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February 10, 2020

--Via Electronic Filing and US Mail--

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

RE: 2020 TRANSMISSION COST RECOVERY (TCR) RIDER
REVENUE REQUIREMENT ADJUSTMENT AND TRUE-UP METHODOLOGY
CASE NO. PU-19-328

Dear Mr. Kahl:

Northern States Power Company – Minnesota (NSPM), doing business as Xcel Energy, submits to the North Dakota Public Service Commission the enclosed supplement regarding its pending 2020 Transmission Cost Recovery (TCR) Rider rate application. In response to Staff’s comments at the January 22 Informal Hearing, we provide an explanation of our true-up methodology and current TCR tariff language. We also provide a revised TCR rate which reflects Staff’s position that the Company’s proposed revenue requirement true-up correction related to a change in Wisconsin depreciation rates be limited to the last six months of 2018.

Updated Revenue Requirements

On January 10, 2020, the Company filed an updated 2020 TCR revenue requirement calculation reflecting the following adjustment to the original \$6.4 million 2020 TCR revenue requirement:

Table 1: Adjustments to Revenue Requirement (in thousands)

Adjustment	2018	2019	2020	2020 TCR Impact
Update WI Depreciation Rate	\$75	\$185	\$173	\$433
Correct Sx Falls N Project	\$0	\$34	\$1	\$35
<u>Exclude Google Interconnection</u>	<u>\$0</u>	<u>\$0</u>	<u>(\$11)</u>	<u>\$(11)</u>
Total	\$75	\$219	\$163	\$457

At the January 22 Informal Hearing, Commission Staff questioned the appropriateness of increasing the 2018 actual revenue requirement by \$75,000, the impact of updating the Wisconsin depreciation rate for all months of the 2018 calendar year. Their position was based on the interpretation that actual 2018 revenue requirements for the first half of the year had already been reflected in last year's TCR filing (in setting the 2019 calendar year TCR rate). Staff had looked at the true-up language in the TCR tariff for clarity on the issue, but found it to be unhelpful. The Company has reviewed the tariff and agrees that improvements could be made, but it believes its proposed true-up of 2018 revenue requirements is appropriate, as explained below.

Why 2018 Revenue Requirements Are Trued-up in the 2020 TCR Rate

In each annual TCR rate filing there are 3 different years of importance presented: 1) the most recently completed calendar year, 2) the current calendar year in which the TCR rate filing is being submitted, and 3) the forecasted TCR “test year” in which the filed TCR rate is to become effective.

The Company's current TCR rate that has been in effect since March 1, 2019 (See the October 5, 2018 Petition in Case No. PU-18-364). In that petition, the Company provided actual revenue requirements for all of calendar year 2017, actual expenditures for the first six months of 2018 along with forecasted expenditures for the last six months of 2018, and twelve months of forecasted expenditures for 2019. Revenue requirements for 2018 were not finalized until the year concluded—after the petition was filed with the Commission—because some inputs are forecasted until the year concludes. Those inputs impact the revenue requirements for the entire year, for example, the demand allocator.

In the 2020 TCR rate petition filed on September 27, 2019 and pending before the Commission, the Company submitted actual revenue requirements for 2018, actual expenditures for the first six months of 2019 along with forecasted expenditures for the last six months of 2019, and twelve months of forecasted expenditures for 2020. Importantly, this petition not only included a full twelve months of actual revenue requirements for 2018, it also included *actual* inter-company and jurisdictional demand allocators for calendar year 2018 (factors which were *forecasted* in the October 5, 2018 TCR rate application).

Thus, it is imperative in this pending filing that the Company not only true-up the revenue requirements for 2018 (which were previously forecasted amounts when the current 2019 TCR rate was developed), but also the forecasted allocation factors and

any more recently known corrections or adjustments affecting the actual revenue requirements for 2018.

In the pending 2020 TCR rate docket, a true-up is determined for 2018 calendar year activity and the year is then “locked down” for purposes of determining any future true-ups. The 2018 true-up amount is carried over into the 2019 period, and the corresponding 2019 true-up is then rolled into the 2020 test year for purposes of determining the 2020 TCR rate.

In summary, in each annual TCR filing, the first year of the three years presented will be true-up and “locked down” in terms of any future filings. The second year in the petition is used to forecast the true-up amount from the current year that will be carried into the following forecasted TCR test year, which is the third year presented in the TCR filing.

The TCR Tariff

The Company’s current TCR tariff¹ contains a description of the true-up mechanism as shown below:

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.

The language appears to indicate that the true-up calculation for the most recent historical year will be determined and recorded by May 1 of the following (current) year. The reference to May 1 is likely tied to the timing of the Company’s report of regulated earnings in North Dakota, when it has finalized all of the various inter-company and jurisdictional demand allocators. For example, on May 1, 2019 Xcel Energy filed its electric earnings report for fiscal (and calendar) year 2018 with the Commission. By that time, the financial records of the Company are closed for 2018. However, from a ratemaking perspective, the 2019 TCR rate still in effect was

¹ North Dakota Electric Rate Books – NDPSC No. 2, Section No. 5, Sheet No. 86

developed using a forecasted 2018 revenue requirement. In order to avoid having North Dakota customers pay more than the actual costs of transmission investments or, conversely, avoid under-recovery of the costs of the same transmission investment, we need to include in the next TCR filing (in this case, the 2020 TCR rate petition) any and all actual data and allocators for 2018, including any adjustments or corrections that may come to light *after* May 1, 2019 (but prior to the next TCR filing, typically in September or October).

