



NG-133

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July 31, 2026

Mr. Greg Walklin
Executive Director
Nebraska Public Service Commission
1200 N Street, Suite 300
Lincoln, NE 68508

RE: Black Hills Nebraska Gas, LLC d/b/a Black Hills Energy
Commission Application No. NG-133
In the Matter of the Application of Black Hills Nebraska Gas, LLC
d/b/a Black Hills Energy seeking approval of a 2027 System Safety & Integrity Rider

Dear Mr. Walklin:

By this Application, Black Hills Nebraska Gas, LLC d/b/a Black Hills Energy ("BH Nebraska Gas") is proposing to adjust the System Safety and Integrity Rider ("SSIR") Charge with an effective date of January 1, 2027 for Rate Areas One, Two, Three, and Five. The adjusted 2027 SSIR Charges will apply to rate schedules applicable to all BH Nebraska Gas Jurisdictional Residential, Small Commercial, and Large Commercial customers.

The rates submitted with this Application reflect the overall SSIR Charges applicable to the referenced rate schedules to cover the incremental annual revenue requirement impact of costs incurred by the Company with respect to SSIR Projects as defined on Tariff Sheets Nos. 127 through 131. These eligible projects were not included in the rate base calculation in the rate review for Nebraska assets in Commission Application No. NG-124. Each of the SSIR Projects is currently scheduled to be in service and used and useful by December 31, 2027. If approved by the Commission, the monthly System Safety and Integrity Charges effective on January 1, 2027 shall be as follows:

	Residential	Small Commercial	Large Commercial
Proposed SSIR Charge - \$/month	\$1.82	\$3.09	\$16.08

The proposed 2027 SSIR has been calculated in accordance with Tariff Sheet Nos. 127 through 131, as more fully discussed herein.

This filing includes the following exhibits and workpapers:

Exhibit 1 - Narrative describing 2027 projects included in SSIR
Exhibit 2 - Calculation of the SSIR
Exhibit 3 - 2025 SSIR Project Details
Exhibit 4 - Redlined and Clean Tariff Sheets
Workpaper 1 - ARMR Forecast

Calculation of SSIR Charge

The calculation of the SSIR Charge is shown on the tables that comprise Exhibit 2 of this SSIR Application. A summary of the information shown on each 2027 SSIR Application schedule is as follows:

Table A - this table shows the derivation of the 2027 SSIR for the Residential, Small Commercial, and Large Commercial customer classes¹. The rates are determined by dividing each customer class's portion of (1) the jurisdictional revenue requirement attributable to 2027 capital projects and (2) the jurisdictional portion of 2027 Data Infrastructure Improvement Program ("DIIP") costs by the estimated number of bills.

Table B - this table shows the true up amounts. The 2025 true up amounts are for DIIP expenses. All other SSIR costs have been included in base rates with Application No. NG-124. DIIP expenses are not included in the base rates.

Table C - this table shows the calculation of the statewide revenue requirement resulting from the 2027 capital SSIR Projects. The statewide revenue requirement is as follows:

	Capital Projects Jurisdictional Revenue Requirement	DIIP Jurisdictional Revenue Requirement ²	Total Jurisdictional Revenue Requirement
2026 Projects	\$661,061	\$2,105,084	\$2,766,145
2027 Projects	\$5,190,557	\$2,105,084	\$7,295,641
Total	\$5,851,618	\$4,210,168	\$10,061,786

The determination of the revenue requirement requires calculation of the incremental revenue required to compensate the Company and includes: (i) a return, at a percentage equal to the Company's proposed authorized weighted average cost of capital including an authorized return on equity of 9.85% grossed up for taxes, on the projected increase in the month ending net plant in-service balances associated with the Projects; (ii) the plant-related ownership costs associated with such incremental plant investment, including depreciation less any retirements, accumulated

¹ For calculation of rates, Energy Options is included in the applicable Small or Large Commercial Classes.

² Only the current year DIIP Jurisdictional Revenue Requirement amount is included in the SSIR rate for 2027.

deferred income taxes (ADIT), and all taxes including income taxes and property taxes, and (iii) the projected operation and maintenance (O&M) expenses related to the Projects for 2027.

Table D - this table lists jurisdictional portion of the 2027 capital SSIR Projects included in the 2027 SSIR calculation including projected in-service date, total project cost, estimated betterment credit, if any, and net project cost to be included in the revenue requirement calculation. The estimated total project cost for 2027 SSIR projects net of all betterment credits as follows:

	Total Net Project Costs
2026 Projects (estimate)	\$39,884,385
2027 Projects (estimate)	\$38,657,201
Total	\$78,541,586

Table E - this table shows the calculation inputs and results for depreciation used for calculating the SSIR revenue requirement.

Table F - this table shows the calculation inputs and results for the Weighted Average Cost of Capital (WACC), interest, property tax, and tax used for calculating the SSIR revenue requirement.

Table G - this table shows the summary of the calculations of Accumulated Deferred Income Taxes (ADIT) and Net Operating Loss (NOL) offset used for calculating the SSIR revenue requirement.

Table H - this table shows the detailed calculations of Accumulated Deferred Income Taxes (ADIT) used for calculating the SSIR revenue requirement.

Table I - this table shows the inputs and detailed calculations of tax depreciation used to calculate ADIT used for calculating the SSIR revenue requirement.

Table J - this table shows the inputs and calculations of the WACC used for calculating the SSIR revenue requirement.

Table K - this table assigns the 2027 capital SSIR Projects into FERC Accounts and further separates the costs into the jurisdictional component to the jurisdictional customer classes. The jurisdictional component of the revenue requirement, as shown on this table, was determined using the cost allocation principles proposed in the most current general rate case, Application No. NG-124.

Table L - this table further separates the 2027 capital SSIR Projects into the jurisdictional customer classes. The jurisdictional customer class assignment, as shown on this table, was determined using the cost allocation principles proposed in the most current general rate case, Application No. NG-124.

Table M - this table shows (1) the summary of the sub-projects of the DIIP, including the proposed 2027 costs, (2) the portion recoverable in the SSIR revenue requirement, and (3) variances between proposed and actual costs.

Please contact me at 402.851.2459 if you have questions or need additional information.

Respectfully,

BLACK HILLS NEBRASKA GAS, LLC
D/B/A BLACK HILLS ENERGY

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and

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Enclosures

**2027 PROJECTS
REFLECTED IN THE
SYSTEM SAFETY AND INTEGRITY RIDER
FOR BLACK HILLS NEBRASKA GAS, LLC**



July 31, 2026

**2027 PROJECTS REFLECTED IN THE
SYSTEM SAFETY AND INTEGRITY RIDER
FOR BLACK HILLS NEBRASKA GAS, LLC**

Filed July 31, 2026

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2027 PROJECTS REFLECTED IN THE
SYSTEM SAFETY AND INTEGRITY RIDER
FOR BLACK HILLS NEBRASKA GAS, LLC

I. INTRODUCTION

As set forth on Sheet Nos. 127-131 of the Nebraska Gas Tariff (the “Tariff”) of BH Nebraska Gas, LLC d/b/a Black Hills Energy (“BH Nebraska Gas” or the “Company”), all Jurisdictional Residential, Commercial, and Commercial – Energy Options customers shall be subject to a System Safety and Integrity Rider (“SSIR”) designed to collect Eligible System Safety and Integrity Costs. BH Nebraska Gas is proposing the 2027 SSIR Tariff with an effective date of January 1, 2027.

Under the proposed SSIR Tariff, the Company will be authorized to collect the revenue requirement of Eligible System Safety and Integrity Costs projected for the period January 1, 2027 through December 31, 2027, through the Safety and Integrity Charge (the “SSIR Charge”) over the same period. The SSIR Charge is to be applied to each Rate Schedule as set forth on the Rate Schedules and Other Charges Schedule of Rates, Sheet No. 78 of the Tariff.

The SSIR Tariff requires that this application include pertinent information and supporting data related to eligible SSIR costs, including, at a minimum, SSIR Project descriptions and scopes, SSIR Project costs, and in-service dates.

The SSIR Tariff defines Eligible System Safety and Integrity Costs to mean:

- 1) A return, at a percentage equal to the Company’s currently authorized weighted average cost of capital, grossed up for taxes, on the projected increase in the jurisdictional component of the month ending net plant in-service balances associated with the Projects for the particular calendar year in which the SSIR Charge shall be in effect, exclusive of all plant in-service included in the determination of the revenue requirements approved in the Company’s last general rate case;
- 2) The plant-related ownership costs associated with such incremental plant investment, including depreciation, accumulated deferred income taxes, and all taxes including income taxes and property taxes; and
- 3) The projected jurisdictional component of the operation and maintenance expenses related to the Projects for the particular year in which the SSIR Charge shall be in effect.

