13	9,438	1,197	1,197	1,196	1,196	1,196	1,196	1,244	1,290	1,288	1,285	1,282	1,279	14,846
Rider Revenue Requirement		496	64	64	64	64	64	64	67	69	69	69	69	69	795

Line 28 Att 4

Line 29 Att 4

Line 43 Att 4

Line 30 Att 4

Line 31 Att 4

Amounts in dollars

NSPM Rider Rev Req by Rider Project	Annual 2016	Annual 2017	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Annual 2018
<b>New Prague Area</b>															
CWIP Balance															
Plant In-Service	7,319,852	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792	7,294,792
Depreciation Reserve	132,921	260,169	270,767	281,365	291,963	302,560	313,158	323,756	334,354	344,952	355,550	366,148	376,746	387,344	387,344
Accumulated Deferred Taxes	1,419,479	1,533,977	1,542,372	1,550,767	1,559,162	1,567,557	1,575,952	1,584,347	1,592,742	1,601,137	1,609,532	1,617,928	1,626,323	1,634,718	1,634,718
Average Rate Base	5,783,374	5,510,717	5,491,150	5,472,157	5,453,164	5,434,171	5,415,178	5,396,185	5,377,192	5,358,199	5,339,206	5,320,213	5,301,220	5,282,227	5,282,227
Tax Depreciation Expense	429,911	407,557	31,151	31,151	31,151	31,151	31,151	31,151	31,151	31,151	31,151	31,151	31,151	31,151	373,807
CPI-TAX INTEREST															
Debt Return	135,319	131,075	10,662	10,625	10,588	10,551	10,514	10,478	10,441	10,404	10,367	10,330	10,293	10,256	125,510
Equity Return	313,034	303,217	24,664	24,579	24,494	24,408	24,323	24,238	24,153	24,067	23,982	23,897	23,811	23,726	290,343
Current Income Tax Requirement	81,042	83,509	7,601	7,549	7,497	7,446	7,394	7,342	7,290	7,238	7,186	7,134	7,083	7,031	87,792
Book Depreciation	126,143	127,247	10,598	10,598	10,598	10,598	10,598	10,598	10,598	10,598	10,598	10,598	10,598	10,598	127,176
AFUDC															
Deferred Taxes	124,079	114,497	8,395	8,395	8,395	8,395	8,395	8,395	8,395	8,395	8,395	8,395	8,395	8,395	100,741
Property Tax Expense	115,387	121,774	10,113	10,113	10,113	10,113	10,113	10,113	10,113	10,113	10,113	10,113	10,113	10,113	121,357
OATT Credit	213,616	211,517	16,352	16,312	16,273	16,233	16,194	16,154	16,115	16,075	16,036	15,996	15,957	15,917	193,612
Total Revenue Requirement	681,388	669,803	55,682	55,547	55,413	55,278	55,144	55,009	54,875	54,740	54,606	54,471	54,337	54,202	659,305
Rider Revenue Requirement	35,376	35,187	2,981	2,974	2,967	2,960	2,953	2,945	2,938	2,931	2,924	2,917	2,909	2,902	35,302
<b>NSM0953 Galloping Mitigate SPK</b>															
CWIP Balance	116,930	214,860	215,186	215,512	215,838	216,164	216,490	216,816	217,142	217,468	217,794	218,120	218,446	218,776	218,776
Plant In-Service	7,068,242	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535	7,061,535
Depreciation Reserve	187,636	325,512	337,000	348,487	359,974	371,462	382,949	394,436	405,924	417,411	428,898	440,386	451,873	463,360	463,360
Accumulated Deferred Taxes	1,446,141	1,543,406	1,550,392	1,557,377	1,564,362	1,571,347	1,578,333	1,585,318	1,592,303	1,599,288	1,606,273	1,613,259	1,620,244	1,627,229	1,627,229
Average Rate Base	5,599,497	5,414,822	5,398,402	5,380,256	5,362,109	5,343,963	5,325,816	5,307,670	5,289,523	5,271,376	5,253,230	5,235,083	5,216,937	5,198,792	5,198,792
Tax Depreciation Expense	416,445	380,680	29,215	29,215	29,215	29,215	29,215	29,215	29,215	29,215	29,215	29,215	29,215	29,215	350,581
CPI-TAX INTEREST		4,958	634	637	640	643	645	648	651	654	657	660	662	665	7,797