The Company acknowledges that the tariff’s reference to May 1 is confusing, and it has discussed with Staff the need for improving the true-up language via a miscellaneous tariff filing in the near future. Staff is in agreement that the explanation of the true-up should be modified so that it aligns better with the TCR true-up methodology thereby ensuring that the most recent historical year is properly trued up in rates.

2018 Revenue Requirement Adjustment

That said, the Company understands the Staff’s position on truing up 2018 given the ambiguity of the TCR tariff language and infrequent nature of a late-filed adjustment like the Wisconsin depreciation rate correction, as described in our January 10, 2020 TCR update. Xcel Energy is not opposed to resolving the true-up consistent with Staff’s recommendation to true-up only the last six months of 2018 for this depreciation rate change. This will ultimately lower the 2020 revenue requirement by \$30,869 (see Table 2 below). Going forward, the Company and Staff agree to work toward consensus on 1) the appropriate true-up method or the most recently completed calendar year, and 2) improved text in the TCR tariff to clearly describe the true-up methodology.

Table 2: 2020 TCR Revenue Requirement

Original Petition	\$6,409,866
Jan. 10 Adjustment	\$456,619
2018 WI Depr Exclusion	<u>(\$30,869)</u>
Revised Rev. Req.	\$6,835,616

TCR Rate Modification for Effective Date Changes

As has been provided in previous TCR proceedings where a Commission Order was issued after January 1, we are providing information to support two “effective date” options for rate implementation which will facilitate collection of the 2020 TCR revenue requirement within the 2020 calendar year.

Table 3 reflects the reduced revenue requirement provided in this filing and compares the annual (12-month) rate (as if effective January 1, 2020) to both a 10-month rate that would be implemented March 1, 2020 and a 9-month rate that would be implemented April 1, 2020:

Table 3: 2020 TCR Rates For Different Effective Dates

	Jan. 1 (12 Mo.)	Mar. 1 (10 Mo.)²	Apr. 1 (9 Mo.)³
ND TCR Revenue Requirement	\$6,835,616	\$6,043,038	\$5,668,723
ND MWh Retail Sales	2,233,428	1,819,333	1,623,766
2020 TCR Rate (Per kWh)	\$0.003061	\$0.003322	\$0.003491
Typical Residential Bill Impact	\$2.30	\$2.49	\$2.62

Summary

The Company respectfully requests approval of the revised 2020 TCR revenue requirement provided in this update.. The revised revenue requirement is a \$30,869 reduction from the revenue requirement proposed in our January 10 update, resulting in a total 2020 revenue requirement of \$6,835,616.

The Company also requests the Commission approve the modified 10-month rate of \$0.003322 per kWh at its February 19 regular meeting. The Company has provided a 9-month rate of \$0.003491 per kWh to accommodate a later Commission Order if needed. Either of these rates will allow recovery of the projected \$6.8 million revenue requirement within the 2020 calendar year, thereby avoiding the likelihood of a material under-recovery in 2020 (and larger true-up in 2021).

For review, we have included only the attachments impacted by the revenue requirement adjustments made in this petition:

- Attachment 4: Annual Tracker Summary
- Attachment 7: 2020 Rev Req by Project by Month (pages 2, 3, 4)
- Attachment 10-A: Proposed Tariff Sheet – March 1 Implementation
- Attachment 10-B: Proposed Tariff Sheet – April 1 Implementation

² Revenues would be collected for the first two months of 2020 at the current, lower TCR rate of \$0.001914. The new rate would be applied to ND retail sales during the period March – December 2020.

³ Revenues would be collected for the first three months of 2020 at the current, lower TCR rate of \$0.001914. The new rate would be applied to ND retail sales during the period April – December 2020.

Attachment 11-A: Proposed Customer Notice – March 1 Implementation
Attachment 11-B: Proposed Customer Notice – April 1 Implementation

We appreciate the Commission's consideration of the 2020 TCR revenue requirement revisions and corresponding updated rates.

Please contact me if you have any questions about this application.

Sincerely,

A handwritten signature in blue ink that reads "David H. Sederquist". The signature is written in a cursive style with a large initial 'D'.

