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April 3, 2019

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VIA ELECTRONIC FILING AND U.S. MAIL

The Honorable Barbara Case
Administrative Law Judge
State of Minnesota Office of Administrative Hearings
600 North Robert Street
P.O. Box 64620
St. Paul, MN 55164-0620

RE: IN THE MATTER OF THE APPLICATIONS OF XCEL ENERGY AND ITC MIDWEST FOR
A CERTIFICATE OF NEED AND A ROUTE PERMIT FOR THE HUNTLEY-WILMARTH
345 kV TRANSMISSION LINE PROJECT
MPUC DOCKET NOS. E002,ET6675/CN-17-184 AND E002,ET6675/TL-17-185
OAH DOCKET NO. 82-2500-35157

Dear Judge Case:

After filing Post-Hearing briefs and proposed Findings of Fact, Conclusions of Law, and Recommendations in the above-referenced Certificate of Need and Route Permit dockets on March 22, 2019, Northern States Power Company, doing business as Xcel Energy, and ITC Midwest LLC (collectively, Applicants) noticed a minor error in the table entitled "Cost Estimate for Applicants' Recommended Route Configurations" that appeared in each of these four documents.

In these documents, the cost for the Purple-E-AA1-Red-Q Route was listed as \$159.7 million (2016\$). The correct cost for the Purple-E-AA1-Red-Q Route is \$160.2 million (2016\$). The attached pages provide, in redline, the necessary correction to the cost estimate for the Purple-E-AA1-Red-Q Route in each document's "Cost Estimates for Applicants' Recommended Route Configurations" table. We are providing these corrections at this time to ensure that all parties and Your Honor have the corrected information as expeditiously as possible in this proceeding.



The Honorable Barbara Case
April 3, 2019
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Please feel free to contact me with any questions regarding this filing.

Sincerely,

/s/ Valerie T. Herring

Valerie T. Herring

Enclosures

cc: Official Service Lists

Errata – Page 12 – Applicants' Certificate of Need Brief

costs for substation modifications at both the Wilmarth and Huntley substations, and Allowance for Funds Used During Construction (AFUDC).⁴⁸

Table 1: Cost Estimates for Applicants' Recommended Route Configurations⁴⁹

Route Alternative	Cost (Millions) (2016\$) ⁵⁰	Cost (Millions) (Escalated to anticipated year spend \$) ⁵¹
Purple-BB-L Route <i>Purple Route Modified to Use Segment Alternatives BB and L</i> <i>Double-Circuit</i> <i>Monopole Design</i>	\$140.1	\$155.8
Green Route <i>Single-Circuit</i> <i>Monopole Design</i>	\$121.3	\$134.9
Red-Q Route <i>Red Route Modified to Use Segment Alternative Q</i> <i>Double-Circuit</i> <i>Monopole Design</i>	\$141.2	\$157.1
Blue-CC-Q Route <i>Blue Route Modified to Use Segment Alternative Q</i> <i>Double-Circuit</i> <i>Monopole Design</i>	\$138.6	\$154.1
Purple-E-AA1-Red-Q Route <i>Purple-E-Red Route Modified to Use Segment Alternative Q</i> <i>and Alternative Alignment AA1</i> <i>Double-Circuit</i> <i>Monopole Design</i>	\$159.7 \$160.2	\$178.2

⁴⁸ Ex. XC-6 at 32 (Certificate of Need Application) (eDocket No. [20181-139030-01](#)).

⁴⁹ The costs for Applicants' recommended route configurations were calculated using the cost estimates for the segment alternatives provided in Ex. XC-25 at Schedule 2 (Stevenson Direct) (eDocket No. [20189-146251-07](#)) and Ex. XC-27 (Applicants' Letter Proposing Purple and Blue Route Segment Alternatives)(eDocket No. [20192-149943-02](#)).

⁵⁰ "2016 dollars" or "(2016\$)" assumes that the Project would have been constructed (and dollars spent) in 2016.

⁵¹ The escalated dollar figures account for inflationary pressures from 2016 until the dollars are actually spent. The majority of costs for this Project will be spent in 2020 and 2021.

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**Table 3: Cost Estimates for
Applicants' Recommended Route Configurations²¹³**

Route Alternative	Cost (Millions) (2016\$) ²¹⁴	Cost (Millions) (Escalated to anticipated year spend \$) ²¹⁵
Purple-BB-L Route <i>Purple Route Modified to Use Segment Alternatives BB and L</i> <i>Double-Circuit</i> <i>Monopole Design</i>	\$140.1	\$155.8
Green Route <i>Single-Circuit</i> <i>Monopole Design</i>	\$121.3	\$134.9
Red-Q Route <i>Red Route Modified to Use Segment Alternative Q</i> <i>Double-Circuit</i> <i>Monopole Design</i>	\$141.2	\$157.1
Blue-CC-Q Route <i>Blue Route Modified to Use Segment Alternative Q</i> <i>Double-Circuit</i> <i>Monopole Design</i>	\$138.6	\$154.1
Purple-E-AA1-Red-Q Route <i>Purple-E-Red Route Modified to Use Segment Alternative Q and Alignment Alternative AA1</i> <i>Double-Circuit</i> <i>Monopole Design</i>	\$159.7 \$160.2	\$178.2

G. Schedule

127. The Project is expected to be placed in service in December 2021, immediately prior to MISO's designated in-service date of January 1, 2022.²¹⁶

²¹³ Ex. XC-25 at 11, Schedule 2 (Stevenson Direct) (eDocket No. [20189-146251-08](#)); Ex. XC-27 (Applicants' Feb. 1, 2019 Letter) (eDocket No. [20192-149943-02](#)).