The return and income taxes and plant-related costs associated with improvements or upgrades to facilities, made at the discretion of the Company to extend service or for future growth that is not specifically required by a statute or regulation, shall be excluded from Eligible System Safety and Integrity Costs.

As set forth in the SSIR Tariff, SSIR Projects (also referenced in this filing as “Projects”) mean:

- i. Projects to comply with Code of Federal Regulations (“CFR”) Title 49 (Transportation), Part 192 (Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards), Subpart O (Gas Transmission Pipeline Integrity Management), including Projects in accordance with the Company’s transmission integrity management program (“TIMP”) and Projects in accordance with State enforcement of Subpart O and the Company’s TIMP;
- ii. Projects to comply with CFR Title 49 (Transportation), Part 192 (Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards), Subpart P (Gas Distribution Pipeline Integrity Management), including Projects in accordance with the Company’s distribution integrity management program (“DIMP”) and Projects in accordance with State enforcement of Subpart P and the Company’s DIMP;
- iii. Projects to comply with final rules and regulations of the U.S. Department of Transportation’s Pipeline and Hazardous Materials Safety Administration (“PHMSA”) that become effective on or after the filing date of the application requesting approval of the SSIR;
- iv. Facility relocation projects with a per-project total cost of \$20,000 or more, exclusive of all costs that have been, are being, or will be reimbursed otherwise, that are required due to construction or improvement of a highway, road, street, public way, or other public work by or on behalf of the United States, the State of Nebraska, a political subdivision of the State of Nebraska or another entity having the power of eminent domain; and
- v. Projects to ensure gas is available, delivered and measured for our customers in all situations. In some cases, these projects will not replace any existing infrastructure, and are required to maintain minimum pressure requirements on our distribution system to prevent loss of customers on a winter peak day. These projects include “Obsolete Infrastructure Projects,” with examples such as Meter Install, Odorizer, and Valve projects.

As shown in Exhibit 2, Table K, to this application, the Company has identified 22 individually numbered Capital SSIR Projects and in Exhibit 2, Table M, 2 Operations and Maintenance (“O&M”) Expense SSIR Projects for the instant filing. In total, the Company’s projected capital

and O&M expenditures for 2027 SSIR Projects total **\$45,809,054**. All Projects will be in service in 2027.

Additionally, the Company each year encounters the need to conduct facility relocation projects in connection with municipal infrastructure projects. Municipalities typically do not finalize their plans for infrastructure projects for a particular calendar year, however, until late in the previous calendar year or early in the calendar year in which those projects will be conducted. Therefore, the Company will provide an update of its facility relocation projects in connection with municipal infrastructure projects and, through subsequent annual filings, will seek to recover the Eligible System Safety and Integrity Costs associated with those projects.

The Company uses three distinct risk models corresponding to the TIMP, DIMP, and the At-Risk Meter Relocation (“ARMR”) Program. All three models use objective and external factors and provide scores that correlate to proactive analysis of system risk, as described below.

- 1) The TIMP risk model is based on PHMSA mandates and laws enacted in 2004 which are very prescriptive. It is a relative risk ranking that utilizes a Risk of Failure = Likelihood of Failure * Consequence of Failure algorithm. It considers the nine primary threats categories recognized by PHMSA 192 Subpart O and ASME B31.8S: External Corrosion, Internal Corrosion, Stress Corrosion Cracking, Third Party Damage, Weather and Outside Force Damage, Manufacturing Defects, Construction Defects, Incorrect Operations, and Equipment Failure. The range of scores are a relative percentage of Risk of Failure (“ROF”).
- 2) The DIMP risk model is based on PHMSA mandates from 2011 and is much less prescriptive. It uses spatial analysis and other external factors beyond leak and damage history to assess eight threat categories: Corrosion Failure; Natural Force Damage; Excavation Damage; Other Outside Force Damage; Pipe, Weld, or Joint Failure; Equipment Failure; Incorrect Operation; Other Causes. Each threat category has multiple sub-threats, creating 75 sub-threats to be evaluated for each project. The likelihood of failure and consequence of failure and asset consequence of sub-threats are quantified and accumulated to determine the score for projects.
- 3) The ARMR risk model is unique because most of the pipe involved is customer-owned pipe, so the risk ranking is based on nearby damages. Meter location data is used to identify meters most likely at risk based on location assignment. Leak data is then applied to determine a subset of those meters that are most likely in harm’s way based on historic damage. The DIMP risk score and consequence threats are used to further prioritize the results. Finally, interpolation zones are created based on the DIMP risk data to assign remaining meters a ranking.

In addition to the risk models, the Company also uses decision support analytics software. This tool integrates asset risk model scores with cost and operational constraints, while also incorporating additional value dimensions such as regulatory and compliance risk, system reliability risk, community and customer impact, employee health and safety, and subject matter expert knowledge. This method allows the Company to evaluate projects for the greatest overall risk reduction and benefit through consistent, data-driven prioritization of SSIR Projects. Final project selection reflects a portfolio-based approach, meaning some lower-ranked projects may be selected over higher-ranked ones to maintain a balanced portfolio, maximize resource availability, and address risk across asset types.

As part of the analysis, the SSIR Tariff requires the Company to identify and describe the proposed SSIR Projects that are for high-risk gas infrastructure by providing its risk assessment for each such SSIR Project including, if applicable, the probability of failure, the consequences of failure for the SSIR Project and how the Company prioritized the SSIR Project for which it seeks recovery. There are no SSIR Projects included within this filing that fall into this category.

II. 2025 RECONCILIATION

The 2025 Reconciliation of Data Infrastructure Improvement Program (“DIIP”) expenses are included in this application. All other costs from the 2025 SSIR application were included in base rates in NG-124. 2025 DIIP actual expenses were \$2,342,186 compared to a forecast of \$2,348,540 approved in Application No. NG-112.4.

III. 2027 ALTERNATE SSIR PROJECT LIST

The 2027 Alternate SSIR Projects list is provided for Commission review and approval. Those Alternate SSIR Projects are prepared as set forth on Tariff Sheet No. 127 and in compliance with the Commission’s Orders approving the Company’s ability to transfer funds to Alternate SSIR Projects within the same category or in a different category. *See, Commission ORDER APPROVING 2023 SSIR CHARGE in Commission Application No. NG-112.2, ORDER APPROVING 2024 SSIR CHARGE in Commission Application No. NG-112.3, and ORDER APPROVING 2025 SSIR CHARGE in Commission Application No. NG-112.4, ORDER APPROVING 2026 SSIR CHARGE in Commission Application No. NG-124.*

The 2027 Alternate SSIR Project List is set forth in Table 1 below.

TABLE 1 - 2027 SSIR ALTERNATE PROJECT LIST

	Project	Project Category	Estimate
1	Bare Steel Replacement - Grafton, Fairmont, Exeter, & Geneva, Nebraska	Bare Steel Replacement	\$1,064,401
2	Anode Bed Replacement - Sidney, Nebraska	Cathodic Protection & Corrosion Prevention	\$100,000
3	Anode Bed Replacement - Gurley, Nebraska	Cathodic Protection & Corrosion Prevention	\$100,000
4	Anode Bed Replacement - McCook, Nebraska	Cathodic Protection & Corrosion Prevention	\$100,000
5	Anode Bed Replacement - St. Paul, Nebraska	Cathodic Protection & Corrosion Prevention	\$100,000
6	TBS Replacement - Bassett, Nebraska	Town Border Stations	\$288,400
7	TBS Replacement - O'Neil, Nebraska	Town Border Stations	\$288,400
8	TBS Replacement - Palmer, Nebraska	Town Border Stations	\$278,100
9	TBS Replacement - Sargent, Nebraska	Town Border Stations	\$270,000
10	TOG Replacement - Kearney, Nebraska	Top of Ground	\$4,826,034
11	Span Replacement - Lincoln, Nebraska SW 4th St. & W South St.	Top of Ground	\$1,922,800
12	Span Replacement - Lincoln, Nebraska W O St. & Sun Valley Blvd.	Top of Ground	\$2,269,640
13	ARMR - Minden, Nebraska	Meter Relocations	\$2,592,000
14	ARMR - Ravenna, Nebraska	Meter Relocations	\$808,000
15	PVC Replacement (Sutton 6) - York County, Nebraska	Obsolete Pipe Replacement	\$1,991,096
16	PVC Replacement (Sutton 21) - York County, Nebraska	Obsolete Pipe Replacement	\$221,009

1. Bare Steel Replacement - Grafton, Fairmont, Exeter, & Geneva, Nebraska

This SSIR Project will consist of replacing an approximate 7,754 feet (1.47 miles) of unprotected bare steel main that was installed in the 1930's in Grafton, Fairmont, Exeter, & Geneva, Nebraska. It will also involve the replacement of an approximate 135 service lines, each averaging 50 to 100 feet in length. The score for this project is 11,360.65 based on the Company's risk model. The estimated total capital cost of this SSIR Project is \$1,064,401. The anticipated in-service date is December 30, 2027.