Debt Return	133,679	127,462	10,482	10,447	10,411	10,376	10,341	10,306	10,270	10,235	10,200	10,165	10,130	10,094	123,457
Equity Return	309,241	294,858	24,166	24,166	24,085	24,003	23,922	23,840	23,759	23,677	23,596	23,514	23,433	23,351	285,594
Current Income Tax Requirement	88,333	93,763	8,593	8,546	8,498	8,450	8,402	8,354	8,306	8,259	8,211	8,163	8,115	8,067	99,964
Book Depreciation	139,179	137,876	11,487	11,487	11,487	11,487	11,487	11,487	11,487	11,487	11,487	11,487	11,487	11,487	137,848
AFUDC															
Deferred Taxes	113,367	97,265	6,985	6,985	6,985	6,985	6,985	6,985	6,985	6,985	6,985	6,985	6,985	6,985	83,823
Property Tax Expense	118,224	117,588	9,790	9,790	9,790	9,790	9,790	9,790	9,790	9,790	9,790	9,790	9,790	9,790	117,476
OATT Credit	214,119	204,298	15,804	15,765	15,726	15,687	15,648	15,609	15,570	15,531	15,492	15,453	15,414	15,375	187,078
Total Revenue Requirement	687,904	664,515	55,781	55,656	55,530	55,404	55,279	55,153	55,028	54,902	54,776	54,651	54,525	54,400	661,085
Rider Revenue Requirement	35,715	34,909	2,987	2,980	2,973	2,967	2,960	2,953	2,946	2,940	2,933	2,926	2,919	2,913	35,397
<b>NSP Reloc B</b>															
CWIP Balance	8,278,176	167,500	216,498	265,498	314,495	363,495	412,493	559,493	706,490	853,490	1,000,488	1,147,488	1,294,469	1,637,439	1,637,439
Plant In-Service	1,508,384	8,404,673	8,406,676	8,406,676	8,408,678	8,408,678	8,410,681	8,410,681	8,412,683	8,412,683	8,414,686	8,414,686	8,429,704	8,454,735	8,454,735
Depreciation Reserve	381	117,938	129,783	141,629	153,477	165,327	177,178	189,032	200,886	212,742	224,600	236,460	248,332	260,236	260,236
Accumulated Deferred Taxes	5,656	110,917	128,654	146,391	164,129	181,866	199,603	217,340	235,077	252,814	270,551	288,288	306,025	323,762	323,762
Average Rate Base	8,958,617	8,329,126	8,354,027	8,374,445	8,394,860	8,415,274	8,435,686	8,505,097	8,623,506	8,741,914	8,860,320	8,978,724	9,103,621	9,338,996	9,338,996
Tax Depreciation Expense	16,817	376,901	57,222	57,222	57,222	57,222	57,222	57,222	57,222	57,222	57,222	57,222	57,222	57,222	686,664
CPI-TAX INTEREST	2,589	1,647	542	683	828	970	1,116	1,400	1,830	2,257	2,689	3,119	3,563	4,287	23,285
Debt Return	74,948	207,385	16,221	16,260	16,300	16,340	16,379	16,514	16,744	16,974	17,204	17,434	17,676	18,133	202,179
Equity Return	173,378	479,745	37,524	37,615	37,707	37,799	37,890	38,202	38,734	39,266	39,798	40,329	40,890	41,948	467,701
Current Income Tax Requirement	100,393	198,924	6,336	6,479	6,623	6,767	6,912	7,275	7,860	8,444	9,031	9,617	10,235	11,337	96,916
Book Depreciation	381	117,557	11,845	11,847	11,848	11,850	11,851	11,853	11,855	11,856	11,858	11,860	11,872	11,904	142,298
AFUDC															
Deferred Taxes	5,656	105,261	17,737	17,737	17,737	17,737	17,737	17,737	17,737	17,737	17,737	17,737	17,737	17,737	212,845
Property Tax Expense		25,094	11,652	11,652	11,652	11,652	11,652	11,652	11,652	11,652	11,652	11,652	11,652	11,652	139,821
OATT Credit	23,368	259,468	23,127	23,187	23,247	23,307	23,367	23,551	23,857	24,162	24,468	24,774	25,099	25,700	287,847
Total Revenue Requirement	331,388	874,498	78,187	78,403	78,620	79,054	79,582	80,725	81,767	82,811	83,854	84,963	86,111	87,313	973,913
Rider Revenue Requirement	17,205	45,940	4,186	4,198	4,210	4,221	4,233	4,266	4,322	4,378	4,434	4,490	4,549	4,659	52,147

