

Steffensen, Patrick

From: Paulson, Debra J <Debra.J.Paulson@xcelenergy.com>
Sent: Monday, November 12, 2012 3:35 PM
To: Steffensen, Patrick
Subject: RE: Aviation Expense Data Request
Attachments: 2011 NSP Aviaiton Expense Walk Forward .xls

Pat,

If you don't mind, I'll provide you the information as I get it instead of holding for all....

1. The attached worksheet has 2 tabs. The first tab lays out the total Aviation Expenses for 2011 and breaks it into the Operating Company levels then into utility and for NSPM, jurisdiction. The 2nd tab shows the SD jurisdiction information used on Workpaper PF43-2.

4. Yes. The two individuals do both work in Denver when not in the Minneapolis offices.

Deb

From: Steffensen, Patrick [<mailto:Patrick.Steffensen@state.sd.us>]
Sent: Friday, November 09, 2012 4:24 PM
To: Paulson, Debra J
Subject: RE: Aviation Expense Data Request

Hi Deb

Thanks for the update. I'll keep checking my email throughout the holiday weekend in case it becomes available.

Pat

From: Paulson, Debra J [<mailto:Debra.J.Paulson@xcelenergy.com>]
Sent: Friday, November 09, 2012 3:05 PM
To: Steffensen, Patrick
Subject: Re: Aviation Expense Data Request

Pat,

Sorry for delay; I'm doing my best to get as much of this as possible but it doesn't appear likely I'll be able to satisfy your questions today. Will get you info as soon as available to me.

Deb

From: Steffensen, Patrick [<mailto:Patrick.Steffensen@state.sd.us>]
Sent: Thursday, November 08, 2012 03:41 PM
To: Paulson, Debra J
Subject: Aviation Expense Data Request

Good afternoon, Deb

I have a few supplemental questions regarding Xcel's aviation adjustment.

1. Provide a step by step breakout of how total company aviation expenses is reduced to South Dakota jurisdictional expenses. (start with total company, then break out utility versus non-utility, etc., etc.)
2. Provide comprehensive support to justify on a comparative cost basis the use of private jets versus commercial air travel. If this justification includes convenience and necessity considerations, provide a reasoned quantification of these values.
3. Provide a list of all flights and purpose of travel for all flights in the test year.
4. Data request 2-17 inquired about the two corporate executives who reside in Boulder and Denver and fly to and from Minneapolis Monday through Wednesday of most weeks. Do these individuals work at the Colorado office the remaining days of the week?

Sorry to put you under a time crunch, but could I possibly have answers to these questions sometime tomorrow?

Thanks!
Pat

**Northern States Power Company
2011 Actual Aviation Expenses**

	Total Xcel Energy	NSP-MN	NSP-WI	PSCo	SPS	Non-Utility and Other Subs
Total Aviation Expenses	5,629,710	2,174,258	313,776	1,802,221	644,851	694,604
Percent of Total		39.0%	6.0%	32.0%	11.0%	12.0%
Electric	4,362,008	1,994,950	278,962	1,443,245	644,851	0
Gas	566,944	179,308	34,814	352,736	0	86
Thermal	6,240	0	0	6,240	0	0
Non-Utility	694,518	0	0	0	0	694,518
Total	5,629,710	2,174,258	313,776	1,802,221	644,851	694,604
Electric as Percent of Legal Entity Total	77.5%	91.8%	88.9%	80.1%	100.0%	0.0%
Gas as Percent of Legal Entity Total	10.1%	8.2%	11.1%	19.6%	0.0%	0.0%
Thermal as Percent of Legal Entity Total	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%
Non-Utility as Percent of Legal Entity	12.3%	0.0%	0.0%	0.0%	0.0%	100.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	Total NSPM Electric		ND			
NSPM Electric Allocated to Jurisdiction	1,994,950	MN Jurisdiction	Jurisdiction	SD Jurisdiction	Wholesale	
		1,758,803	117,941	116,599	1,607	
		88.16%	5.91%	5.84%	0.08%	

2011 Corporate Aviation Adjustment**Adjustment To A&G**

Adjustment to remove 50% of Actual Amount

Allocated to Jurisdiction Using 2Factor Allocator

Electric	Total	MN	ND	SD	Whisl
Actual Amount	1,994,950	1,758,803	117,941	116,599	1,607
Adjustment Amount at 50%	(997,475)	(879,402)	(58,971)	(58,300)	(804)
P 58.06%	(579,134)	(510,581)	(34,238)	(33,849)	(467)
T 11.56%	(115,308)	(101,659)	(6,817)	(6,739)	(93)
D 30.38%	(303,033)	(267,162)	(17,915)	(17,711)	(244)
	<u>(997,475)</u>	<u>(879,402)</u>	<u>(58,971)</u>	<u>(58,300)</u>	<u>(804)</u>

* This adjustment does not include any of the payroll taxes associated with Aviation Costs