2. Anode Bed Replacement - Sidney, Nebraska

This SSIR Project replaces the existing anode bed serving the Company's steel pipeline system in Sidney, Nebraska, which has reached the end of its service life and no longer provides adequate cathodic protection. The score for this project is 3,452.19 based on the Company's risk model. The estimated total capital cost of this SSIR Project is \$100,000. The anticipated in-service date is December 30, 2027.

3. Anode Bed Replacement - Gurley, Nebraska

This SSIR Project replaces the existing anode bed serving the Company's steel pipeline system in Gurley, Nebraska, which has reached the end of its service life and no longer provides adequate cathodic protection. The score for this project is 3,452.19 based on the Company's risk model. The estimated total capital cost of this SSIR Project is \$100,000. The anticipated in-service date is December 30, 2027.

4. Anode Bed Replacement - McCook, Nebraska

This SSIR Project replaces the existing anode bed serving the Company's steel pipeline system in McCook, Nebraska, which has reached the end of its service life and no longer provides adequate cathodic protection. The score for this project is 3,452.19 based on the Company's risk model. The estimated total capital cost of this SSIR Project is \$100,000. The anticipated in-service date is December 30, 2027.

5. Anode Bed Replacement - St. Paul, Nebraska

This SSIR Project replaces the existing anode bed serving the Company's steel pipeline system in St. Paul, Nebraska, which has reached the end of its service life and no longer provides adequate cathodic protection. The score for this project is 3,452.19 based on the Company's risk model. The estimated total capital cost of this SSIR Project is \$100,000. The anticipated in-service date is December 30, 2027.

6. TBS Replacement - Bassett, Nebraska

The SSIR Project includes the replacement of a Town Border Station (TBS) in Bassett, Nebraska, to bring the TBS up to current code requirements and to improve the safety and reliability of the facility. The existing TBS has gas carrier pipe that is used as piping support resting on concrete which is a corrosion concern, valves that are in poor condition, and obsolete pressure regulating and pressure relief equipment that needs updating. The score for this project is 1,163.60 based on the Company's risk model. The new TBS will include proper pipe supports, standby alternate path to avoid system outage, new valves, and new pressure regulating and pressure relief equipment. The total capital cost of this SSIR Project is estimated at \$288,400. The anticipated in-service date is December 30, 2027.

7. TBS Replacement - O'Neill, Nebraska

This SSIR Project includes the replacement of a Town Border Station (TBS) in O'Neill, Nebraska, to bring the TBS up to current code requirements and to improve the safety and reliability of the facility. The existing TBS has gas carrier pipe that is used as piping support resting on concrete which is a corrosion concern, valves that are in poor condition, and obsolete pressure regulating and pressure relief equipment that needs updating. The score for this project is 397.70 based on the Company's risk model. The new TBS will include proper pipe supports, standby alternate path to avoid system outage, new valves, and new pressure regulating and pressure relief equipment. The total capital cost of this SSIR Project is estimated at \$288,400. The anticipated in-service date is December 30, 2027.

8. TBS Replacement - Palmer, Nebraska

This SSIR Project includes the replacement of a Town Border Station (TBS) in Palmer, Nebraska, to bring the TBS up to current code requirements and to improve the safety and reliability of the facility. The existing TBS has gas carrier pipe that is used as piping support resting on concrete which is a corrosion concern, valves that are in poor condition, and obsolete pressure regulating and pressure relief equipment that needs updating. The score for this project is 1,172.40 based on the Company's risk model. The new TBS will include proper pipe supports, standby alternate path to avoid system outage, new valves, and new pressure regulating and pressure relief equipment. The total capital cost of this SSIR Project is estimated at \$278,100. The anticipated in-service date is December 30, 2027.

9. TBS Replacement - Sargent, Nebraska

This SSIR Project includes the replacement of a Town Border Station (TBS) in Sargent, Nebraska, to bring the TBS up to current code requirements and to improve the safety and reliability of the facility. The existing TBS has gas carrier pipe that is used as piping support resting on concrete which is a corrosion concern, valves that are in poor condition, and obsolete pressure regulating and pressure relief equipment that needs updating. The score for this project is 1,215.80 based on the Company's risk model. The new TBS will include proper pipe supports, standby alternate path to avoid system outage, new valves, and new pressure regulating and pressure relief equipment. The total capital cost of this SSIR Project is estimated at \$270,000. The anticipated in-service date is December 30, 2027.

10. TOG replacement - Kearney, Nebraska

This SSIR project will consist of replacing 64,776 feet (12.27 miles) of pipe, all of which is Top of Ground (TOG) and installed in 1953 in Kearney County, Nebraska. The score for this project is 5,738.05 based on the Company's risk model. The

estimated total capital cost of this SSIR Project is \$4,826,034. The anticipated in-service date is December 30, 2027.

11. Span Replacement - Lincoln, Nebraska SW 4th St. & W South St.

This SSIR project will consist of replacing 1,500 feet (0.28 miles) of pipe that is suspended from a bridge crossing Salt Creek, approximately 2.12 miles south of the Span Replacement project located at W O St. & Sun Valley Blvd. and was installed in 1972 in Lincoln, Nebraska. Failing pipe supports, dis-bonded coating, exposure to road salt and other corrosion accelerating elements, and difficulty inspecting the pipe around the supports for corrosion make this project a priority. This project was unable to be completed in 2026 due to permitting issues. The score for this project is 64.56 based on the Company's risk model. The estimated total capital cost of this SSIR Project is \$1,922,800. The anticipated in-service date is December 30, 2027.

12. Span Replacement - Lincoln, Nebraska W O St. & Sun Valley Blvd.

This SSIR project will consist of replacing 1,500 feet (0.28 miles) of pipe that is suspended from a bridge crossing Salt Creek, approximately 2.12 miles north of the Span Replacement project located at SW 4th St. & W South St. and was installed in 1972 in Lincoln, Nebraska. Failing pipe supports, dis-bonded coating, exposure to road salt and other corrosion accelerating elements, and difficulty inspecting the pipe around the supports for corrosion make this project a priority. The score for this project is - 175.02 based on the Company's risk model. The estimated total capital cost of this SSIR Project is \$2,269,640. The anticipated in-service date is December 30, 2027.

13. ARMOR - Minden, Nebraska

The Company will relocate approximately 320 meters from vulnerable locations and place them next to structures in Minden, Nebraska. The meters are currently located in alleys or easements and have an average score of 2,882.55 based on the Company's risk model. The total capital cost is estimated at \$2,592,000, and all replacements are scheduled to be in service by December 30, 2027.

14. ARMOR - Ravenna, Nebraska

The Company will relocate approximately 101 meters from vulnerable locations and place them next to structures in Ravenna, Nebraska. The meters are currently located in alleys or easements and have an average score of 2,045.22 based on the Company's risk model. The total capital cost is estimated at \$808,000, and all replacements are scheduled to be in service by December 30, 2027.

15. PVC Replacement (Sutton 6) - York County, Nebraska

This SSIR project will consist of replacing 93,139 feet (17.64 miles) of pipe, all of which is PVC and installed in 1967 in York County, Nebraska. The score for this

project is 3,177.50 based on the Company's risk model. The estimated total capital cost of this SSIR Project is \$1,991,096. The anticipated in-service date is December 30, 2027.

16. PVC Replacement (Sutton 21) - York County, Nebraska

This SSIR project will consist of replacing 7,920 feet (1.5 miles) of pipe, all of which is PVC and installed in 1970 in York County, Nebraska. The score for this project is 805.25 based on the Company's risk model. The estimated total capital cost of this SSIR Project is \$221,009. The anticipated in-service date is December 30, 2027.