DAVID H. SEDERQUIST
SR. CONSULTANT, REGULATION/FINANCE

c: Victor Schock

Annual Tracker Summary				
Line No:	Amounts in dollars	2018	2019	2020
		Actual	Mixed	Forecast
1	Bayfront to Ironwood	-	-	\$ 14,747
2	Big Stone-Brookings	354,297	358,418	343,636
3	Black Dog - Savage	39,198	37,988	38,571
4	Black Dog - Wilson	26	1,199	13,197
5	Bluff Creek - Westgate	95,833	92,660	94,661
6	CAPX2020 Brookings	2,430,117	2,517,341	2,418,119
7	CAPX2020 - La Crosse Local	274,180	265,896	272,208
8	CAPX2020 - La Crosse MISO	576,397	592,425	565,569
9	CAPX2020 - La Crosse MISO - WI	782,895	832,319	796,681
10	CAPX2020 Fargo	1,211,515	1,234,533	1,180,443
11	Cass County SUB Expansion	23,618	22,730	23,422
12	Chaska - Hwy 212 Conversion	75,178	73,084	74,991
13	Chisago 2nd Transformer Addition	30,978	29,982	30,677
14	CVA SIC Arresters	-	4,403	4,888
15	Dean Lake Substation	13,934	13,445	13,740
16	Eau Claire 345kV	-	-	3,430
17	ELR - Breakers - NSPM	13,969	21,033	28,380
18	ELR - Relay - NSPM	46,605	74,831	89,479
19	ELR - Transformers - NSPM	21,301	20,591	21,143
20	ELR Nuclear NSPM	-	61	1,477
21	Franklin Transformer	30,616	29,657	30,163
22	Gleason Lake Sub	39,592	48,192	50,179
23	Glencoe - Waconia	114,640	115,963	111,919
24	GRE - Lake Wilson Breaker Station	-	2,245	6,655
25	HIBTAC 500kV	-	2,153	5,449
26	Hollydale Dist. 115kV	38,958	58,690	67,367
27	HPFF Minneapolis Upgrade	-	3,598	6,121
28	Huntley - Wilmarth	-	12,831	84,664
29	Kohlman Lake-Goose Lake 2nd ckt	94,305	95,874	91,662
30	La Crosse - Madison 345 kV Lin	-	1,330,404	1,284,658
31	Lake Marion Burnsville	44,896	43,507	44,177
32	Lawrence to Falls Capacity Enhancement	10,725	16,818	17,171
33	Line ELR - NSPM	26,332	46,683	63,531
34	Magic City	-	5,874	5,139
35	Maple Lake - Annandale	12,192	11,807	12,064
36	Maple River Red River	19,664	76,529	96,945
37	Minn Valley	79,115	80,475	76,582
38	Minot Load Serving	129,332	185,844	189,701
39	MPC Fossum IA	2,031	1,994	1,909
40	NERC Order 754 NSPM	-	4,723	14,893
41	New Prague Area	28,521	27,619	28,268
42	NSM0953 Galloping Mitigate SPK	39,090	58,113	64,332
43	NSP Reloc B	45,015	92,681	97,117
44	NSPM Major Line Rebuild	25,137	29,141	47,765
45	NSPM Major Line Refurbishment	1,078	38,022	81,743
46	Prairie Sub Expansion	65,399	63,152	64,464
47	Google Interconnection	-	-	-
48	S&E - NSP Line	172,862	219,167	248,547
49	S&E - NSP Sub	-	-	48,540
50	Scott Cty 345 kV Expansion	105,152	101,806	104,142
51	Sioux Falls Northern	145,076	141,050	145,959
52	So. Washington Electric Reliability SWERU	-	-	23,494
53	Twin Cities Fault Current	-	-	-
54	West St. Cloud - Black Oak	-	-	6,972
55	Wilson Substation Conversion	476	25,070	77,831
56	Yankee Reactor	21,928	20,192	20,708
57	Transmission Projects	\$ 7,282,172	\$ 9,182,811	\$ 9,350,287
58	MISO RECB Sch.26/26a	(36,147)	(555,256)	(227,013)
59	Revenue Requirement in Base Rates	(1,811,376)	(1,811,376)	(1,811,376)
60	TCR True-up Carryover	(206,407)	(2,178,878)	(476,282)
61	Revenue Requirement (RR)	\$ 5,228,243	\$ 4,637,301	\$ 6,835,616
62	Revenue Collections (RC)	7,407,121	5,113,583	6,835,616
63	Carry Over Balance	\$ (2,178,878)	\$ (476,282)	\$ -

