

# Legislative

**SOUTH DAKOTA ELECTRIC RATE BOOK - SDPUC NO. 2**

**INFRASTRUCTURE RIDER**

Section No. 5  
~~12th~~<sup>13th</sup> Revised Sheet No. 74  
Cancelling ~~11th~~<sup>12th</sup> Revised Sheet No. 74

**APPLICATION**

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

**RIDER**

There shall be included on each customer's monthly bill an Infrastructure Rider adjustment charge, which shall be the Infrastructure Rider Adjustment Factor multiplied by the customer's monthly billing kWh for electric service. This Infrastructure Rider adjustment charge shall be calculated before any city surcharge or city and state sales tax.

**DETERMINATION OF INFRASTRUCTURE RIDER ADJUSTMENT FACTOR**

The Infrastructure Rider Adjustment Factor shall be calculated by dividing the forecasted balance of the Infrastructure Rider Tracker Account by the forecasted retail sales for the upcoming recovery period. The Infrastructure Rider Adjustment Factor shall be rounded to the nearest \$0.000001 per kWh.

The Infrastructure Rider Adjustment Factor may be adjusted annually subject to a compliance filing with the South Dakota Public Utilities Commission (Commission) by September 1. Revisions to the Infrastructure Rider Adjustment Factor shall apply to bills rendered on and after January 1. If Commission approval does not occur in time to permit the new Infrastructure Rider Adjustment factor to begin January 1, the designated recovery period will be determined in the annual compliance matter proceeding, with the intent to allow the opportunity for a full year's recovery. The Infrastructure Rider Adjustment Factor for all rate schedules is:

All Customers ~~-\$0.001838~~<sup>\$0.001351</sup> per kWh

A standard model will be used to calculate the total forecasted revenue requirements for each eligible project for the designated period, including a carrying charge, and these revenue requirements will be charged to the Infrastructure Rider Tracker Account. All costs appropriately charged to the Infrastructure Rider Tracker Account shall be eligible for recovery through this Infrastructure Rider. All revenues recovered from Infrastructure Rider Adjustment Factors shall be credited to the Infrastructure Rider Tracker Account.

Forecasted retail sales shall be the estimated total retail electric sales for the designated recovery period.

**PROJECTS ELIGIBLE FOR INCLUSION IN INFRASTRUCTURE RIDER**

Projects eligible for recovery in the Infrastructure Rider effective on or after July 1, 2023 include 2023 capital projects specified in the settlement agreement in Docket No. EL22-017. For an Infrastructure Rider adjustment factor effective January 1, 2024, projects eligible for recovery include those projects as specified in the settlement agreement in Docket No. EL22-017 and other projects consistent with the settlement agreement in Docket No. EL22-017 and that are not yet included in base rates or recovered through other mechanisms, subject to Commission approval.

(Continued on Sheet No. 5-75)

Date Filed: ~~05-24-23~~<sup>09-01-23</sup> By: ~~Christopher B. Clark~~<sup>Ryan J. Long</sup> Effective Date: ~~07-01-23~~  
President, Northern States Power Company, a Minnesota corporation  
Docket No. ~~EL22-017~~<sup>EL23-025</sup> Order Date: ~~06-08-23~~