IV. 2027 SSIR PROJECTS

A. Replacement of Bare Steel Distribution Main

1. Background

The Company operates approximately 8,830 miles of distribution system in Nebraska, of which approximately 137 miles are unprotected (without cathodic protection) bare steel distribution main with various dates of installation ranging from the 1930s to approximately 1960. Although age alone does not determine the integrity of a pipeline system, some older pipeline facilities that are constructed of certain materials, including bare steel, may have degraded over time. It becomes increasingly difficult to maintain effective corrosion protection because the age of the system and bare steel pipeline, in coordination with the State Fire Marshall's office, is no longer cathodically protected which has necessitated an accelerated removal. Compared with coated steel pipelines, bare steel pipelines corrode at a higher rate because there is no coating to serve as a barrier between the steel and the soil. Also, some pipeline segments may not meet today's pipeline construction standards, and some have been exposed to additional threats, such as excavation damage. In addition, there are some early vintage steel pipelines in certain areas that may pose risks because of incomplete records or construction practices not up to today's standard. Based upon known data, including installation records and construction methods, leakage history, cathodic protection data, damage history and population density, the Company's DIMP identifies bare steel segments that are higher risk.

2. SSIR Project Classification

a) Classification Under SSIR Tariff

The Company identified bare steel distribution main pipeline segments requiring remediation under CFR Title 49, Part 192, Subpart P, DIMP. Section 192.1007 requires a pipeline operator to identify threats, evaluate and risk rank, and identify and implement measures to address risks.

b) Objective Criteria Analyzed

The Company used the objective criteria included in the DIMP risk model, as well as the availability of internal and external crews, project management constraints, local economic development plans, and customer impact.

3. Program Description

The Company has identified five bare steel distribution main replacement projects scheduled to be completed. Typically for distribution line replacement projects, polyethylene pipe is used for both the distribution mains and associated service lines unless the system is required to operate above 100 pounds per square inch gauge ("psig"). If the system is required to operate above 100 psig, then steel pipe with fusion bonded epoxy coating is utilized. Bare Steel pipe is associated with accelerated corrosion and a construction date that usually predates the creation of formal construction standards in the natural gas utility industry. The total capital expenditure for this SSIR Project in 2027 is estimated to be \$8,362,634. The anticipated in-service date for all projects is November 30, 2027.

4. Specific Projects

a) Bare Steel Replacement - Louisville, Nebraska

This SSIR Project will consist of replacing an approximate 20,237 feet (3.83 miles) of unprotected bare steel main that was installed in the 1930's in Louisville, Nebraska. It will also involve the replacement of an approximate 354 service lines, each averaging 50 to 100 feet in length. The score for this project is 19,565.61 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$2,592,761. The anticipated in-service date is November 30, 2027.

b) Bare Steel Replacement - Hooper, Nebraska

This SSIR Project will consist of replacing an approximate 18,181 feet (3.44 miles) of unprotected bare steel main that was installed in the 1930's in Hooper, Nebraska. It will also involve the replacement of an approximate 318 service lines, each averaging 50 to 100 feet in length. The score for this project is 19,930.66 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$2,471,204. The anticipated in-service date is November 30, 2027.

c) Bare Steel Replacement - Sterling, Nebraska

This SSIR Project will consist of replacing an approximate 9,948 feet (1.88 miles) of unprotected bare steel main that was installed in the 1930's in Sterling, Nebraska. It will also involve the replacement of an approximate 174 service lines, each averaging 50 to 100 feet in length. The score for this project is 13,361.00 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$1,414,009. The anticipated in-service date is November 30, 2027.

d) Bare Steel Replacement - Lincoln, Nebraska

This SSIR Project will consist of replacing an approximate 900 feet (0.17 miles) of unprotected bare steel main that was installed in the 1930's in Lincoln, Nebraska. This project will take place on O Street, between 33rd and 35th Streets. The score for this project is 7,811.58 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$1,150,000. The anticipated in-service date is November 30, 2027.

e) Bare Steel Replacement - Blair, Nebraska

This SSIR Project will consist of replacing an approximate 5,405 feet (1.02 miles) of unprotected bare steel main that was installed in the 1930's in Blair, Nebraska. It will also involve the replacement of an approximate 94 service lines, each averaging 50 to 100 feet in length. The score for this project is 10,254.31 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$734,660. The anticipated in-service date is November 30, 2027.

B. Replacement of Transmission Pipeline

1. Background

BH Nebraska Gas operates more than 1,313 miles of transmission system in Nebraska. Although age alone does not determine the integrity of a pipeline system, some older pipeline facilities installed prior to 1960 are constructed of certain materials and with certain coatings that have degraded over time. Even though these transmission lines are cathodically protected, it becomes increasingly difficult to maintain effective corrosion protection because of the age of the system. Based upon known data, including installation records and construction methods, leakage history, cathodic protection data, damage history and population density, the Company's TIMP identifies transmission pipeline segments that are higher risk.

2. SSIR Project Classification

a) Classification Under SSIR Tariff

The Company identified no transmission pipeline segments displaying safety threats requiring remediation under CFR Title 49, Part 192, Subpart O, TIMP. Section 192.917 requires a pipeline operator to evaluate and remediate pipeline segments where corrosion has been identified that could adversely affect the integrity of the line.

b) Objective Criteria Analyzed

The Company used the objective criteria included in the TIMP risk model, as well as the availability of internal and external crews, project management constraints, local economic development plans, and customer impact.

3. Program Description

The Company has identified no transmission replacement projects to be included within this filing.

C. Cathodic Protection and Corrosion Prevention

1. Background

Cathodic protection infrastructure is to be applied to all steel pipelines according to PHMSA regulations published in 49 CFR Section 192.451. The Company meets this requirement by utilizing galvanic anode applications as well as Impressed Current Cathodic Protection. Cathodic protection is an electrochemical process

used to protect steel structures in contact with soil. The soil is the electrolyte portion of the corrosion cell with the pipeline as the cathode of the electrical circuit. The intent in the application of cathodic protection is to convert the oxygen in the soil to a hydroxyl ion thus causing the environment surrounding the pipeline to become more alkaline. Steel tends to passivate in alkaline environments which result in very low corrosion rates. Magnesium anodes are installed in situations where a small amount of electrical current is needed to achieve adequate cathodic protection levels. Cathodic protection rectifiers with graphite anodes, as an Impressed Current Cathodic Protection system, are installed when a larger amount of electrical current is needed to achieve adequate cathodic protection levels.

The Company's steel pipeline system varies from bare Top of Ground ("TOG") to buried lines with various types of coatings in a variety of conditions. The electrical current requirement for each type of installation, whether bare or coated, covers a wide range. The cathodic protection levels are measured periodically as required along the pipeline. The periodic surveys will readily indicate deficiencies in the cathodic protection system. These deficiencies can be indicative of active corrosion, dis-bonded coating, anode degradation, or shorted pipeline casings.

2. SSIR Project Classification

a) Classification Under SSIR Tariff

The Company identified projects requiring cathodic protection remediation under CFR Title 49, Part 192 that be subject to either Subpart O (TIMP) or Subpart P (DIMP) depending on whether the pipe segment is classified as transmission or distribution pipe. For transmission segments, Section 192.917 requires a pipeline operator to evaluate and remediate pipeline segments where corrosion has been identified that could adversely affect the integrity of the line. Remediation of distribution segments is specified in Section 192.1007, which requires a pipeline operator to identify threats, evaluate and risk rank, and identify and implement measures to address risks.

b) Objective Criteria Analyzed

The Company used the objective criteria included in the DIMP and TIMP risk models, as well as the availability of internal and external crews, project management constraints, local economic development plans, and customer impact.

3. Program Description

The Company has identified five projects. The total capital expenditure for the five projects in 2027 is estimated to be \$497,087. The anticipated in-service date for all projects is November 30, 2027.

4. **Specific Projects**

a) **Anode Bed Replacement (Road 15) - Bradshaw, Nebraska**

This SSIR Project replaces the existing anode bed serving the steel pipeline systems east of Bradshaw, Nebraska, located approximately 0.5 miles north of Bradshaw. The anode bed has reached the end of its service life and will no longer provide adequate cathodic protection. The score for this project is 3,695.41 based on the Company's risk model.