Amounts in dollars

NSPM Rider Rev Req by Rider Project	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
Black Dog - Wilson													
CWIP Balance	-	-	-	-	-	92	5,285	9,705	12,123	14,938	16,632	17,851	76,626
Plant In-Service	-	-	-	-	-	-	-	-	-	-	-	-	-
Depreciation Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Accumulated Deferred Taxes	(5)	(10)	(15)	(21)	(26)	(31)	(36)	(41)	(46)	(51)	(57)	(62)	(62)
Average Rate Base	3	8	13	18	23	74	2,722	7,534	10,958	13,579	15,839	17,301	17,301
Tax Depreciation Expense	-	-	-	-	-	-	-	-	-	-	-	-	-
CPI-TAX INTEREST	-	-	-	-	-	0	9	25	36	43	51	56	220
Debt Return	-	0	0	0	0	0	5	15	21	26	31	34	132
Equity Return	0	0	0	0	0	0	12	34	49	61	71	78	306
Current Income Tax Requirement	(2)	(2)	(2)	(2)	(2)	(2)	5	17	26	32	38	41	150
Book Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
AFUDC	-	-	-	-	-	-	-	-	-	-	-	-	-
Deferred Taxes	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(62)
Property Tax Expense	-	-	-	-	-	-	-	-	-	-	-	-	-
OATT Credit	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue Requirement	(7)	(7)	(7)	(7)	(7)	(6)	18	61	91	114	134	148	526
Rider Revenue Requirement	(0)	(0)	(0)	(0)	(0)	(0)	1	3	4	6	7	7	26
Bluff Creek - Westgate													
CWIP Balance	9,831	9,831	9,831	9,831	9,831	9,831	9,831	9,831	9,831	9,831	9,831	9,831	9,831
Plant In-Service	22,003,877	22,004,015	22,009,602	22,009,805	22,010,098	22,010,098	22,010,098	22,010,098	22,010,098	22,010,098	22,010,098	22,010,113	22,010,113
Depreciation Reserve	592,086	624,687	657,292	689,902	722,513	755,123	787,734	820,344	852,955	885,565	918,176	950,786	950,786
Accumulated Deferred Taxes	2,300,428	2,331,656	2,362,883	2,394,111	2,425,339	2,456,566	2,487,794	2,519,021	2,550,249	2,581,476	2,612,704	2,643,932	2,643,932
Average Rate Base	19,153,109	19,089,348	19,028,380	18,967,440	18,903,850	18,840,159	18,776,321	18,712,483	18,648,645	18,584,806	18,520,968	18,457,137	18,457,137
Tax Depreciation Expense	143,735	143,735	143,735	143,735	143,735	143,735	143,735	143,735	143,735	143,735	143,735	143,735	1,724,815
CPI-TAX INTEREST	31	25	28	28	33	33	35	35	35	36	35	36	389
Debt Return	37,189	37,065	36,947	36,828	36,705	36,581	36,457	36,333	36,209	36,086	35,962	35,838	438,200
Equity Return	86,029	85,743	85,469	85,195	84,910	84,624	84,337	84,050	83,763	83,477	83,190	82,903	1,013,691
Current Income Tax Requirement	1,987	1,892	1,806	1,719	1,629	1,537	1,445	1,352	1,260	1,167	1,075	982	17,852
Book Depreciation	32,601	32,601	32,605	32,610	32,610	32,611	32,611	32,611	32,611	32,611	32,611	32,611	391,301
AFUDC	-	-	-	-	-	-	-	-	-	-	-	-	-
Deferred Taxes	31,228	31,228	31,228	31,228	31,228	31,228	31,228	31,228	31,228	31,228	31,228	31,228	374,731
Property Tax Expense	30,717	30,717	30,717	30,717	30,717	30,717	30,717	30,717	30,717	30,717	30,717	30,717	368,608
OATT Credit	53,952	53,829	53,712	53,596	53,473	53,349	53,226	53,102	52,978	52,855	52,731	52,608	639,410
Total Revenue Requirement	165,799	165,417	165,060	164,703	164,327	163,948	163,569	163,189	162,810	162,430	162,051	161,671	1,964,973
Rider Revenue Requirement	8,086	8,067	8,050	8,033	8,014	7,996	7,977	7,959	7,940	7,922	7,903	7,885	95,833
CAPX2020 Brookings													
CWIP Balance	2,582	2,582	2,582	2,582	2,582	2,582	2,582	2,582	2,582	2,582	2,582	2,582	2,582
Plant In-Service	473,308,136	473,333,638	473,727,311	473,727,438	473,727,438	473,727,438	473,721,484	473,721,484	473,721,484	473,721,484	473,721,484	473,721,484	473,721,484
Depreciation Reserve	29,348,960	30,047,248	30,745,557	31,443,866	32,142,175	32,840,484	33,538,808	34,237,132	34,935,457	35,633,781	36,332,105	37,030,430	37,030,430
Accumulated Deferred Taxes	93,880,095	94,256,950	94,633,805	95,010,661	95,387,516	95,764,371	96,141,227	96,518,082	96,894,937	97,271,792	97,648,648	98,025,503	98,025,503
Average Rate Base	350,598,248	349,556,842	348,691,276	347,813,012	346,737,912	345,662,747	344,584,598	343,506,441	342,431,261	341,356,082	340,280,902	339,205,722	339,205,722
Tax Depreciation Expense	2,015,585	2,015,585	2,015,585	2,015,585	2,015,585	2,015,585	2,015,585	2,015,585	2,015,585	2,015,585	2,015,585	2,015,585	24,187,020
Debt Return	680,745	678,723	677,042	675,337	673,249	671,162	669,068	666,975	664,887	662,800	660,712	658,624	8,039,325
Equity Return	1,574,770	1,570,093	1,566,205	1,562,260	1,557,431	1,552,602	1,547,759	1,542,916	1,538,087	1,533,258	1,528,428	1,523,599	18,597,409
Current Income Tax Requirement	204,767	203,275	202,026	200,753	199,194	197,635	196,076	194,513	192,954	191,395	189,836	188,277	2,360,699
Book Depreciation	698,233	698,288	698,309	698,309	698,309	698,309	698,324	698,324	698,324	698,324	698,324	698,324	8,379,703
Deferred Taxes	376,855	376,855	376,855	376,855	376,855	376,855	376,855	376,855	376,855	376,855	376,855	376,855	4,522,263
Property Tax Expense	660,678	660,678	660,678	660,678	660,678	660,678	660,678	660,678	660,678	660,678	660,678	660,678	7,928,133
Total Revenue Requirement	4,196,049	4,187,911	4,181,115	4,174,192	4,165,716	4,157,240	4,148,761	4,140,262	4,131,786	4,123,310	4,114,833	4,106,357	49,827,533
Rider Revenue Requirement	204,644	204,247	203,915	203,578	203,164	202,751	202,337	201,923	201,509	201,096	200,683	200,269	2,430,117