Line 32 Att 4

Line 33 Att 4

Line 34 Att 4

Amounts in dollars

NSPM Rider Rev Req by Rider Project	Annual 2016	Annual 2017	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Annual 2018
<b>NSPM Major Line Rebuild</b>															
CWIP Balance		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plant In-Service	6,326,839	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733	6,316,733
Depreciation Reserve	127,008	250,342	260,618	270,894	281,170	291,445	301,721	311,997	322,273	332,548	342,824	353,100	363,376	373,651	373,651
Accumulated Deferred Taxes	1,224,170	1,319,686	1,326,652	1,333,619	1,340,585	1,347,552	1,354,518	1,361,485	1,368,451	1,375,417	1,382,384	1,389,350	1,396,317	1,403,283	1,403,283
Average Rate Base	5,018,226	4,755,823	4,738,084	4,720,842	4,703,599	4,686,357	4,669,115	4,651,873	4,634,631	4,617,388	4,600,146	4,582,904	4,565,662	4,548,420	4,548,420
Tax Depreciation Expense	367,995	356,298	27,258	27,258	27,258	27,258	27,258	27,258	27,258	27,258	27,258	27,258	27,258	27,258	327,093
CPI-TAX INTEREST															
Debt Return	116,972	113,178	9,200	9,166	9,133	9,099	9,066	9,032	8,999	8,965	8,932	8,898	8,865	8,832	108,188
Equity Return	270,591	261,816	21,282	21,204	21,127	21,050	20,972	20,895	20,817	20,740	20,662	20,585	20,507	20,430	250,271
Current Income Tax Requirement	76,299	75,586	6,847	6,800	6,753	6,706	6,659	6,612	6,565	6,518	6,471	6,424	6,376	6,329	79,060
Book Depreciation	122,181	123,335	10,276	10,276	10,276	10,276	10,276	10,276	10,276	10,276	10,276	10,276	10,276	10,276	123,309
AFUDC															
Deferred Taxes	100,765	95,516	6,966	6,966	6,966	6,966	6,966	6,966	6,966	6,966	6,966	6,966	6,966	6,966	83,597
Property Tax Expense	98,990	105,254	8,757	8,757	8,757	8,757	8,757	8,757	8,757	8,757	8,757	8,757	8,757	8,757	105,086
OATT Credit	189,220	185,924	14,376	14,340	14,304	14,268	14,232	14,196	14,160	14,124	14,088	14,053	14,017	13,981	170,139
Total Revenue Requirement	596,578	588,760	48,953	48,831	48,708	48,586	48,464	48,342	48,220	48,098	47,976	47,854	47,731	47,609	579,372
Rider Revenue Requirement	30,973	30,930	2,621	2,615	2,608	2,601	2,595	2,588	2,582	2,575	2,569	2,562	2,556	2,549	31,022 Line 35 Att 4
<b>NSPM Major Line Refurbishment</b>															
CWIP Balance		470,400	480,200	490,000	499,800	509,600	519,400	529,200	539,000	548,800	646,800	744,800	1,038,800	1,764,000	1,764,000
Plant In-Service															
Depreciation Reserve															
Accumulated Deferred Taxes		-336	-1,099	-1,862	-2,625	-3,388	-4,151	-4,914	-5,677	-6,440	-7,203	-7,966	-8,729	-9,492	-9,492
Average Rate Base		250,222	476,018	486,581	497,144	507,707	518,270	528,833	539,396	549,959	604,622	703,385	900,148	1,410,511	1,410,511
Tax Depreciation Expense															
CPI-TAX INTEREST															
Debt Return		823	1,373	1,405	1,438	1,470	1,502	1,535	1,568	1,600	1,761	2,048	2,619	4,096	22,415
Equity Return		575	924	945	965	986	1,006	1,027	1,047	1,068	1,174	1,366	1,748	2,739	14,995
Current Income Tax Requirement		1,330	2,138	2,186	2,233	2,280	2,328	2,375	2,423	2,470	2,716	3,159	4,043	6,336	34,687
Book Depreciation		1,104	1,670	1,719	1,767	1,816	1,864	1,913	1,962	2,010	2,257	2,701	3,585	5,876	29,140
AFUDC															
Deferred Taxes		(336)	(763)	(763)	(763)	(763)	(763)	(763)	(763)	(763)	(763)	(763)	(763)	(763)	(9,156)
Property Tax Expense															
OATT Credit															
Total Revenue Requirement		2,672	3,970	4,086	4,202	4,319	4,435	4,552	4,669	4,785	5,383	6,463	8,613	14,188	69,666
Rider Revenue Requirement		140	213	219	225	231	237	244	250	256	288	346	461	760	3,730 Line 36 Att 4
<b>Prairie Sub Expansion</b>															
CWIP Balance	180,451														
Plant In-Service	14,161,770	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694	14,345,694
Depreciation Reserve	141,686	390,617	411,456	432,296	453,135	473,975	494,814	515,654	536,493	557,333	578,172	599,012	619,851	640,690	640,690
Accumulated Deferred Taxes	106,666	570,133	604,463	638,793	673,123	707,454	741,784	776,114	810,444	844,775	879,105	913,435	947,765	982,096	982,096
Average Rate Base	14,124,397	13,414,675	13,357,359	13,302,190	13,247,020	13,191,850	13,136,681	13,081,511	13,026,341	12,971,171	12,916,002	12,860,832	12,805,662	12,750,493	12,750,493
Tax Depreciation Expense	734,063	1,385,669	104,884	104,884	104,884	104,884	104,884	104,884	104,884	104,884	104,884	104,884	104,884	104,884	1,258,603
CPI-TAX INTEREST															
Debt Return	225,213	2,119	25,936	25,828	25,721	25,614	25,507	25,400	25,293	25,186	25,079	24,971	24,864	24,757	304,156
Equity Return	323,863	320,245	59,997	59,749	59,501	59,253	59,005	58,758	58,510	58,262	58,014	57,767	57,519	57,271	703,607
Current Income Tax Requirement	749,194	740,823	6,250	6,099	5,948	5,798	5,647	5,496	5,346	5,195	5,045	4,894	4,743	4,593	65,054
Book Depreciation	314,410	42,343	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	250,073
AFUDC															
Deferred Taxes	116,865	248,931	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839	20,839
Property Tax Expense	160,122	463,467	34,330	34,330	34,330	34,330	34,330	34,330	34,330	34,330	34,330	34,330	34,330	34,330	411,963
OATT Credit	5,246	235,597	19,888	19,888	19,888	19,888	19,888	19,888	19,888	19,888	19,888	19,888	19,888	19,888	238,656
Total Revenue Requirement	216,865	490,585	37,963	37,849	37,734	37,619	37,504	37,390	37,275	37,160	37,045	36,931	36,816	36,701	447,987
Rider Revenue Requirement	1,452,834	1,560,820	129,276	128,885	128,495	128,104	127,713	127,322	126,932	126,541	126,150	125,759	125,368	124,978	1,525,523
Rider Revenue Requirement	75,428	81,995	6,922	6,901	6,880	6,859	6,838	6,817	6,796	6,775	6,755	6,734	6,713	6,692	81,682 Line 37 Att 4