The estimated total capital cost of this SSIR project is \$100,000. The anticipated in-service date is November 30, 2027.

b) **Anode Bed Replacement (Road 19) - Bradshaw, Nebraska**

This SSIR Project replaces the existing anode bed serving the steel pipeline systems east of Bradshaw, Nebraska, located approximately 5.0 miles north of Bradshaw. The anode bed has reached the end of its service life and will no longer provide adequate cathodic protection. The score for this project is 3,695.00 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$100,000. The anticipated in-service date is November 30, 2027.

c) **Anode Bed Replacement - Lebanon, Nebraska**

The SSIR Project replaces the existing anode bed serving the steel pipeline system in Lebanon, Nebraska, which has reached the end of its service life and will no longer provide adequate cathodic protection. The score for this project is 3,695.41 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$100,000. The anticipated in-service date is November 30, 2027.

d) **Anode Bed Replacement - Ravenna, Nebraska**

This SSIR Project replaces the existing anode bed serving the steel pipeline system in Ravenna, Nebraska, which has reached the end of its service life and will no longer provide adequate cathodic protection. The score for this project is 3,695.41 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$100,000. The anticipated in-service date is November 30, 2027.

e) **Anode Bed Replacement - Alliance, Nebraska**

This SSIR Project replaces the existing anode bed serving the steel pipeline system in Alliance, Nebraska, which has reached the end of its service life and will no longer provide adequate cathodic protection. The score for this project is 3,698.06 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$97,087. The anticipated in-service date is November 30, 2027.

D. **Town Border Stations ("TBS")**

1. **Background**

Many TBS facilities in service today were built in the 1950s-1960s era, well before the requirements of 49 CFR 192 existed. Although many of these stations have provided service for well over fifty years, they may not have been built in accordance with today's standards. Many TBS facilities have outdated equipment including shop fabricated heaters that are inefficient, weighted lever reliefs, and excessive pressure drop regulators. Because of their age and certain construction methods at the time of installation, many station components are displaying corrosion concerns on the piping and other components. In some cases, the TBS equipment and piping are still adequate, but the existing line heater is inefficient, undersized and/or corroding and needs to be replaced. Through a multi-year program, the Company plans to replace these aging stations and/or line heaters with components built to today's standards.

2. **SSIR Project Classification**

a) **Classification Under SSIR Tariff**

The Company identified pipeline system components displaying safety threats requiring remediation in 2027 under CFR Title 49, Part 192 that are subject to either Subpart O (TIMP) or Subpart P (DIMP). For transmission components, Section 192.917 requires a pipeline operator to evaluate and remediate pipeline segments where corrosion has been identified that could adversely affect the integrity of the system. Remediation of distribution components is specified in Section 192.1007, which requires a pipeline operator to identify threats, evaluate and risk rank, and identify and implement measures to address risks.

b) **Objective Criteria Analyzed**

The Company used the objective criteria included in the DIMP and TIMP risk models, as well as the availability of internal and external crews, project management constraints, local economic development plans, and customer impact.

3. **Program Description**

Through a multi-year program, the Company plans to replace these aging stations and/or line heaters with components built to today's standards. The new stations will be built with new components including regulators, pressure relief and isolation valves, line heaters and coated or painted new piping. The Company has identified and scheduled the replacement of four TBS at a total estimated capital cost of \$1,085,900. The anticipated in-service date for all projects is September 1, 2027.

4. **Specific Projects**

a) **TBS Replacement - Osmond, Nebraska**

This SSIR Project includes the replacement of a TBS in Osmond, Nebraska, to bring the TBS up to current code requirements and to improve the safety and reliability of the facility. The existing TBS has gas carrier pipe that is used as piping support resting on concrete which is a corrosion concern, valves that are in poor condition, and obsolete pressure regulating and pressure relief equipment that needs updating. The score for this project is 1,254.22 based on the Company's risk model. The new TBS will include proper pipe supports, standby alternate path to avoid system outage, new valves, and new pressure regulating and pressure relief equipment.

The estimated total capital cost of this SSIR Project is \$280,000. The anticipated in-service date is September 1, 2027.

b) **TBS Replacement - Bertrand, Nebraska**

This SSIR Project includes the replacement of a TBS in Bertrand, Nebraska, to bring the TBS up to current code requirements and to improve the safety and reliability of the facility. The existing TBS has gas carrier pipe that is used as piping support resting on concrete which is a corrosion concern, valves that are in poor condition, and obsolete pressure regulating and pressure relief equipment that needs updating. The score for this project is 1,294.99 based on the Company's risk model. The new TBS will include

proper pipe supports, standby alternate path to avoid system outage, new valves, and new pressure regulating and pressure relief equipment.

The estimated total capital cost of this SSIR Project is \$278,100. The anticipated in-service date is September 1, 2027.

c) **TBS Replacement - Oxford, Nebraska**

This SSIR Project includes the replacement of a TBS in Oxford, Nebraska, to bring the TBS up to current code requirements and to improve the safety and reliability of the facility. The existing TBS has gas carrier pipe that is used as piping support resting on concrete which is a corrosion concern, valves that are in poor condition, and obsolete pressure regulating and pressure relief equipment that needs updating. The score for this project is 1,356.42 based on the Company's risk model. The new TBS will include proper pipe supports, standby alternate path to avoid system outage, new valves, and new pressure regulating and pressure relief equipment.

The estimated total capital cost of this SSIR Project is \$267,800. The anticipated in-service date is September 1, 2027.

d) **TBS Replacement - Ainsworth, Nebraska**

This SSIR Project includes the replacement of a TBS in Ainsworth, NE, to bring the TBS up to current code requirements and to improve the safety and reliability of the facility. The existing TBS has gas carrier pipe that is used as piping support resting on concrete which is a corrosion concern, valves that are in poor condition, and obsolete pressure regulating and pressure relief equipment that needs updating. The score for this project is 1,714.86 based on the Company's risk model. The new TBS will include proper pipe supports, standby alternate path to avoid system outage, new valves, and new pressure regulating and pressure relief equipment.

The estimated total capital cost of this SSIR Project is \$260,000. The anticipated in-service date is September 1, 2027.

E. **Top of Ground ("TOG"), Span, Shallow and Exposed Pipe Replacement**

1. **Background**

Natural gas pipelines installed today generally are below grade with a minimum cover of three feet. Burying pipelines reduces the overall risk of the pipeline from outside force among other threats. Many pipeline segments operated by the Company in Nebraska, however, were installed by the Company's predecessor

during the 1950s and 1960s on top of the ground. These lines today are referred to as “Top of Ground” (“TOG”) within the system. During the time these lines were installed, the Company’s predecessor made a push to serve agricultural customers and small communities and installing TOG lines expedited service to these areas and reduced installation costs. When originally installed, most line segments were laid along fence lines, section lines or other rights-of-way that did not pose a high level of risk because they were visible and known to farmers. Through time, however, property owners and lease tenants have changed, many fences have been removed, agricultural land has been developed and, in some places, the TOG segments have become partially buried. These TOG segments are susceptible to outside force damage as well as corrosion threats.

Spans are segments of pipe that were intentionally installed above grade and that cross a known obstacle, which can include creeks, rivers, ditches, or highways. These pipes can be supported or unsupported. Supported spans can be attached to a bridge or similar structure. Unsupported spans are generally shorter segments of pipe that are not supported by any structures and are also known as freestanding. Spans are susceptible to outside force damage as well as corrosion threats.

The risk of damage from outside forces and threats of corrosion are significant to TOG but are even greater for pipe that is shallow or has become exposed. While TOG may have been originally laid along fence lines, section lines or other rights-of-way that did not pose a high level of risk because they were visible and known to farmers, shallow and exposed pipe are not visible and known to customers until there is imminent danger of causing damage.

While the Company will be compliant with regulatory and operational standards, only projects that meet these definitions and pose a significant risk will be recommended for replacement. That risk will be based on the depth of the pipe, the location and use of the land, and the ROF.

Exposed pipe would include pipe that was originally laid above the ground (like TOG) and pipe that has not been buried deep enough as it is now visible and exposed.

2. SSIR Project Classification

a) Classification Under SSIR Tariff

TOG, Span, Shallow and Exposed Pipe Projects identified are covered under CFR Title 49, Part 192, and may be subject to either Subpart O (TIMP) or Subpart P (DIMP) depending on whether the pipe segment is classified as transmission or distribution pipe. For transmission segments,

Section 192.917 requires a pipeline operator to evaluate and remediate threats to pipeline segments including where corrosion has been identified or potential outside force damage could occur that could adversely affect the integrity of the line. Remediation of distribution segments is specified in Section 192.1007, which requires a pipeline operator to identify threats, evaluate and risk rank, and identify and implement measures to address risks.

b) Objective Criteria Analyzed

The Company used the objective criteria included in the DIMP and TIMP risk models, as well as the availability of internal and external crews, project management constraints, local economic development plans, and customer impact.