Amounts in dollars

NSPM Rider Rev Req by Rider Project	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
CAPX2020 - La Crosse Local													
CWIP Balance	1,511	1,511	1,511	1,511	1,511	1,511	1,511	1,511	1,511	1,511	1,511	1,511	1,511
Plant In-Service	68,959,176	68,969,918	69,103,391	69,004,853	69,024,467	69,040,671	69,054,153	69,045,228	66,130,078	68,405,991	68,419,611	68,730,737	68,730,737
Depreciation Reserve	3,096,784	3,200,058	3,303,332	3,406,606	3,509,880	3,613,156	3,716,537	3,819,919	3,920,884	4,021,278	4,123,516	4,226,006	4,226,006
Accumulated Deferred Taxes	12,740,829	12,804,321	12,867,813	12,931,304	12,994,796	13,058,287	13,121,779	13,185,270	13,248,762	13,312,254	13,375,745	13,439,237	13,439,237
Average Rate Base	53,289,478	53,045,061	52,950,403	52,801,105	52,594,878	52,446,020	52,294,043	52,129,449	50,501,746	50,017,956	50,997,915	50,994,433	50,994,433
Tax Depreciation Expense	326,251	326,251	326,251	326,251	326,251	326,251	326,251	326,251	326,251	326,251	326,251	326,251	3,915,012
Debt Return	103,470	102,996	102,812	102,522	102,122	101,833	101,538	101,218	98,058	97,118	99,021	99,014	1,211,721
Equity Return	239,359	238,261	237,836	237,165	236,239	235,570	234,887	234,148	226,837	224,664	229,066	229,050	2,803,081
Current Income Tax Requirement	25,782	25,432	25,294	25,078	24,779	24,564	24,377	24,138	20,998	20,112	22,128	22,205	284,888
Book Depreciation	103,263	103,274	103,274	103,274	103,274	103,277	103,381	103,381	100,966	100,394	102,238	102,490	1,232,484
Deferred Taxes	63,492	63,492	63,492	63,492	63,492	63,492	63,492	63,492	63,492	63,492	63,492	63,492	761,899
Property Tax Expense	96,499	96,499	96,499	96,499	96,499	96,499	96,499	96,499	96,499	96,499	96,499	96,499	1,157,982
OATT Credit	155,186	154,716	154,533	154,244	153,845	153,557	153,297	152,978	149,042	147,920	150,416	150,491	1,830,225
Total Revenue Requirement	476,678	475,236	474,673	473,785	472,558	471,676	470,876	469,898	457,807	454,359	462,027	462,258	5,621,831
Rider Revenue Requirement	23,248	23,178	23,150	23,107	23,047	23,004	22,965	22,917	22,327	22,159	22,533	22,545	274,180
CAPX2020 - La Crosse MISO													
CWIP Balance	0	0	0	0	3,060	3,060	3,108	3,494	63	168	168	0	0
Plant In-Service	99,280,382	99,313,663	99,784,043	99,696,574	99,495,927	99,511,877	99,946,071	100,385,617	100,536,262	100,632,525	100,651,119	101,090,636	101,090,636
Depreciation Reserve	4,185,865	4,342,520	4,499,588	4,657,024	4,814,280	4,971,386	5,128,858	5,287,041	5,445,703	5,604,565	5,763,521	5,922,850	5,922,850
Accumulated Deferred Taxes	10,055,859	10,188,663	10,321,467	10,454,271	10,587,075	10,719,879	10,852,683	10,985,487	11,118,291	11,251,095	11,383,899	11,516,703	11,516,703
Average Rate Base	85,180,046	84,910,569	84,872,734	84,774,134	84,341,455	83,960,652	83,895,655	84,042,111	84,044,457	83,874,682	83,640,450	83,577,475	83,577,475
Tax Depreciation Expense	626,884	626,884	626,884	626,884	626,884	626,884	626,884	626,884	626,884	626,884	626,884	626,884	7,522,613
Debt Return	165,391	164,868	164,795	164,603	163,763	163,024	162,897	163,182	163,186	162,857	162,402	162,280	1,963,247
Equity Return	382,600	381,390	381,220	380,777	378,834	377,123	376,831	377,489	377,500	376,737	375,685	375,402	4,541,589
Current Income Tax Requirement	14,574	14,194	14,272	14,248	13,562	12,962	12,985	13,427	13,585	13,404	13,094	13,123	163,430
Book Depreciation	156,623	156,656	157,067	157,436	157,256	157,106	157,472	158,183	158,662	158,862	158,956	159,328	1,893,608
Deferred Taxes	132,804	132,804	132,804	132,804	132,804	132,804	132,804	132,804	132,804	132,804	132,804	132,804	1,593,648
Property Tax Expense	138,586	138,586	138,586	138,586	138,586	138,586	138,586	138,586	138,586	138,586	138,586	138,586	1,663,029
Total Revenue Requirement	990,578	988,497	988,743	988,453	984,805	981,604	981,576	983,671	984,323	983,250	981,527	981,523	11,818,551
Rider Revenue Requirement	48,311	48,210	48,222	48,207	48,029	47,873	47,872	47,974	48,006	47,954	47,870	47,869	576,397
CAPX2020 - La Crosse MISO - WI													
CWIP Balance	0	0	0	322	919	2,855	4,609	6,408	13,100	6,078	0	0	0
Plant In-Service	144,213,168	144,230,174	144,230,767	144,224,111	144,231,020	144,243,731	144,253,385	144,264,467	144,282,654	144,302,339	143,415,312	143,435,105	143,435,105
Depreciation Reserve	6,173,740	6,389,763	6,605,799	6,821,830	7,037,862	7,253,910	7,610,199	7,966,517	8,322,866	8,679,240	9,034,400	9,388,366	9,388,366
Accumulated Deferred Taxes	30,916,528	31,039,625	31,162,723	31,285,820	31,408,917	31,532,014	31,655,111	31,778,208	31,901,305	32,024,402	32,147,500	32,270,597	32,270,597
Average Rate Base	107,246,799	106,961,843	106,631,516	106,289,514	105,950,972	105,622,912	105,226,673	104,759,417	104,298,867	103,838,179	102,919,093	102,004,777	102,004,777
Tax Depreciation Expense	722,948	722,948	722,948	722,948	722,948	722,948	722,948	722,948	722,948	722,948	722,948	722,948	8,675,377
Debt Return	208,238	207,684	207,043	206,379	205,721	205,084	204,315	203,408	202,514	201,619	199,835	198,059	2,449,899
Equity Return	481,717	480,437	478,953	477,417	475,896	474,423	472,643	470,544	468,476	466,406	462,278	458,171	5,667,363
Current Income Tax Requirement	31,574	31,189	30,714	30,217	29,726	29,255	28,756	28,288	27,830	27,379	26,928	26,477	613,297
Book Depreciation	215,934	216,022	216,036	216,031	216,032	216,048	216,048	216,048	216,048	216,048	216,048	216,048	3,430,560
Deferred Taxes	123,097	123,097	123,097	123,097	123,097	123,097	123,097	123,097	123,097	123,097	123,097	123,097	1,477,166
Property Tax Expense	201,194	201,194	201,194	201,194	201,194	201,194	201,194	201,194	201,194	201,194	201,194	201,194	2,414,324
Total Revenue Requirement	1,261,753	1,259,623	1,257,038	1,254,335	1,251,666	1,249,101	1,243,494	1,242,848	1,242,259	1,240,660	1,238,093	1,235,526	16,052,608
Rider Revenue Requirement	61,536	61,433	61,306	61,175	61,044	60,919	60,794	60,669	60,544	60,419	60,294	60,169	782,895