Amounts in dollars

NSPM Rider Rev Req by Rider Project	Annual 2016	Annual 2017	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Annual 2018
<b>S&amp;E - NSP Line</b>															
CWIP Balance	426,450	-17,697	(17,729)	(17,762)	(17,795)	(17,828)	(17,861)	(18,004)	(18,147)	(18,475)	(19,110)	(19,745)	(20,380)	(21,016)	-21,016
Plant In-Service	28,161,910	31,722,859	31,776,562	31,776,261	31,802,960	31,829,658	31,856,357	31,973,166	32,089,976	32,356,970	32,874,271	33,391,572	33,908,873	34,426,174	34,426,174
Depreciation Reserve	763,731	1,353,374	1,405,001	1,456,671	1,508,385	1,560,142	1,611,942	1,663,860	1,715,967	1,768,387	1,821,444	1,875,343	1,930,084	1,985,666	1,985,666
Accumulated Deferred Taxes	2,320,651	3,055,173	3,118,965	3,182,757	3,246,549	3,310,341	3,374,133	3,437,925	3,501,718	3,565,510	3,629,302	3,693,094	3,756,886	3,820,678	3,820,678
Average Rate Base	25,293,816	27,302,968	27,252,241	27,163,469	27,074,651	26,985,789	26,896,884	26,852,899	26,853,761	26,929,371	27,204,507	27,603,902	28,002,456	28,400,169	28,400,169
Tax Depreciation Expense	1,499,737	2,406,302	208,883	208,883	208,883	208,883	208,883	208,883	208,883	208,883	208,883	208,883	208,883	208,883	2,506,596
CPI-TAX INTEREST	104,598	20,141	19	19	19	19	19	84	84	192	372	372	372	372	1,947
Debt Return	330,552	630,222	52,915	52,742	52,570	52,397	52,225	52,139	52,141	52,288	52,822	53,598	54,371	55,144	635,352
Equity Return	764,667	1,457,896	122,408	122,009	121,610	121,211	120,812	120,614	120,618	120,958	122,194	123,988	125,778	127,564	1,469,764
Current Income Tax Requirement	62,719	240,609	17,603	17,387	17,171	16,954	16,738	16,728	16,846	17,308	18,556	20,158	21,757	23,355	220,561
Book Depreciation	275,771	589,642	51,627	51,670	51,714	51,757	51,801	51,917	52,107	52,420	53,057	53,899	54,740	55,582	632,292
AFUDC															
Deferred Taxes	457,899	734,522	63,792	63,792	63,792	63,792	63,792	63,792	63,792	63,792	63,792	63,792	63,792	63,792	765,505
Property Tax Expense	183,264	468,504	43,979	43,979	43,979	43,979	43,979	43,979	43,979	43,979	43,979	43,979	43,979	43,979	527,745
OATT Credit	504,084	989,136	79,977	79,809	79,640	79,471	79,302	79,262	79,333	79,619	80,449	81,587	82,723	83,857	965,027
Total Revenue Requirement	1,570,787	3,132,259	272,346	271,771	271,196	270,620	270,045	269,909	270,151	271,125	273,951	277,826	281,695	285,558	3,286,192
Rider Revenue Requirement	81,552	164,549	14,582	14,552	14,521	14,490	14,459	14,452	14,465	14,517	14,668	14,876	15,083	15,290	175,955
<b>Scott Cty 345 kV Expansion</b>															
CWIP Balance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plant In-Service	27,054,629	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615	27,053,615
Depreciation Reserve	627,161	1,113,250	1,153,757	1,194,264	1,234,772	1,275,279	1,315,786	1,356,293	1,396,801	1,437,308	1,477,815	1,518,322	1,558,830	1,599,337	1,599,337
Accumulated Deferred Taxes	5,432,685	5,846,477	5,876,939	5,907,401	5,937,863	5,968,325	5,998,787	6,029,249	6,059,711	6,090,173	6,120,635	6,151,097	6,181,559	6,212,021	6,212,021
Average Rate Base	21,036,496	20,131,384	20,058,404	19,987,435	19,916,466	19,845,496	19,774,527	19,703,558	19,632,589	19,561,619	19,490,650	19,419,681	19,348,712	19,277,742	19,277,742
Tax Depreciation Expense	1,616,827	1,499,081	115,080	115,080	115,080	115,080	115,080	115,080	115,080	115,080	115,080	115,080	115,080	115,080	1,380,960
CPI-TAX INTEREST															
Debt Return	499,151	478,674	38,947	38,809	38,671	38,533	38,396	38,258	38,120	37,982	37,844	37,707	37,569	37,431	458,266
Equity Return	1,154,689	1,107,319	90,096	89,777	89,458	89,139	88,821	88,503	88,183	87,864	87,546	87,227	86,908	86,589	1,060,109
Current Income Tax Requirement	294,580	308,813	27,948	27,754	27,560	27,366	27,173	26,979	26,785	26,591	26,398	26,204	26,010	25,817	322,585
Book Depreciation	484,165	486,089	40,507	40,507	40,507	40,507	40,507	40,507	40,507	40,507	40,507	40,507	40,507	40,507	486,087
AFUDC															
Deferred Taxes	462,674	413,792	30,462	30,462	30,462	30,462	30,462	30,462	30,462	30,462	30,462	30,462	30,462	30,462	365,544
Property Tax Expense	445,815	450,084	37,506	37,506	37,506	37,506	37,506	37,506	37,506	37,506	37,506	37,506	37,506	37,506	450,067
OATT Credit	803,162	778,745	60,261	60,113	59,965	59,818	59,670	59,522	59,375	59,227	59,080	58,932	58,784	58,637	713,383
Total Revenue Requirement	2,537,912	2,466,026	205,204	204,702	204,199	203,696	203,194	202,691	202,188	201,686	201,183	200,680	200,177	199,675	2,429,275
Rider Revenue Requirement	131,763	129,549	10,987	10,960	10,934	10,907	10,880	10,853	10,826	10,799	10,772	10,745	10,718	10,691	130,072
<b>Sioux Falls Northern</b>															
CWIP Balance	22,067	0	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	0
Plant In-Service	36,164,966	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322	37,166,322
Depreciation Reserve	813,208	1,501,913	1,559,567	1,617,220	1,674,874	1,732,528	1,790,182	1,847,836	1,905,489	1,963,143	2,020,797	2,078,451	2,136,105	2,193,758	2,193,758
Accumulated Deferred Taxes	6,352,212	6,968,317	7,015,054	7,061,791	7,108,528	7,155,265	7,202,002	7,248,739	7,295,476	7,342,213	7,388,950	7,435,687	7,482,423	7,529,160	7,529,160
Average Rate Base	29,527,412	28,750,590	28,643,896	28,539,506	28,435,115	28,330,724	28,226,333	28,121,943	28,017,552	27,913,161	27,808,771	27,704,380	27,599,989	27,495,598	27,495,598
Tax Depreciation Expense	2,091,045	2,195,633	171,957	171,957	171,957	171,957	171,957	171,957	171,957	171,957	171,957	171,957	171,957	171,957	2,063,484
CPI-TAX INTEREST	113,427														
Debt Return	707,335	680,373	55,617	55,414	55,212	55,009	54,806	54,603	54,401	54,198	53,995	53,793	53,590	53,387	654,025
Equity Return	1,636,282	1,573,909	128,659	128,190	127,721	127,252	126,783	126,314	125,846	125,377	124,908	124,439	123,970	123,501	1,512,959
Current Income Tax Requirement	507,513	415,149	37,129	36,844	36,559	36,274	35,989	35,704	35,420	35,135	34,850	34,565	34,280	33,995	426,744
Book Depreciation	622,366	688,705	57,654	57,654	57,654	57,654	57,654	57,654	57,654	57,654	57,654	57,654	57,654	57,654	691,845
AFUDC															
Deferred Taxes	554,030	616,105	46,737	46,737	46,737	46,737	46,737	46,737	46,737	46,737	46,737	46,737	46,737	46,737	560,843
Property Tax Expense	519,761	601,644	51,525	51,525	51,525	51,525	51,525	51,525	51,525	51,525	51,525	51,525	51,525	51,525	618,303
OATT Credit	1,048,279	1,097,931	85,652	85,435	85,218	85,000	84,783	84,566	84,349	84,132	83,915	83,698	83,481	83,263	1,013,491
Total Revenue Requirement	3,499,010	3,477,953	291,669	290,930	290,190	289,451	288,712	287,972	287,233	286,493	285,754	285,014	284,275	283,536	3,451,229
Rider Revenue Requirement	181,661	182,709	15,617	15,577	15,538	15,498	15,459	15,419	15,380	15,340	15,300	15,261	15,221	15,182	184,792

