

DRAFT

Allocation of RTO West Charges to Services Offered by RTO West

	Charges	Non-Converted Service to a PTO	Transmission Use Service				
			New			Converted <sup>9</sup>	
			Load in RTO West Control Area	Load <u>NOT</u> in RTO West Control Area	Transactions (no load service) <sup>8</sup>	PTP (type)	Network
1	Company Rate		X <sup>5</sup>			Maybe <sup>5</sup>	X
2	Transfer Charge		Maybe <sup>6</sup>			X <sup>5,10</sup>	
3	GMC	X	X	X	X	X	X
4	Real Power Loss	N/A <sup>1</sup>	X	X	X	X	X
5	Congestion	X <sup>2</sup>	X	X	X	X	X
6	Ancillary Services	X <sup>3</sup>	X	X	X	X	X
7	EIAF			X	X	X <sup>5</sup>	X <sup>11</sup>
8	Backstop Recovery Fee		TBD by RTO West <sup>7</sup>	TBD by RTO West <sup>7</sup>	TBD by RTO West <sup>7</sup>	TBD by RTO West <sup>7</sup>	TBD by RTO West <sup>7</sup>
9	Fixed – Charge (embedded cost payment)	N/A <sup>4</sup>					

NOTE:

<sup>1</sup> N/A PTOs will continue to collect losses applicable in non-converted transmission agreements. The losses (energy or dollars) collected under non-converted transmission agreements will be provided to RTO West who will use the energy or dollars provided within the overall loss-recovery mechanism.

<sup>2</sup> Congestion charges only to the extent that a PTO has agreed to pay Congestion Charges as part of its obligation to provide Congestion Management Assets in order to cover some or all redispatch determined to be needed to connection with the PTOs catalogued transmission rights.

<sup>3</sup> Applicable only if PTO does not elect to self-provide.

<sup>4</sup> N/A because RTO West does not charge. The PTO charges the customer based on pre-existing contract.

<sup>5</sup> A Transmission Customer, other than a PTO, purchasing new service may also be served through conversion of a pre-existing contract in which case the customer will pay both a Company Rate for the incremental Transmission Use Service and a Transfer Charge for the covered PTP (type) contract.

<sup>6</sup> A PTO acting on behalf of Company Loads may pay a Transfer Charge for wheeling on other PTO's systems. In this case the Transfer Charge is included in the PTO's Company Rate.

<sup>7</sup> See Pricing Paper, Section D.2.f, pages 23 – 24.

<sup>8</sup> Discussion is needed as to whether this service can be provided under RTO West market design requiring balanced schedules and NERC control area rules.

<sup>9</sup> When a Transmission Customer converts to Transmission Use Service, the Transmission Customer does not need to acquire Transmission Use Service again to take additional Transmission Use Service. The Transmission Customer merely faces additional charges for the additional Transmission Use Service taken from RTO West.

<sup>10</sup> The Transfer Charge should not include charges for losses because the Transmission Customer will be paying Real Power Losses separately to the RTO.

<sup>11</sup> See Sections B.4 and C.2.b. of Stage 2 Pricing Paper.

Entity Charged for Services Provided by RTO West

	Charges	Non-Converted Service <sup>1</sup>	Transmission Use Service				
			New			Converted	
			Load in RTO West Control Area	Load <u>NOT</u> in RTO West Control Area	Transactions (no load service) <sup>4</sup>	PTP (type)	Network
1	Company Rate		Load <sup>3</sup>				Load <sup>3</sup>
2	Transfer Charge					The contract's Transmission Customer	
3	GMC	SC	SC	SC	SC	SC	SC
4	Real Power Loss	None <sup>2</sup>	SC	SC	SC	SC	SC
5	Congestion	SC	SC	SC	SC	SC	SC
6	Ancillary Services	SC	SC	SC	SC	SC	SC
7	EIAF			SC	SC	SC	
8	Backstop Recovery Fee		TBD by RTO West	TBD by RTO West	TBD by RTO West	TBD by RTO West	TBD by RTO West

Notes:

<sup>1</sup> Scheduling Coordinator for Non-Converted Service is the PTO.

<sup>2</sup> RTO West does not have a charge. The charge comes from the PTO.

<sup>3</sup> We need to identify, who is the Transmission Customer for each Load? The PTO or wholesale utility is the Transmission Customer for bundled retail loads (meaning that one entity provides both generation and distribution to an aggregate retail load). In all other cases (Direct Service Industries, direct access customers, wholesale loads other than bundled retail loads) is the Load's Transmission Customer an aggregator, each individual load (for example each direct access customer), an energy supplier, or a combination of the above? In addition, What is the Company Rate for Loads interconnected to an expanded facility?

<sup>4</sup> Discussion is needed as to whether this service can be provided under RTO West market design requiring balanced schedules and NERC control area rules.