Amounts in dollars

NSPM Rider Rev Req by Rider Project	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
CAPX2020 Fargo													
CWIP Balance	3	3	3	3	3	3	3	3	3	3	3	3	3
Plant In-Service	234,189,403	234,190,458	234,763,033	234,754,965	234,755,652	234,755,209	234,754,885	234,756,204	234,757,373	234,778,711	234,782,412	234,785,636	234,785,636
Depreciation Reserve	16,594,972	16,968,719	17,342,932	17,717,604	18,092,271	18,466,937	18,841,655	19,216,374	19,591,094	19,965,834	20,340,593	20,715,358	20,715,358
Accumulated Deferred Taxes	46,706,930	46,920,005	47,133,080	47,346,155	47,559,229	47,772,304	47,985,379	48,198,454	48,411,529	48,624,603	48,837,678	49,050,753	49,050,753
Average Rate Base	171,179,099	170,594,621	170,294,381	169,989,117	169,397,682	168,810,063	168,221,912	167,634,617	167,048,067	166,471,515	165,896,211	165,311,836	165,311,836
Tax Depreciation Expense	1,120,404	1,120,404	1,120,404	1,120,404	1,120,404	1,120,404	1,120,404	1,120,404	1,120,404	1,120,404	1,120,404	1,120,404	13,444,851
Debt Return	332,373	331,238	330,655	330,062	328,914	327,773	326,631	325,491	324,352	323,232	322,115	320,980	3,923,815
Equity Return	768,879	766,254	764,906	763,534	760,878	758,239	755,597	752,959	750,324	747,735	745,150	742,526	9,076,981
Current Income Tax Requirement	75,961	75,115	74,830	74,536	73,676	72,824	71,988	71,137	70,287	69,457	68,629	67,783	866,222
Book Depreciation	373,743	373,747	374,213	374,672	374,666	374,666	374,718	374,719	374,721	374,739	374,759	374,765	4,494,129
Deferred Taxes	213,075	213,075	213,075	213,075	213,075	213,075	213,075	213,075	213,075	213,075	213,075	213,075	2,556,898
Property Tax Expense	326,922	326,922	326,922	326,922	326,922	326,922	326,922	326,922	326,922	326,922	326,922	326,922	3,923,069
Total Revenue Requirement	2,090,953	2,086,351	2,084,601	2,082,802	2,078,131	2,073,499	2,068,931	2,064,302	2,059,681	2,055,160	2,050,651	2,046,052	24,841,113
Rider Revenue Requirement	101,977	101,752	101,667	101,579	101,352	101,126	100,903	100,677	100,452	100,231	100,011	99,787	1,211,515
Cass County SUB Expansion													
CWIP Balance	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Plant In-Service	6,413,277	6,413,277	6,413,277	6,413,277	6,413,277	6,413,277	6,413,277	6,413,277	6,413,277	6,413,277	6,413,277	6,413,277	6,413,277
Depreciation Reserve	465,480	474,865	484,250	493,635	503,020	512,405	521,790	531,175	540,560	549,945	559,330	568,715	568,715
Accumulated Deferred Taxes	1,539,242	1,544,255	1,549,269	1,554,282	1,559,295	1,564,308	1,569,322	1,574,335	1,579,348	1,584,361	1,589,375	1,594,388	1,594,388
Average Rate Base	4,415,754	4,401,356	4,386,957	4,372,559	4,358,161	4,343,763	4,329,364	4,314,966	4,300,568	4,286,170	4,271,771	4,257,373	4,257,373
Tax Depreciation Expense	26,925	26,925	26,925	26,925	26,925	26,925	26,925	26,925	26,925	26,925	26,925	26,925	323,103
Debt Return	8,574	8,546	8,518	8,490	8,462	8,434	8,406	8,378	8,350	8,322	8,294	8,266	101,042
Equity Return	19,834	19,769	19,705	19,640	19,575	19,511	19,446	19,381	19,317	19,252	19,187	19,123	233,741
Current Income Tax Requirement	2,359	2,338	2,317	2,296	2,275	2,254	2,234	2,213	2,192	2,171	2,150	2,129	26,930