Line 38 Att 4

Line 39 Att 4

Line 40 Att 4

Amounts in dollars

NSPM Rider Rev Req by Rider Project	Annual 2016	Annual 2017	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Annual 2018
<b>Wilson Substation Conversion</b>															
CWIP Balance												980,000	1,960,000	2,940,000	2,940,000
Plant In-Service															
Depreciation Reserve															
Accumulated Deferred Taxes			(434)	(867)	(1,301)	(1,734)	(2,168)	(2,601)	(3,035)	(3,469)	(3,902)	(4,336)	(4,769)	(5,203)	-5,203
Average Rate Base			217	650	1,084	1,517	1,951	2,385	2,818	3,252	3,685	494,119	1,474,552	2,454,986	2,454,986
Tax Depreciation Expense															
CPI-TAX INTEREST															
Debt Return			0	1	2	3	4	5	5	6	7	1,413	4,243	7,081	12,737
Equity Return			1	3	5	7	9	11	13	15	17	959	2,863	4,767	8,623
Current Income Tax Requirement			(263)	(262)	(261)	(259)	(258)	(257)	(256)	(255)	(253)	1,944	6,341	10,742	16,703
Book Depreciation															
AFUDC															
Deferred Taxes			(434)	(434)	(434)	(434)	(434)	(434)	(434)	(434)	(434)	(434)	(434)	(434)	(5,203)
Property Tax Expense															
OATT Credit															
Total Revenue Requirement			(695)	(691)	(687)	(683)	(679)	(675)	(671)	(667)	(663)	4,689	15,393	26,102	40,072
Rider Revenue Requirement			(37)	(37)	(37)	(37)	(36)	(36)	(36)	(36)	(36)	251	824	1,398	2,146 Line 41 Att 4
<b>Yankee Reactor</b>															
CWIP Balance	4,222,961					299,000	299,000	299,000	299,000	299,000	299,000	299,000	299,000		
Plant In-Service		5,160,409	5,160,409	5,160,409	5,160,409	5,160,409	5,160,409	5,160,409	5,160,409	5,160,409	5,160,409	5,160,409	5,160,409	5,460,409	5,460,409
Depreciation Reserve		48,488	55,964	63,441	70,917	78,393	85,870	93,346	100,822	108,299	115,775	123,251	130,728	138,421	138,421
Accumulated Deferred Taxes	-33,766	20,030	34,423	48,815	63,208	77,600	91,993	106,385	120,778	135,170	149,563	163,955	178,348	192,740	192,740
Average Rate Base	4,159,112	5,097,871	5,080,957	5,059,088	5,037,219	5,164,850	5,292,481	5,270,612	5,248,744	5,226,875	5,205,006	5,183,137	5,161,268	5,139,791	5,139,791
Tax Depreciation Expense		265,213	43,271	43,271	43,271	43,271	43,271	43,271	43,271	43,271	43,271	43,271	43,271	43,271	519,253
CPI-TAX INTEREST	74,787	85,279				431	863	866	868	871	873	876	879	441	6,969
Debt Return	48,825	116,156	9,866	9,823	9,781	10,028	10,276	10,234	10,191	10,149	10,106	10,064	10,021	9,980	120,519
Equity Return	112,946	268,705	22,822	22,724	22,626	23,199	23,772	23,674	23,576	23,477	23,379	23,281	23,183	23,086	278,798
Current Income Tax Requirement	95,530	116,115	863	803	743	1,354	1,965	1,907	1,849	1,791	1,732	1,674	1,616	1,424	17,721
Book Depreciation		48,488	7,476	7,476	7,476	7,476	7,476	7,476	7,476	7,476	7,476	7,476	7,476	7,694	89,933
AFUDC															
Deferred Taxes	(30,548)	53,796	14,393	14,393	14,393	14,393	14,393	14,393	14,393	14,393	14,393	14,393	14,393	14,393	172,710
Property Tax Expense			7,154	7,154	7,154	7,154	7,154	7,154	7,154	7,154	7,154	7,154	7,154	7,154	85,849
OATT Credit		88,469	14,279	14,235	14,190	14,145	14,100	14,055	14,010	13,965	13,920	13,875	13,830	14,467	169,071
Total Revenue Requirement	226,753	514,792	48,294	48,138	47,983	49,459	50,936	50,782	50,629	50,475	50,321	50,167	50,013	49,263	596,459
Rider Revenue Requirement	11,773	27,044	2,586	2,578	2,569	2,648	2,727	2,719	2,711	2,703	2,694	2,686	2,678	2,638	31,937 Line 42 Att 4