3. Program Description

The Company has identified two SSIR Projects to replace TOG, Span, Shallow and Exposed pipeline segments. Pipeline segments typically are replaced with polyethylene pipe, but segments that are required to operate at a higher pressure, in excess of 100 psig, typically are replaced with steel pipe coated with fusion bonded epoxy. The total capital expenditure for these two SSIR Projects is estimated to be \$9,776,319. The anticipated in-service date for all projects is November 30, 2027.

4. Specific Projects

a) TOG Replacement (Sutton 19) - Adams County, Nebraska

This SSIR project will consist of replacing 117,110.4 feet (22.18 miles) of pipe, all of which is TOG and installed in 1953 in Adams County, Nebraska. The score for this project is 5,113.69 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$7,204,349. The anticipated in-service date is November 30, 2027.

b) TOG Replacement (Kearney 4) - Buffalo County, Nebraska

This SSIR project will consist of replacing 48,100.8 feet (9.11 miles) of pipe, all of which is TOG and installed in 1955 in Buffalo County, Nebraska. The score for this project is 9,925.61 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$2,571,970. The anticipated in-service date is November 30, 2027.

F. Mega Rule Projects

1. Background

In October 2019, PHMSA published what is known as the Mega Rule I which applies to approximately 18.05 miles of steel transmission pipelines within the BH Nebraska Gas service territory. The Mega Rule incorporates prescriptive actions required for gas transmission pipeline operators to improve pipeline safety including maximum allowable operating pressure (“MAOP”) reconfirmation per Section 192.624 and material verification per Sections 192.607 and 192.712.

MAOP Reconfirmation is required for steel transmission pipelines without traceable, verifiable, and complete (“TVC”) pressure test records located in a high consequence area (“HCA”), Class 3, or 4 locations or “grandfathered” steel transmission pipelines with a MAOP creating a specified minimum yield strength (“SMYS”) $\geq 30\%$ SMYS. Pipeline operators must develop and document procedures by July 1, 2021, and have until July 3, 2028, to reconfirm 50% of subject pipeline mileage and until July 2, 2035, to reconfirm 100% of subject pipeline mileage.

The Company has targeted 50% reconfirmation by the end of year 2027 and 100% reconfirmation by the end of year 2034. There are six methods identified to reconfirm MAOP:

- 1) Pressure test in conjunction with Materials Verification
- 2) Pressure reduction with Materials Verification in some instances
- 3) Engineering Critical Assessments
- 4) Pipe replacement
- 5) Pressure reduction for pipeline segments with Small Potential Impact Radius
- 6) Alternative technology as approved by PHMSA

Material Verification is required for steel transmission pipelines without TVC material records and meet the requirements for MAOP Reconfirmation or require predicted failure pressure calculations. Numerous sections of Part 192 require an operator to ensure adequate TVC materials records exist or implement a Material Verification Program if necessary. Within an operator’s Material Verification Program, specific pipeline attributes must be verified including outside diameter, wall thickness, seam type, and yield/tensile strength.

2. SSIR Project Classification

a) Classification Under SSIR Tariff

The Company identified the Mega Rule Projects under the PHMSA Mega Rule I. The Mega Rule I requires a pipeline operator to update incomplete records and ensure those new records are traceable, verifiable, and complete. The Mega Rule incorporates prescriptive actions required for gas transmission pipeline operators to improve pipeline safety including MAOP reconfirmation per Section 192.624 and material verification per Sections 192.607 and 192.712.

b) Objective Criteria Analyzed

The Company used the objective criteria specified by regulations to develop the 15-year MAOP Reconfirmation plan and Material Verification plan which is based off data with the gas GIS system as well as the TIMP risk model, availability of internal and external crews, project management constraints, local economic development plans and customer impact when applicable.

3. Program Description

The Company has established an MAOP Reconfirmation plan identifying segments requiring further investigation for applicability of MAOP Reconfirmation. This plan also identifies segments for which MAOP Reconfirmation is required. Segments have been assigned a year in which MAOP Reconfirmation will be completed to ensure compliance with 50% by 2027 and 100% by 2034 requirement.

The Company has identified no Mega Rule projects to be included within this filing.

G. Meter Relocations

1. Background

These SSIR Projects involve the relocation of meter loops from their current location near a highway, street, or alley to the structure to better protect them from outside force damage, while replacing the customer-owned and installed “yard line” to the newly placed meter. This threat is equally caused by meter loops being at the customer’s property line, in an alley or adjacent to the street and customer-owned lines not having proper materials, repairs, maintenance, installation procedures, or records. Oftentimes, these meters are bumped by vehicles backing out of garages or hit alongside a street that result in a bent meter or leak to the meter loop. The occurrence of such damage has increased over the years, and Company records show that the second greatest risk to its distribution system is outside force, much of which is a result of meters being hit by vehicles.

Also included are the relocation of meters that are inside residences (“Inside Meters”). Inside Meters may present a safety issue because they are susceptible to damage from customers within their homes. The consequence of a meter leak is of much greater significance because the meter does not vent to the atmosphere, but into a home with large amounts of ignition sources and customers. Also, as part of the routine process of testing and exchanging meters, these meters require entrance into the customer’s home or business and often second visits to re-light gas appliances.

Currently, BH Nebraska Gas must schedule an appointment to operate and maintain a meter located inside a customer’s premise. This meter location can result in inconvenience and disruption for customers. In addition, if the customer does not permit access to the premise, fails to honor the service appointment, or is tardy to a scheduled appointment, then the cost of waiting or rearranging the BH Nebraska Gas appointment can end up costing the Company more time and expense than if the meter is relocated outside of the premise.

The relocation of meters, whether from near a highway, street, alley or inside the residences, typically involves the installation of a new service line, the retirement of the existing meter, and the installation of a new meter assembly (risers, regulator, bypass meter assembly, and meter). Only capital activity is considered eligible in the SSIR mechanism.

2. SSIR Project Classification

a) Classification Under SSIR Tariff

The Company identified these facilities requiring remediation under CFR Title 49, Part 192, Subpart P, DIMP. Section 192.1007 requires a pipeline operator to identify threats, evaluate and risk rank, and identify and implement measures to address risks.

b) Objective Criteria Analyzed

The Company used the objective criteria included in the ARMR risk model, as well as the availability of internal and external crews, project management constraints, local economic development plans, and customer impact.

3. Program Description

Meter loops are typically relocated from the vulnerable location to the structure to better protect them from outside force damage. In most cases, the service lines are replaced due to age, pipe material, or condition of the pipe. The decision to relocate

meters is dependent upon adequate material, adequate installation information, and accurate records of a customer owned fuel lines, which is not likely. The Company plans to relocate approximately 2,186 meters in 2027. The total capital expenditure for meter relocations in 2027 is estimated to be \$17,495,680.

Capital investments associated with meter relocations will be reflected in the SSIR calculation based on work placed in-service during 2027, rather than by project, and incorporated into the model on a quarterly basis. This approach aligns recovery with the timing of in-service assets. The projected quarterly distribution of completions is as follows: Q1: \$1,696,587, Q2: \$5,810,634, Q3: \$6,840,532, and Q4: \$3,147,926. See Workpaper 1 for additional details.

4. **Specific Projects**

Below are the towns and cities where the Meter Relocation Projects will occur and may not correspond to the project names.

a) **ARMR - Lincoln, Nebraska**

The Company will relocate approximately 1,200 meters from vulnerable locations and place them next to structures in Lincoln, Nebraska. The meters are currently located inside a structure and have an average score of -947.32 based on the Company's risk model.

The total capital cost is estimated at \$9,600,000, and all replacements are scheduled to be in service by December 30, 2027. The projected quarterly distribution of completions is as follows: Q1: \$1,152,000, Q2: \$3,072,000, Q3: \$3,456,000, and Q4: \$1,920,000.

b) **ARMR - Alliance, Nebraska**

The Company will relocate approximately 450 meters from vulnerable locations and place them next to structures in Alliance, Nebraska. The meters are currently located in alleys or easements and have a score of 2,166.36 based on the Company's risk model.