Book Depreciation	9,385	9,385	9,385	9,385	9,385	9,385	9,385	9,385	9,385	9,385	9,385	9,385	112,620
Deferred Taxes	5,013	5,013	5,013	5,013	5,013	5,013	5,013	5,013	5,013	5,013	5,013	5,013	60,159
Property Tax Expense	8,953	8,953	8,953	8,953	8,953	8,953	8,953	8,953	8,953	8,953	8,953	8,953	107,435
OATT Credit	13,291	13,264	13,236	13,208	13,180	13,152	13,124	13,096	13,068	13,041	13,013	12,985	157,657
Total Revenue Requirement	40,827	40,741	40,655	40,570	40,484	40,399	40,313	40,227	40,142	40,056	39,970	39,885	484,269
Rider Revenue Requirement	1,991	1,987	1,983	1,979	1,974	1,970	1,966	1,962	1,958	1,954	1,949	1,945	23,618
Chaska - Hwy 212 Conversion													
CWIP Balance	21,147	41,887	14,072	25,128	33,226	41,829	45,031	46,204	5,991	6,918	7,969	7,954	7,954
Plant In-Service	19,251,707	19,251,707	19,287,603	19,287,603	19,287,603	19,287,603	19,287,603	19,287,603	19,327,816	19,327,816	19,327,816	19,327,816	19,327,816
Depreciation Reserve	1,055,526	1,082,898	1,110,271	1,137,643	1,165,016	1,192,388	1,219,761	1,247,133	1,274,506	1,301,878	1,329,251	1,356,623	1,356,623
Accumulated Deferred Taxes	3,690,879	3,706,984	3,723,088	3,739,192	3,755,297	3,771,401	3,787,505	3,803,609	3,819,714	3,835,818	3,851,922	3,868,027	3,868,027
Average Rate Base	14,553,279	14,515,080	14,486,014	14,452,106	14,418,206	14,383,079	14,345,505	14,304,216	14,261,326	14,218,313	14,175,825	14,132,866	14,132,866
Tax Depreciation Expense	84,472	84,472	84,472	84,472	84,472	84,472	84,472	84,472	84,472	84,472	84,472	84,472	1,013,668
CPI-TAX INTEREST	-	-	-	-	-	-	-	-	-	-	-	-	-
Debt Return	28,258	28,183	28,127	28,061	27,995	27,927	27,854	27,774	27,691	27,607	27,525	27,441	334,444
Equity Return	65,368	65,197	65,066	64,914	64,762	64,604	64,435	64,250	64,057	63,864	63,673	63,480	773,671
Current Income Tax Requirement	7,868	7,813	7,771	7,722	7,673	7,622	7,567	7,507	7,445	7,383	7,321	7,259	90,951
Book Depreciation	27,373	27,373	27,373	27,373	27,373	27,373	27,373	27,373	27,373	27,373	27,373	27,373	328,470
AFUDC	-	-	-	-	-	-	-	-	-	-	-	-	-
Deferred Taxes	16,104	16,104	16,104	16,104	16,104	16,104	16,104	16,104	16,104	16,104	16,104	16,104	193,252
Property Tax Expense	26,875	26,875	26,875	26,875	26,875	26,875	26,875	26,875	26,875	26,875	26,875	26,875	322,504
OATT Credit	42,206	42,132	42,075	42,010	41,944	41,876	41,803	41,723	41,640	41,557	41,475	41,392	501,832
Total Revenue Requirement	129,641	129,414	129,241	129,039	128,838	128,629	128,405	128,160	127,905	127,649	127,396	127,141	1,541,459
Rider Revenue Requirement	6,323	6,312	6,303	6,293	6,283	6,273	6,262	6,250	6,238	6,226	6,213	6,201	75,178

Legislative

NORTH DAKOTA ELECTRIC RATE BOOK - NDPSC NO. 2

TRANSMISSION COST RECOVERY RIDER

Section No. 5

~~7th~~^{8th}-Revised Sheet No. 86

APPLICATION

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

RIDER

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

DETERMINATION OF TCR RATE

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

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

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

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

All Customer Classes ~~\$0.001914~~\$0.003322 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.