Revenue Requirement Calculation  
 Amounts in dollars

	Dec 2017	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
<b>CAPX2020 Brookings</b>													
A Plant In-Service (CAA Input)	474,746,346	474,746,346	474,746,346	474,746,346	474,746,346	474,746,346	474,746,346	474,746,346	474,746,346	474,746,346	474,746,346	474,746,346	474,746,346
B Depreciation Reserve (CAA Input)	28,650,681	29,348,926	30,047,171	30,745,416	31,443,661	32,141,907	32,840,152	33,538,397	34,236,642	34,934,887	35,633,132	36,331,377	37,029,622
C Accumulated Deferred Taxes (CAA Input)	93,438,231	93,858,571	94,278,911	94,699,250	95,119,590	95,539,930	95,960,270	96,380,609	96,800,949	97,221,289	97,641,628	98,061,968	98,482,308
D (PIS - Reserve - ADIT)	352,657,434	351,538,849	350,420,264	349,301,679	348,183,094	347,064,510	345,945,925	344,827,340	343,708,755	342,590,171	341,471,586	340,353,001	339,234,416
<b>E Average Rate Base (Prior Mo + Cur Month)/2</b>	<b>352,098,141</b>	<b>350,979,556</b>	<b>349,860,972</b>	<b>348,742,387</b>	<b>347,623,802</b>	<b>346,505,217</b>	<b>345,386,633</b>	<b>344,268,048</b>	<b>343,149,463</b>	<b>342,030,878</b>	<b>340,912,294</b>	<b>339,793,709</b>	
F Tax Depreciation Expense (CAA Input)	1,702,065	1,702,065	1,702,065	1,702,065	1,702,065	1,702,065	1,702,065	1,702,065	1,702,065	1,702,065	1,702,065	1,702,065	1,702,065
G Debt Return (Ave RB * Wtd Cost of Debt)	683,657	681,485	679,313	677,141	674,970	672,798	670,626	668,454	666,282	664,110	661,938	659,766	657,594
H Equity Return (Ave RB * Wtd Cost of Equity)	1,581,507	1,576,483	1,571,459	1,566,435	1,561,410	1,556,386	1,551,362	1,546,337	1,541,313	1,536,289	1,531,264	1,526,240	1,521,216
I Current Income Tax Requirement (See Below)	606,557	603,503	600,450	597,396	594,343	591,289	588,235	585,182	582,128	579,075	576,021	572,968	569,914
J Book Depreciation (CAA Input)	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245
K Deferred Taxes (CAA Input)	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340
L Property Taxes (A * Prop Tax Factor)	658,161	658,161	658,161	658,161	658,161	658,161	658,161	658,161	658,161	658,161	658,161	658,161	658,161
M Total Revenue Requirement (G+H+I+J+K+L)	4,648,467	4,638,217	4,627,967	4,617,718	4,607,468	4,597,218	4,586,968	4,576,719	4,566,469	4,556,219	4,545,969	4,535,719	4,525,469
N Jurisdiction Revenue Requirement (M * ND Jur)	248,896	248,347	247,798	247,250	246,701	246,152	245,603	245,054	244,506	243,957	243,408	242,859	242,310
<b>O Rider Revenue Requirement (N)</b>	<b>248,896</b>	<b>248,347</b>	<b>247,798</b>	<b>247,250</b>	<b>246,701</b>	<b>246,152</b>	<b>245,603</b>	<b>245,054</b>	<b>244,506</b>	<b>243,957</b>	<b>243,408</b>	<b>242,859</b>	<b>242,310</b>

Total 2018  
 Sum of Jan  
 through Dec  
 2018

Authorized Cap Structure in Settlement in Docket PU-12-813

2018  
 Weighted  
 Cost

Reconciliation to Attachment 4  
 Line 4 of Annual Tracker Summary  
 Difference

Capital Structure	Weighted Cost
Long Term Debt	2.3100%
Short Term Debt	0.0200%
Preferred Stock	0.0000%
Common Equity	5.3900%
Required Rate of Return	7.7200%

2,950,532

Tax Rate (SD) 37.8015%  
 ND Jurisdictional Factor 5.35437%

Equity Return (Item H)	1,581,507	1,576,483	1,571,459	1,566,435	1,561,410	1,556,386	1,551,362	1,546,337	1,541,313	1,536,289	1,531,264	1,526,240	1,521,216
Book Depreciation (Item J)	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245	698,245
Deferred Taxes (Item K)	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340	420,340
Less Tax Depreciation (Item F)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)	(1,702,065)
Plus CPI-Tax Interest (If Applicable)	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	998,027	993,003	987,979	982,954	977,930	972,906	967,881	962,857	957,833	952,808	947,784	942,760	937,736
Tax Rate (T)/(1-T)	60.78%	60.78%	60.78%	60.78%	60.78%	60.78%	60.78%	60.78%	60.78%	60.78%	60.78%	60.78%	60.78%
Tax Calc (Sum * Tax Rate)	606,557	603,503	600,450	597,396	594,343	591,289	588,235	585,182	582,128	579,075	576,021	572,968	569,914

**Regional Expansion Criteria and Benefits**  
 Amounts in dollars

Line No.		2016 Actual	2017 Mixed	2018 Forecast	2019 Forecast
	<b>Revenue</b>				
1	Schedule 26	88,851,417	71,269,720	73,982,101	77,968,650
2	Schedule 26(a)	61,483,437	50,925,283	67,513,833	86,897,395
3	<b>Total Revenue</b>	<b>150,334,855</b>	<b>122,195,003</b>	<b>141,495,934</b>	<b>164,866,045</b>
4					
5					
6	<b>Expense</b>				
7	Schedule 26	84,414,607	73,365,071	74,807,232	75,486,424
8	Schedule 26(a)	44,022,575	50,089,518	67,190,021	74,458,779
9	<b>Total Expense</b>	<b>128,437,182</b>	<b>123,454,589</b>	<b>141,997,253</b>	<b>149,945,202</b>
10					
11					
12	Total	(21,897,673)	1,259,586	501,319	(14,920,842)
13	Demand Allocator - State of ND Jur.	5.1918%	5.2534%	5.3544%	5.3477%
14	RECB Revenue Requirement	(1,136,883)	66,171	26,842	(797,918)
15	RECB in Base Rates	-	-	-	-
16	<b>Net RECB Revenue Requirements</b>	<b>(1,136,883)</b>	<b>66,171</b>	<b>26,842</b>	<b>(797,918)</b>



Northern States Power Company  
Transmission Revenue From Others  
NSP Revenue Credits for FERC Account 456  
2016 Actual