The total capital cost is estimated at \$3,600,000, and all replacements are scheduled to be in service by November 30, 2027. The projected quarterly distribution of completions is as follows: Q1: \$248,544; Q2: \$1,249,884; Q3: \$1,544,665; and Q4: \$556,908.

c) **ARMR - Holdrege, Nebraska**

The Company will relocate approximately 400 meters from vulnerable locations and place them next to structures in Holdrege, Nebraska. The meters are currently located in alleys or easements and have an average score of 2,527.43 based on the Company's risk model.

The total capital cost is estimated at \$3,208,000, and all replacements are scheduled to be in service by November 30, 2027. The projected quarterly distribution of completions is as follows: Q1: \$220,928, Q2: \$1,111,008, Q3: \$1,373,035, and Q4: \$503,029.

d) **ARMR - Blair, Nebraska**

The Company will relocate approximately 136 meters from vulnerable locations and place them next to structures in Blair, Nebraska. The meters are currently located inside a structure and have an average score of 1,940.28 based on the Company's risk model.

The total capital cost is estimated at \$1,087,680, and all replacements are scheduled to be in service by November 30, 2027. The projected quarterly distribution of completions is as follows: Q1: \$75,115, Q2: \$377,743, Q3: \$466,832, and Q4: \$167,990.

2027 Meter Relocations

	Lincoln	Alliance	Holdrege	Blair	Total
2027 Q1	\$1,152,000	\$248,544	\$220,928	\$75,115	\$1,696,587
2027 Q2	\$3,072,000	\$1,249,884	\$1,111,008	\$377,743	\$5,810,634
2027 Q3	\$3,456,000	\$1,544,665	\$1,373,035	\$466,832	\$6,840,532
2027 Q4	\$1,920,000	\$556,908	\$503,029	\$167,990	\$3,147,926
Total	\$9,600,000	\$3,600,000	\$3,208,000	\$1,087,680	\$17,495,680

H. **Obsolete Infrastructure**

1. **Background**

The focus of obsolete infrastructure projects is to replace obsolete equipment, at the end of its life expectancy, allow for quicker response to damages and pressure-related equipment malfunctions, and ensure that gas is available, delivered and measured for BH Nebraska Gas customers in all situations. In some cases, these projects are required to maintain minimum pressure requirements on our distribution system to prevent loss of customers on a winter peak day. Projects to

be included will be based on measurable criteria that improve safety and mitigate risk.

2. **SSIR Project Classification**

a) **Classification Under SSIR Tariff**

The Company identified the Obsolete Infrastructure Projects under CFR Title 49, Part 192, Subpart P (DIMP) and under CFR Title 49, Part 192, Subpart O, TIMP. Section 192.1007 requires a pipeline operator to identify threats, evaluate and risk rank, and identify and implement measures to address risks. Section 192.917 requires a pipeline operator to evaluate and remediate pipeline segments where corrosion has been identified that could adversely affect the integrity of the line.

b) **Objective Criteria Analyzed**

The objective criteria that the Company analyzed for these Projects are pipeline design, configuration, and segmentation; pipeline leakage and other incident history; population density; city plans for future growth; Project timeframe; weather and climate constraints on the construction season; permitting constraints; service outage management; pipeline source of supply and availability of alternate gas supply; and subject matter expert knowledge.

3. **Program Description**

The Company has identified no obsolete infrastructure projects to be included in this filing.

I. **Obsolete Pipe Replacement**

1. **Background**

The Company currently operates approximately less than 631 miles of polyvinylchloride ("PVC") distribution pipelines in Nebraska which were installed between the mid-1960s through 1980. By the mid-1980s, PVC was no longer a recommended piping material due to the evolution of superior piping materials, such as PE pipe, and new construction methods. There are several safety issues with PVC pipe that the Company, and the industry as a whole, face. For example, PVC pipe has a high instance of leaks at joints due to adhesive failure. Additionally, in many instances the integrity of older PVC pipe is compromised because the material becomes brittle over time, which makes PVC pipe more prone to failure due to stress intensification that occurs when soil around a pressurized pipe is

removed. Also, PVC pipe was installed with tracer wire to assist in locating the pipe, and over time that tracer wire has corroded and no longer carries a current. This makes it difficult for the Company to provide accurate pipe location points, which significantly increases the risk of third-party damage.

There are also pipelines made of material other than PVC that are not recommended currently, due to the evolution of superior piping materials and new construction methods, causing these types of piping to pose safety issues to BH Nebraska Gas and the public. Examples include copper, Aldyl-A, and Orangeburg.

The Company recognizes that all pipe that is no longer the industry standard may not necessarily be considered a significant high risk in the context of failure and consequence. Only such pipe that also poses a significant risk will be recommended for replacement. That risk will be based on the risk model with factors including, but not limited to, age, material, the location, and the ability to locate the pipe.

2. SSIR Project Classification

a) Classification Under SSIR Tariff

Obsolete Pipe Replacement Projects identified are covered under CFR Title 49, Part 192, and may be subject to either Subpart O (TIMP) or Subpart P (DIMP) depending on whether the pipe segment is classified as transmission or distribution pipe. For transmission segments, Section 192.917 requires a pipeline operator to evaluate and remediate threats to pipeline segments including where corrosion has been identified or potential outside force damage could occur that could adversely affect the integrity of the line. Remediation of distribution segments is specified in Section 192.1007, which requires a pipeline operator to identify threats, evaluate and risk rank, and identify and implement measures to address risks.

b) Objective Criteria Analyzed

The Company used the objective criteria included in the DIMP and TIMP risk models, as well as the availability of internal and external crews, project management constraints, local economic development plans, and customer impact.

3. Program Description

The Company has identified two SSIR projects to replace PVC distribution main pipelines. The total capital expenditure for these two SSIR projects in 2027 is

estimated to be \$6,191,434. The anticipated in-service date for all projects is November 30, 2027.

4. Specific Projects

a) PVC Replacement (Sutton 5) - York, Hamilton, Polk Counties, Nebraska

This SSIR project will consist of replacing 63,096 feet (11.95 miles) of pipe, all of which is PVC and installed in 1969 primarily in York County, Nebraska, but also in Hamilton and Polk Counties. The score for this project is 6,176.38 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$2,754,220. The anticipated in-service date is November 30, 2027.

b) PVC Replacement (Holdrege 17) - Harlan County, Nebraska

This SSIR project will consist of replacing 90,460 feet (17.13 miles) of pipe, all of which is PVC and installed in 1967 in Harlan County, Nebraska. The score for this project is 3,011.87 based on the Company's risk model.

The estimated total capital cost of this SSIR Project is \$3,437,214. The anticipated in-service date is November 30, 2027.

J. Facility Relocation Projects

The SSIR Tariff authorizes the Company to recover the costs of facility relocation projects in the SSIR Charge. The Company each year encounters the need to conduct facility relocation projects in connection with municipal infrastructure projects. These facility relocation projects, when they occur, are directly related to pipeline safety and integrity activities. Such projects are an integral step in the overall safety and integrity process. These projects are required by government entities to enhance the public welfare, including safety.

Although the Company is currently aware of some state or municipal infrastructure projects in 2027 that may require the Company to conduct facility relocation projects, the costs of which are Eligible System Safety and Integrity Costs for recovery through the SSIR Tariff, the possibility of changes or cancellations to those or identification of additional qualified projects could arise. Therefore, through a subsequent filing, the Company will provide updates of its facility relocation projects in connection with state or municipal infrastructure projects and will seek to recover the Eligible System Safety and Integrity Costs associated with those projects that occurred.

K. Data Infrastructure Improvement Program (“DIIP”)

1. Background

In order to appropriately rank higher risk pipeline projects for purposes of prioritizing accelerated threat mitigation efforts, it is vital for the Company to be able to identify risks, understand the consequences of those risks, close known data gaps, and continuously improve system knowledge. The Company has implemented a Data Infrastructure Improvement Program (“DIIP”) to close known data gaps and verify current data for accuracy. This data will help develop more predictive and analytical risk models, improve system mapping, and ultimately help protect against our top threat of third-party damage.

As data gaps are closed and data is verified through DIIP, the results will be incorporated annually into the DIMP and TIMP risk models. The effect will be a continuous improvement of the asset risk outputs, which will enhance the models. Verification of location-based data will directly improve safety of the system as well.

As the DIIP progresses, future SSIR applications will include the impact to the DIMP and TIMP programs and risk models, the Company’s knowledge and population of high-risk-defined assets, the selection of annual portfolio of projects, and overall program(s) life cycles.