Date Filed: ~~10-05-18~~09-27-19 By: Christopher B. Clark Effective Date: ~~04-01-19~~
President, Northern States Power Company, a Minnesota corporation
Case No. PU-~~19-32818-364~~ Order Date: ~~03-13-19~~

Non-Legislative

NORTH DAKOTA ELECTRIC RATE BOOK - NDPSO NO. 2

TRANSMISSION COST RECOVERY RIDER

Section No. 5
8th Revised Sheet No. 86

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All Customer Classes	\$0.003322 per kWh
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C

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Date Filed: 09-27-19

By: Christopher B. Clark

Effective Date:

Case No. PU-19-328

President, Northern States Power Company, a Minnesota corporation

Order Date:

Legislative

NORTH DAKOTA ELECTRIC RATE BOOK - NDPS NO. 2

TRANSMISSION COST RECOVERY RIDER

Section No. 5

~~7th~~^{8th} Revised Sheet No. 86

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All Customer Classes ~~\$0.001914~~^{\$0.003491} per kWh

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Date Filed: ~~10-05-18~~⁰⁹⁻²⁷⁻¹⁹ By: Christopher B. Clark Effective Date: ~~04-01-19~~
President, Northern States Power Company, a Minnesota corporation
Case No. PU-~~19-32818-364~~ Order Date: ~~03-13-19~~

Non-Legislative

NORTH DAKOTA ELECTRIC RATE BOOK - NDPSO NO. 2

TRANSMISSION COST RECOVERY RIDER

Section No. 5
8th Revised Sheet No. 86

APPLICATION

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All Customer Classes	\$0.003491 per kWh
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C

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Date Filed: 09-27-19

By: Christopher B. Clark

Effective Date:

Case No. PU-19-328

President, Northern States Power Company, a Minnesota corporation

Order Date:

Proposed Customer Bill Notice

Transmission Cost Recovery Rider Rate Increase Effective March 1, 2020

The Transmission Cost Recovery (TCR) line item on your bill recovers investment costs associated with transmission lines, substations and equipment, in addition to certain regional transmission costs. Beginning March 1, 2020, the TCR rate will increase from \$0.001914 to \$0.003322 per kWh.

Residential Electric Service – Winter Month Bill Example

The chart below shows the change to customer bills from the TCR rate increase. The comparison does not reflect any other rate changes that may occur at the same time.

Usage (kWh)	Prior				New				Change In Bill	Percent Change
	Other Charges	Prior TCR Rate	Prior TCR Charge	Prior Bill	Other Charges	New TCR Rate	New TCR Charge	New Bill		
400	\$48.85	\$0.001914	\$0.77	\$49.62	\$48.85	\$0.003322	\$1.33	\$50.18	\$0.56	1.13%
500	\$57.43	\$0.001914	\$0.96	\$58.39	\$57.43	\$0.003322	\$1.66	\$59.09	\$0.70	1.20%
600	\$66.02	\$0.001914	\$1.15	\$67.17	\$66.02	\$0.003322	\$1.99	\$68.01	\$0.84	1.25%
750	\$78.90	\$0.001914	\$1.44	\$80.34	\$78.90	\$0.003322	\$2.49	\$81.39	\$1.05	1.31%
1000	\$100.37	\$0.001914	\$1.91	\$102.28	\$100.37	\$0.003322	\$3.32	\$103.69	\$1.41	1.38%
1500	\$143.30	\$0.001914	\$2.87	\$146.17	\$143.30	\$0.003322	\$4.98	\$148.28	\$2.11	1.44%
2000	\$186.24	\$0.001914	\$3.83	\$190.07	\$186.24	\$0.003322	\$6.64	\$192.88	\$2.81	1.48%

For more information

You may examine the new rate rider by visiting our website at xcelenergy.com/NDRates.

Proposed Customer Bill Notice

Transmission Cost Recovery Rider Rate Increase Effective April 1, 2020

The Transmission Cost Recovery (TCR) line item on your bill recovers investment costs associated with transmission lines, substations and equipment, in addition to certain regional transmission costs. Beginning April 1, 2020, the TCR rate will increase from \$0.001914 to \$0.003491 per kWh.

Residential Electric Service – Winter Month Bill Example

The chart below shows the change to customer bills from the TCR rate increase. The comparison does not reflect any other rate changes that may occur at the same time.

Usage (kWh)	Prior				New				Change In Bill	Percent Change
	Other Charges	Prior TCR Rate	Prior TCR Charge	Prior Bill	Other Charges	New TCR Rate	New TCR Charge	New Bill		
400	\$48.85	\$0.001914	\$0.77	\$49.62	\$48.85	\$0.003491	\$1.40	\$50.25	\$0.63	1.27%
500	\$57.43	\$0.001914	\$0.96	\$58.39	\$57.43	\$0.003491	\$1.75	\$59.18	\$0.79	1.35%
600	\$66.02	\$0.001914	\$1.15	\$67.17	\$66.02	\$0.003491	\$2.09	\$68.11	\$0.94	1.40%
750	\$78.90	\$0.001914	\$1.44	\$80.34	\$78.90	\$0.003491	\$2.62	\$81.52	\$1.18	1.47%
1000	\$100.37	\$0.001914	\$1.91	\$102.28	\$100.37	\$0.003491	\$3.49	\$103.86	\$1.58	1.54%
1500	\$143.30	\$0.001914	\$2.87	\$146.17	\$143.30	\$0.003491	\$5.24	\$148.54	\$2.37	1.62%
2000	\$186.24	\$0.001914	\$3.83	\$190.07	\$186.24	\$0.003491	\$6.98	\$193.22	\$3.15	1.66%

For more information

You may examine the new rate rider by visiting our website at xcelenergy.com/NDRates.