Case No. PU-17-\_\_\_\_  
Application  
Attachment 15  
Page 1 of 3

Amounts in dollars

Line No.	SAP Account	Description		Total 2016	Revenue included in OATT Credit	Revenue Excluded in OATT Credit
1	4140001	PTP - Firm	MISO	10,429,847		10,429,847
2	4140001	PTP - Non Firm	MISO	246,109		246,109
3	4140051	Network	MISO	30,198,175	30,198,175	
4	4140051	Network - Whls	MISO	-	-	
5	4140201	Sch 1 - Sch, Sys Ctrl & D	MISO	1,402,290	1,402,290	
6	4140201	Sch 1 - Sch, Sys Ctrl & D - Whls	MISO	8,798,539	8,798,539	
7	4140211	Sch 2 - Reactive Supply	MISO			
8	4140211	Sch 2 - Reactive Supply - Whls	MISO			
9	4140211	Sch 24 - Bal Auth	MISO	1,334,302	1,334,302	
10		Other RTO GFA Revenue	MISO			
11	4140351	Trans Expansion Plan Att GG	MISO	-		-
13	4140351	Trans Expansion Plan Att GG - True Up	MISO	1,450,288	1,450,288	
12	4140351	Trans Expansion Plan Att MM Brookings	MISO	-		-
14	4140351	Trans Expansion Plan Att MM - True Up	MISO	953,227	953,227	
15	4140051	Joint Pricing Zone - GRE	JPZ	40,144,755	40,144,755	
16	4140051	Joint Pricing Zone - SMMPA	JPZ	6,982,855	6,982,855	
17	4140051	Joint Pricing Zone - MRES	JPZ	4,132,974	4,132,974	
18	4140211	Sch 2 - Reactive Supply	JPZ	126,983	126,983	
19	4140211	Firm Transmission	GFA's			
20	4140211	Sch 1-Sch, Sys Ctrl & D	GFA's			
21	4140211	Sch 2 - Reactive Supply	GFA's			
22		MISO Schedule 10 Passthrough	GFA's			
23	4140101	Facilities	MISO	48,077		48,077
24	4140101	Facilities		200,011		200,011
25	4140101	Contracts - WPPI		40,320		40,320
26	4140101	Contracts - UPA		-		-
27	4140101	Contracts - UND		61,399		61,399
28	4140101	Contracts - Granite Falls		15,838		15,838
29	4140101	Contracts - EGF		49,709		49,709
30		GRE Cr Lk Facilities				
31		GRE 500kV tsmn O&M				
32		Marshall TOPS				
33		Total NSP Revenue		<u>106,615,696</u>	<u>95,524,386</u>	<u>11,091,310</u>

Line 36 Attachment O - 2016 Actual	95,524,386
Line 1 Attachment O - 2016 Actual	<u>396,689,691</u>
2016 OATT Credit Factor = Line 36 / Line 1	24.08%

Northern States Power Company  
Transmission Revenue From Others  
NSP Revenue Credits for FERC Account 456  
2017 Forecast

Case No. PU-17-\_\_\_\_  
Application  
Attachment 15  
Page 2 of 3

Amounts in dollars

Line No.	SAP Account	Description		Total 2017	Revenue included in OATT Credit	Revenue Excluded in OATT Credit
1	4140001	PTP - Firm	MISO	9,900,615		9,900,615
2	4140001	PTP - Non Firm	MISO	331,567		331,567
3	4140051	Network	MISO	31,228,420	31,228,420	
4	4140051	Network - Whls	MISO	-	-	
5	4140201	Sch 1 - Sch, Sys Ctrl & D	MISO	1,245,766	1,245,766	
6	4140201	Sch 1 - Sch, Sys Ctrl & D - Whls	MISO		-	
7	4140211	Sch 2 - Reactive Supply	MISO	8,585,862	8,585,862	
8	4140211	Sch 2 - Reactive Supply - Whls	MISO			
9	4140251	Sch 24 - Bal Auth	MISO	1,124,971	1,124,971	
10		Other RTO GFA Revenue	MISO			
11	4140351	Trans Expansion Plan Att GG	MISO	80,005,520		80,005,520
13	4140351	Trans Expansion Plan Att GG - True Up	MISO		-	
12	4140351	Trans Expansion Plan Att MM Brookings	MISO	61,152,510		61,152,510
14	4140351	Trans Expansion Plan Att MM - True Up	MISO		-	
15	4140051	Joint Pricing Zone - GRE	JPZ	39,530,908	39,530,908	
16	4140051	Joint Pricing Zone - SMMPA	JPZ	6,927,940	6,927,940	
17	4140051	Joint Pricing Zone - MRES	JPZ	4,233,741	4,233,741	
18	4140211	Sch 2 - Reactive Supply	JPZ		-	
19	4140211	Firm Transmission	GFA's			
20	4140211	Sch 1-Sch, Sys Ctrl & D	GFA's			
21	4140211	Sch 2 - Reactive Supply	GFA's			
22		MISO Schedule 10 Passthrough	GFA's			
23	4140101	Facilities	MISO			-
24	4140101	Facilities				-
25	4140101	Contracts - SD State Pen		13,532		13,532
26	4140101	Contracts - WPPI		40,320		40,320
27	4140101	Contracts - UND		61,499		61,499
28	4140101	Contracts - Granite Falls		15,527		15,527
29	4140101	Contracts - EGF		48,735		48,735
30	4140101	Contracts - Sioux Falls		176,870		176,870
31		GRE 500kV tsmn O&M				
32		Marshall TOPS				
33		Total NSP Revenue		<u>244,624,304</u>	<u>92,877,609</u>	<u>151,746,695</u>

Line 36 Attachment O - 2017 Forecast	92,877,609
Line 1 Attachment O - 2017 Forecast	<u>387,025,425</u>
2016 OATT Credit Factor = Line 36 / Line 1	24.00%

Northern States Power Company  
Transmission Revenue From Others  
NSP Revenue Credits for FERC Account 456  
2018 - 2022 Forecast