²¹⁴ "2016 dollars" or "(2016\$)" assumes that the Project would have been constructed (and dollars spent) in 2016.

²¹⁵ The escalated dollar figures account for inflationary pressures from 2016 until the dollars are actually spent. The majority of costs for this Project will be spent in 2020 and 2021.

²¹⁶ Ex. XC-6 at 39-40 (Certificate of Need Application) (eDocket No. [20181-139030-01](#)); Ex. XC-25 at 13 (Stevenson Direct) (eDocket No. [20189-146251-07](#)).

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Table 5: Cost Estimates for Applicants' Recommended Route Configurations¹⁷⁹

Route Alternative	Cost (Millions) (2016\$) ¹⁸⁰	Cost (Millions) (Escalated to anticipated year spend \$) ¹⁸¹
Purple-BB-L Route <i>Purple Route Modified to Use Segment Alternatives BB and L Double-Circuit Monopole Design</i>	\$140.1	\$155.8
Green Route <i>Single-Circuit Monopole Design</i>	\$121.3	\$134.9
Red-Q Route <i>Red Route Modified to Use Segment Alternative Q Double-Circuit Monopole Design</i>	\$141.2	\$157.1
Blue-CC-Q Route <i>Blue Route Modified to Use Segment Alternative Q Double-Circuit Monopole Design</i>	\$138.6	\$154.1
Purple-E-AA1-Red-Q Route <i>Purple-E-Red Route Modified to Use Segment Alternative Q and Alternative Alignment AA1 Double-Circuit Monopole Design</i>	\$159.7 \$160.2	\$178.2

Table 6 provides the benefit-to-cost ratios for the Applicants' recommended route configurations estimated under the MTEP17 and MTEP18 models.

¹⁷⁹ The costs for Applicants' recommended route configurations were calculated using the cost estimates for the segment alternatives provided in Ex. XC-25 at Schedule 2 (Stevenson Direct) (eDocket No. [20189-146251-07](#)) and Ex. XC-27 (Applicants' Letter Proposing Purple and Blue Route Segment Alternatives) (eDocket No. [20192-149943-02](#)).

¹⁸⁰ "2016 dollars" or "(2016\$)" assumes that the Project would have been constructed (and dollars spent) in 2016.

¹⁸¹ The escalated dollar figures account for inflationary pressures from 2016 until the dollars are actually spent. The majority of costs for this Project will be spent in 2020 and 2021.

Errata – Page 47 – Applicants’ Route Permit Findings of Fact

**Table 3: Cost Estimates for
Applicants' Recommended Route Configurations²⁸²**

Route Alternative	Cost (Millions) (2016\$)²⁸³	Cost (Millions) (Escalated to anticipated year spend \$)²⁸⁴
Purple-BB-L Route <i>Purple Route Modified to Use Segment Alternatives BB and L Double-Circuit Monopole Design</i>	\$140.1	\$155.8
Green Route <i>Single-Circuit Monopole Design</i>	\$121.3	\$134.9
Red-Q Route <i>Red Route Modified to Use Segment Alternative Q Double-Circuit Monopole Design</i>	\$141.2	\$157.1
Blue-CC-Q Route <i>Blue Route Modified to Use Segment Alternative Q Double-Circuit Monopole Design</i>	\$138.6	\$154.1
Purple-E-AA1-Red-Q Route <i>Purple-E-Red Route Modified to Use Segment Alternative Q and Alignment Alternative AA-1 Double-Circuit Monopole Design</i>	\$159.7 \$160.2	\$178.2

²⁸² The costs for the Applicants' recommended route configurations were calculated using the cost estimates for the segment alternatives provided in Ex. XC-25 at Schedule 2 (Stevenson Direct) (eDocket No. [20189-146251-07](#)) and Ex. XC-27 (Applicants' Letter Proposing Purple and Blue Route Segment Alternatives)(eDocket No. [20192-149943-02](#)).

²⁸³ "2016 dollars" or "(2016\$)" assumes that the Project would have been constructed (and dollars spent) in 2016.

²⁸⁴ The escalated dollar figures account for inflationary pressures from 2016 until the dollars are actually spent. The majority of costs for this Project will be spent in 2020 and 2021.

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MPUC DOCKET No. E-002, ET-6675/TL-17-185

OAH DOCKET No. 82-2500-35157

Jill N. Yeaman certifies that on the 3rd day of April, 2019, she filed a true and correct copy of Applicants' **ERRATA**, by posting the same on www.edockets.state.mn.us. Said document has also been served via U.S. Mail or e-mail as designated on the attached Official Service Lists on file with the Minnesota Public Utilities Commission in the above-referenced dockets.

/s/ Jill N. Yeaman

Jill N. Yeaman

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