

**SPP Strategic Planning Committee Task Force
Implementation of FERC Order 1000**

LSP Proposal - Hybrid Sponsorship/RFP Approach

LSP proposes that the existing Highway-Byway cost allocation approach employed by SPP remain as approved by FERC. Further, LSP proposes that the SPP Integrated Transmission Plan (ITP) process include (i) a Transmission Developer Sponsorship Avenue and (ii) an SPP ITP defined RFP Avenue. Both avenues would be open to incumbent transmission owners and non-incumbent transmission owners to participate in the process and all parties would have access to the same information.

(i) Transmission Developer Sponsorship Avenue

The Sponsorship Avenue would be a process where incumbent and non-incumbent transmission developers may propose transmission projects into the SPP ITP process for approval by SPP. Further, to the extent a Transmission Developer Sponsorship Avenue transmission project is approved by SPP the project would be assigned and given a Notice to Construct (NTC) to that transmission developer. If the project sponsor decides that they are no longer interested or capable of developing and constructing the project, the project would proceed to the SPP ITP defined RFP Avenue.

(ii) SPP ITP Defined RFP Avenue

The SPP ITP defined RFP Avenue would be a process where pre-qualified incumbent and non-incumbent transmission developers would be invited to participate in a SPP administered RFP process and bid on transmission projects that have been selected for development and construction in the annual SPP ITP process and don't have a project sponsor. If selected by the SPP Selection Committee using the SPP defined selection criteria the pre-qualified incumbent or non-incumbent transmission developer would be responsible for the successful development and construction of that SPP transmission project.