The Company has initiated a similar DIIP for transmission lines and has seen significant improvement of data by increased spatial accuracy of transmission assets, in some cases by hundreds of feet. Having accurate asset centerlines and mapping previously unmapped service lines will have a direct impact on the DIMP and TIMP, and by extension the safety of the public, environment, customers, and employees. It will ensure proper one-call coverage and have practical safety impacts for third party damage reduction, safe operations, and emergency response.

2. **SSIR Project Classification**

a) **Classification Under SSIR Tariff**

The Company identified the DIIP under CFR Title 49, Part 192, Subpart P (DIMP) and under CFR Title 49, Part 192, Subpart O, TIMP. Section 192.1007 requires a pipeline operator to identify threats, evaluate and risk rank, and identify and implement measures to address risks. ASME B31.8S which is a referenced standard under the CFR Title 49, Part 192, Subpart O, identifies the necessary data elements needed to model risk accurately and reliably and recommends surveying all potential locations where records could exist and to remedy data deficiencies known to the transmission pipeline. Also, PHMSA Advisory Bulletins ADB 11-01, ADB 12-06, and the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 direct owners to verify that data and records accurately reflect the MAOP of their pipelines within Class 3, Class 4 and in High consequence areas.

b) **Objective Criteria Analyzed**

The DIIP is intended to improve the knowledge of the BH Nebraska Gas pipeline system to provide BH Nebraska Gas with the ability to positively confirm the integrity of the pipeline system. There continues to be knowledge gaps with respect to the pipeline system. The Program will implement specific initiatives to improve system data, including data gap elimination, GIS updates, and programmatic improvements.

3. **Program Description**

The Company has identified the Transmission/Gathering Traceable, Verifiable and Complete (TVC) Records, Distribution Main & Service Centerline Survey, and Distribution Attribute Improvement projects within the DIIP as described below. The total SSIR expenditure for 2027 is estimated to be \$2,400,000.

4. **Specific Projects**

a) **Transmission/Gathering Traceable, Verifiable and Complete (“TVC”) Records**

This project includes gathering, scanning, and storing original construction records in a document management system and linking to the Geospatial Information System (“GIS”) asset record. The documents will be used to verify Maximum Allowable Operating Pressure and MAOP attributes and update any missing pipeline attributes and features in GIS. For each transmission pipeline and station, a detailed GIS build will be performed

using all available information collected from the digitized records. Relevant data will be extracted and used to perform MAOP calculations and verification. Data generated from the calculations will then be repopulated into the GIS system creating a more robust database.

The total expenditure for 2027 is estimated to be \$1,599,686 and is included in the SSIR Application.

b) Gas Service Card Mapping

The Gas Service Card Mapping Projects include mapping, verifying, or adjusting the centerlines of service line as-builts (service cards) in the Company's GIS system. These service cards are currently maintained as digital records in our document management system and linked to the service points in the GIS system, but the majority remain un-mapped in the GIS system. This project would include updating the pipeline spatial location, physical pipeline attributes, and pressure test attributes in the GIS system.

There are no costs for this project in 2027.

c) Distribution Main & Service Centerline Survey

This is a high accuracy Global Positioning System ("GPS") survey of mains, service lines, and meter locations. This project includes adding unmapped mains and service lines to GIS, updating the spatial location of previously mapped mains and service lines, and correcting the location of service points and meters in GIS. Data gathered in the field includes meter structure location, meter number, above grade facility data, and unlocatable pipeline information. Prioritization for pipeline assets will be aligned with the DIMP risk scores which considers unknown data in the Company's risk model.

The total expenditure for 2027 is estimated to be \$624,245 and is included in the SSIR Application.

d) **Distribution Attribute Improvement**

This project will update data attributes for pipeline features in GIS gathered from legacy paper and digital records, combined with the GPS survey data. The process to review construction records will include legacy datasets and original construction records. Paper records will be scanned, indexed, and linked to GIS pipeline records.

The total expenditure for 2027 is estimated to be \$176,069 and is included in the SSIR Application.

e) **GIS Pressure Systems**

This project will create unique pressure systems in GIS that will align with our Gas Valve program that is used to manage pressure regulating stations. These pressure systems will be updated with data attributes needed to manage these systems, examples of which include system MAOP and Operating Pressure. The correction of any connectivity issues with the GIS data will also be included in the scope of this project.

There are no costs for this project in 2027.

f) **GIS Emergency Response Zones**

This project focuses on the creation and standardization of Emergency Response Zones per BH Nebraska Gas's Operations and Maintenance Manual to support Emergency Valves in GIS. Emergency Response Zones allow the Company to isolate gas systems during an emergency event. This project allows BH Nebraska Gas to manage Emergency Response Zones in GIS instead of the paper systems managed by each office. This project also includes the digitization of the emergency response plans for each system and linking to these zones, it will create consistency across the Company by providing personnel with virtual access to the plans and ensuring emergency valves align with our valve maintenance database.

There are no costs for this project in 2027.

g) **GIS Cathodic Protection ("CP") Zones**

This project includes the creation and standardization of Cathodic Protection (CP) zones and features in GIS and ensuring consistency between GIS and the CP Databases. CP test stations as well as other CP assets will be included in scope for this project.

There are no costs for this project in 2027.

h) **Bare Pipe Inspection (“BPI”) and Subject Matter Expert (“SME”) Pipeline Attribute Assessment**

This project uses electronically available Buried Pipe Inspection information and Subject Matter Expert knowledge to analyze and identify data issues. The data collected from these efforts are used to make attribute corrections and fill data gaps in the GIS system. The project includes a process to verify the quality of this data before any updates are made in the GIS system.

There are no costs for this project in 2027.

i) **Document Management Migration**

This project involves the migration of digital asset records from multiple locations to a single location within the Company’s document management system. The document management system will allow easier access to the documents by enabling searches via the Metadata tags associated with each record. It will make the record lifecycle and version control more manageable.

There are no costs for this project in 2027.

RATE SCHEDULES AND OTHER CHARGES
SCHEDULE OF RATES

Type of Charge	Billing Unit	Base	SSIR	HEAT	WNA	Gas Cost
Residential		1/	2/	3/	4/	
Customer Charge	Per Month	\$27.95	\$1.82	\$0.26		
Volumetric Charge First 10 Therms	Per Therm	\$0.42989				5/ or 7/
Volumetric Charge Over 10 Therms	Per Therm	\$0.15000				5/ or 7/
Small Commercial (including Energy Options)						
Customer Charge	Per Month	\$48.00	\$3.09	\$0.26		
Volumetric Charge First 20 Therms	Per Therm	\$0.95940				5/ and 7/
Volumetric Charge Over 20 Therms	Per Therm	\$0.15000				5/ and 7/
Large Commercial (including Energy Options)						
Customer Charge	Per Month	\$112.00	\$16.08	\$0.26		
Volumetric Charge First 500 Therms	Per Therm	\$0.17803				5/ and 7/
Volumetric Charge Over 500 Therms	Per Therm	\$0.15000				5/ and 7/
Rate Area 5 Agricultural Seasonal Service						
Minimum Volumetric Charge	Per Therm	\$0.00100				6/ and 7/
Maximum Volumetric Charge	Per Therm	\$0.50000				6/ and 7/

1/ Base rates as set for on Sheet Nos. 79, 80, and 82
2/ System Safety and Integrity Rider set forth on Sheet Nos. 127-131
3/ High Efficiency Assistance Tool set forth on Sheet No. 132
4/ Weather Normalization Adjustment as set forth on Sheet Nos. 138-140
5/ Gas Cost rates for Rate Areas 1-3 as set forth on Sheet Nos. 95 and 96
6/ Annual Agriculture Infrastructure Charge as set forth on Sheet No. 111
7/ Gas Cost rates for Rate Area 5 (Supplier Commodity Charge) is the applicable rate agreed to by the Customer and its Supplier in the Choice Gas Program. See Sheet Nos. 97-107

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Customer Charge	Per Month	\$27.95	\$1.820-63	\$0.26		
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Volumetric Charge Over 10 Therms	Per Therm	\$0.15000				5/ or 7/
Small Commercial (including Energy Options)						
Customer Charge	Per Month	\$48.00	\$3.091-11	\$0.26		
Volumetric Charge First 20 Therms	Per Therm	\$0.95940				5/ and 7/
Volumetric Charge Over 20 Therms	Per Therm	\$0.15000				5/ and 7/
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