Case No. PU-17-\_\_\_\_  
Application  
Attachment 15  
Page 3 of 3

Amounts in dollars

Line No.	SAP Account	Description		Total 2018	Revenue included in OATT Credit	Revenue Excluded in OATT Credit
1	4140001	PTP - Firm	MISO	10,834,950		10,834,950
2	4140001	PTP - Non Firm	MISO	337,703		337,703
3	4140051	Network	MISO	33,362,758	33,362,758	
4	4140051	Network - Whls	MISO	-	-	
5	4140201	Sch 1 - Sch, Sys Ctrl & D	MISO	1,323,065	1,323,065	
6	4140201	Sch 1 - Sch, Sys Ctrl & D - Whls	MISO		-	
7	4140211	Sch 2 - Reactive Supply	MISO	8,548,880	8,548,880	
8	4140211	Sch 2 - Reactive Supply - Whls	MISO			
9	4140251	Sch 24 - Bal Auth	MISO	1,155,697	1,155,697	
10		Other RTO GFA Revenue	MISO			
11	4140351	Trans Expansion Plan Att GG	MISO	73,982,101		73,982,101
13	4140351	Trans Expansion Plan Att GG - True Up	MISO		-	
12	4140351	Trans Expansion Plan Att MM Brookings	MISO	71,496,170		71,496,170
14	4140351	Trans Expansion Plan Att MM - True Up	MISO		-	
15	4140051	Joint Pricing Zone - GRE	JPZ	36,989,516	36,989,516	
16	4140051	Joint Pricing Zone - SMMPA	JPZ	6,438,881	6,438,881	
17	4140051	Joint Pricing Zone - MRES	JPZ	3,939,460	3,939,460	
18	4140211	Sch 2 - Reactive Supply	JPZ	126,983	126,983	
19	4140211	Firm Transmission	GFA's			
20	4140211	Sch 1-Sch, Sys Ctrl & D	GFA's			
21	4140211	Sch 2 - Reactive Supply	GFA's			
22		MISO Schedule 10 Passthrough	GFA's			
23	4140101	Facilities	MISO			-
24	4140101	Facilities				-
25	4140101	Contracts - SD State Pen		13,532		13,532
26	4140101	Contracts - WPPI		40,320		40,320
27	4140101	Contracts - UND		63,984		63,984
28	4140101	Contracts - Granite Falls		16,477		16,477
29	4140101	Contracts - EGF		51,717		51,717
30	4140101	Contracts - Sioux Falls		188,556		188,556
31		Other (Kasota,Shakopee,St James)		46,888	46,888	
32		Marshall TOPS				
33		Total NSP Revenue		<u>248,957,639</u>	<u>91,932,129</u>	<u>157,025,510</u>

Line 36 Attachment O - 2018 - 2022 Fcst	91,932,129
Line 1 Attachment O - 2018 - 2022 Fcst	<u>404,934,927</u>
2016 OATT Credit Factor = Line 36 / Line 1	22.70%

# Legislative

**NORTH DAKOTA ELECTRIC RATE BOOK - NDPSC NO. 2**

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**TRANSMISSION COST RECOVERY RIDER**

Section No. 5

~~5th~~<sup>6th</sup> Revised Sheet No. 86

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**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 ~~\$0.003220~~\$0.003297 per kWh

C

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.

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Date Filed: ~~09-30-16~~10-02-17

By: Christopher B. Clark

Effective Date: ~~04-01-17~~

President, Northern States Power Company, a Minnesota corporation

Case No. PU-~~16-65817-~~

Order Date: ~~12-14-16~~

# **Non-Legislative**

**NORTH DAKOTA ELECTRIC RATE BOOK - NDPSC NO. 2**

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**TRANSMISSION COST RECOVERY RIDER**

Section No. 5  
6th Revised Sheet No. 86

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Date Filed: 10-02-17

By: Christopher B. Clark

Effective Date:

President, Northern States Power Company, a Minnesota corporation

Case No. PU-17-

Order Date:

## Proposed Customer Bill Notice

### Transmission Cost Recovery Rider Rate Increase Effective January 1, 2018

The Transmission Cost Recovery (TCR) line item on your bill recovers investment costs associated with transmission lines, substations, and equipment and certain regional transmission costs. Beginning January 1, 2018, the TCR rate will increase from \$0.003220 to \$0.003297 per kWh.

#### Residential Electric Service – Winter Month Bill Example

The chart below the impact on customer bills of the new TCR rate increase. The comparison does not reflect any other rate changes that may be happening concurrently.

Usage (kWh)	Prior				New				Change In Bill	Percent Increase
	Other Rates	Prior TCR Rate	Prior TCR Charge	Prior Bill	Other Charges	New TCR Rate	New TCR Charge	New Bill		
400	\$49.42	\$0.003220	<b>\$1.29</b>	\$50.71	\$49.42	\$0.003297	<b>\$1.32</b>	\$50.74	\$0.03	0.06%
500	\$58.15	\$0.003220	<b>\$1.61</b>	\$59.76	\$58.15	\$0.003297	<b>\$1.65</b>	\$59.80	\$0.04	0.07%
600	\$66.88	\$0.003220	<b>\$1.93</b>	\$68.81	\$66.88	\$0.003297	<b>\$1.98</b>	\$68.86	\$0.05	0.07%
750	\$79.97	\$0.003220	<b>\$2.42</b>	\$82.39	\$79.97	\$0.003297	<b>\$2.47</b>	\$82.44	\$0.05	0.06%
1000	\$101.80	\$0.003220	<b>\$3.22</b>	\$105.02	\$101.80	\$0.003297	<b>\$3.30</b>	\$105.10	\$0.08	0.08%
2000	\$189.10	\$0.003220	<b>\$6.44</b>	\$195.54	\$189.10	\$0.003297	<b>\$6.59</b>	\$195.69	\$0.15	0.08%

#### For more information

You may examine the new rate rider by visiting our website at [xcelenergy.com/ndrates](http://xcelenergy.com/ndrates).