STATE OF INDIANA

INDIANA UTILITY REGULATORY COMMISSION

PETITION OF NORTHERN INDIANA PUBLIC SERVICE COMPANY LLC

PURSUANT TO IND. CODE §§ 8-1-2-42.7, 8-1-2-61 AND IND. CODE § 8-1-2.5-6 FOR

AUTHORITY TO MODIFY ITS RATES AND CHARGES FOR ELECTRIC UTILITY SERVICE THROUGH A PHASE IN OF RATES; (2) APPROVAL OF NEW SCHEDULES OF RATES AND CHARGES, GENERAL RULES AND REGULATIONS, AND RIDERS; (3) APPROVAL OF REVISED COMMON AND ELECTRIC DEPRECIATION RATES APPLICABLE TO ITS ELECTRIC PLANT IN SERVICE; (4) APPROVAL OF NECESSARY AND APPROPRIATE ACCOUNTING RELIEF; AND (5) APPROVAL OF A NEW SERVICE STRUCTURE FOR INDUSTRIAL RATES.

CAUSE NO. 45159

PETITIONER’S SUBMISSION OF SIXTH SET OF CORRECTIONS

Northern Indiana Public Service Company LLC (“NIPSCO”), by counsel, respectfully submits the following corrections:

Petitioner’s Exhibit No. 19 – Direct Testimony of Curt A. Westerhausen

Attachment 19-A (Original Sheet No. 140) – Rider 871 – Adjustment of Charges for Regional Transmission Organization: (1) corrected a typographical error in defining the calculation of “OSS” from (1000%) to (100%); (2) changed the calculation of the RTO Factor to reflect one hundred percent (100%) sharing of Back-Up and Maintenance Margins based on demand; and (3) changed the calculation of the RTO Factor to reflect that the one hundred percent (100%) sharing of Off-System Sales are calculated based on demand.
NIPSCO is providing a clean and redlined version of the revised pages.

The clean version will be included in the court reporter’s copies offered into evidence at the hearing.

Respectfully submitted,

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CERTIFICATE OF SERVICE

The undersigned certifies that a copy of the foregoing was served upon

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[Signature]
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RIDER 871
ADJUSTMENT OF CHARGES FOR REGIONAL TRANSMISSION ORGANIZATION

Sheet No. 1 of 1

TO WHOM AVAILABLE

This Rider shall be applicable to the Rate Schedules as identified in Appendix A.

ADJUSTMENT OF CHARGES FOR REGIONAL TRANSMISSION ORGANIZATION (“RTO”) FACTOR

Energy Charges in the Rate Schedules are subject to adjustment to reflect the recovery of net non-fuel MISO costs and revenues and one hundred percent (100%) sharing of Off-System Sales and Back-Up and Maintenance Margins. Such charges shall be increased or decreased to the nearest 0.001 mill ($0.000001) per kWh in accordance with the following:

\[
\text{RTO Factor} = \frac{((E \times Pe) + (D \times Pd))}{S1} + \frac{OSS \times Pd}{S1} + \frac{BUM \times Pd}{S1}
\]

Where:

- “RTO” is the rate adjustment for each Rate Schedule.
- “E” equals the total net non-fuel MISO costs and revenues which are Energy allocated.
- “Pe” represents the Production Energy Allocation percentage for each Rate Schedule.
- “D” equals the total non-fuel MISO costs and revenues which are Demand allocated.
- “Pd” represents the Production Demand Allocation percentage for each Rate Schedule.
- “OSS” equals the total one hundred percent (100%) sharing of annual Off-System Sales Margins.
- “BUM” equals one hundred percent (100%) sharing of annual Back-Up and Maintenance Margins.
- “S1” is the 6-month kWh sales forecast for each Rate Schedule.

RTO ADJUSTMENT FACTOR

The Rate Schedules identified in Appendix A are subject to an RTO Factor. The RTO Factors in Appendix C are applicable hereto and are issued and effective at the dates shown on Appendix C.

The RTO Factors as computed above shall be further modified to allow for the recovery of the RTO revenue requirement reconciled with actual sales and revenues. The RTO Factors per kWh charge for each Rate Schedule are shown on Appendix C.

Issued Date Effective Date
__/__/2019 6/30/2019
RIDER 871
ADJUSTMENT OF CHARGES FOR REGIONAL TRANSMISSION ORGANIZATION

Sheet No. 1 of 1

TO WHOM AVAILABLE

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ADJUSTMENT OF CHARGES FOR REGIONAL TRANSMISSION ORGANIZATION (“RTO”) FACTOR

Energy Charges in the Rate Schedules are subject to adjustment to reflect the recovery of net non-fuel MISO costs and revenues and one hundred percent (100%) sharing of Off-System Sales and Back-Up and Maintenance Margins. Such charges shall be increased or decreased to the nearest 0.001 mill ($0.000001) per kWh in accordance with the following:

\[
\text{RTO Factor} = \frac{((E \times P_e) + (D \times P_d))}{S_1} + \frac{(OSS \times P_{de})}{S_1} + \frac{(BUM \times P_d)}{S_1}
\]

Where:

- “RTO” is the rate adjustment for each Rate Schedule.
- “E” equals the total net non-fuel MISO costs and revenues which are Energy allocated.
- “Pe” represents the Production Energy Allocation percentage for each Rate Schedule.
- “D” equals the total non-fuel MISO costs and revenues which are Demand allocated.
- “Pd” represents the Production Demand Allocation percentage for each Rate Schedule.
- “OSS” equals the total one hundred percent (100%) sharing of annual Off-System Sales Margins.
- “BUM” equals one hundred percent (100%) sharing of annual Back-Up and Maintenance Margins.
- “S1” is the 6-month kWh sales forecast for each Rate Schedule.

RTO ADJUSTMENT FACTOR

The Rate Schedules identified in Appendix A are subject to an RTO Factor. The RTO Factors in Appendix C are applicable hereto and are issued and effective at the dates shown on Appendix C.

The RTO Factors as computed above shall be further modified to allow for the recovery of the RTO revenue requirement reconciled with actual sales and revenues. The RTO Factors per kWh charge for each Rate Schedule are shown on Appendix C.