

**Regional State Committee / Southwest Power Pool, Inc.  
COST ALLOCATION WORKING GROUP MEETING**

**April 4, 2008**

**Conference Call**

**• A G E N D A •**

10am – 2pm

**CAWG Participant Number and Code -  
Toll: 203-320-8823  
Participant: 113358**

1. Open Admin Duties .....Mike Proctor
2. Wind DNR Cost Allocation Discussion .....Open Discussion
3. Next Conference Call Agenda Items .....Mike Proctor

*Relationship-Based • Member-Driven • Independence Through Diversity  
Evolutionary vs. Revolutionary • Reliability & Economics Inseparable*

## The Calculations Made in the Spread Sheet

### **Total Costs**

The calculations in the “Calculations” sheet are based on \$100 M of Total Upgrade Costs.

### **Scenarios**

Three scenarios are calculated: 1) 50% of Total Costs in Sink Zone; 2) 70% of Total Costs in Sink Zone and 3) 30% of Total Costs in Sink Zone. The higher percent (70%) of costs in the Sink Zone is likely to be more representative of current requests where large additions to the supply zone are not needed. The lower percent of costs (30%) in the Sink Zone is likely to be more representative of future requests where high cost additions to the supply zones will be needed. The 50% case represents a mid-point or average of the two.

### **Safe-Harbor Limit Alternatives**

For each scenario, the Safe Harbor Limit was varied to represent a whole spectrum of possible situations with respect to the relationship of Total Costs to Safe Harbor Cost. The alternatives started with the Safe Harbor limit being 120% of Total Costs and decreased in increments of 10% down to where the Safe Harbor limit only included 10% of total costs. This decreasing percent of the Safe Harbor Limit generates the pattern across each of the graphs and can be interpreted as having a fixed level for the Safe Harbor Limit with an increasing level of Total Cost or as having a fixed level of Total Costs with a decreasing level for the Safe Harbor Limit.

### **Safe Harbor Limits Applied**

Application of the Safe Harbor Limit differed between the two proposals, with the TO proposal continuing to apply it to Total Costs, but the LM proposal only applies the Safe Harbor Limit to costs from the Sink Zone. The first set of calculations in the “Calculations” sheet determines what costs are included for Base Plan allocations and what costs are directly assigned from exceeding the Safe Harbor Limit. This also determines the percent of costs included in further Base Plan allocations. This percent applies to both Sink Zone and Other (non-Sink) Zone costs.

### **Directly Assigned Other (non-Sink) Zone Costs**

Once the percent of Base Plan costs is determined, the amounts of eligible Other Zone costs that are directly assigned are calculated. The TO proposal directly assigns 1/3 of eligible Other Zone costs. The LM proposal directly assigns 1/2 of eligible Other Zone costs, including any directly assigned costs from the Safe Harbor Limits. For the LM proposal, these directly assigned costs are compared to 1/3 of Total Costs. If they exceed this CAP, then directly assigned costs are decreased to 1/3 of Total Costs and the residual is included in the Postage Stamp Rate.

### **Costs Included in Postage Stamp Rate**

The next calculation is the amount going into the postage stamp rate: For the TO proposal this includes 2/3 of eligible Other Zone costs and 1/3 of eligible Sink Zone costs. For the LM proposal this includes 1/2 of eligible Other Zone costs and 1/3 of eligible Sink Zone costs. In addition, the LM proposal with the CAP includes any excess over the 1/3 CAP on Total Costs for directly assigned costs.

### **Costs Included in MW-Mile Allocations**

The final calculation is the amount allocated via MW-mile. This is 2/3 of the eligible Sink Zone costs. This allocation formula is the same for the TO and LM proposals, but the difference lies in the Sink Zone costs that meet the Safe Harbor Limit.

### **Comparisons on % Basis**

The percent of costs going to each component (Direct Assignment, Postage Stamp and MW-Mile) are then calculated and put into graphical form for comparisons.

## **Patterns Emerge**

The following are my observations from looking at both the numbers and the graphs found on the second sheet (Comparisons) of the attached spread sheet.

### **Direct Assignment Allocations:**

#### **TO Proposal**

When the Safe Harbor Limit falls below 80% of the Total Cost the Direct Assignment of costs to the requesting Transmission Customers begins to increase significantly, with Direct Assignments of costs exceeding 1/3 of total cost when the Safe Harbor Limit equals 80% of the Total Costs (e.g., when Total Cost = \$100 M and Safe Harbor Limit = \$80). As Total Costs increase (or the Safe Harbor Limit decreases), the Direct Assignment of costs increases at a very rapid rate because all of the additional Total Costs are directly assigned. This is a consistent pattern across all three scenarios.

#### **LM Proposal**

The Directly Assigned amounts stay at a fairly constant percent as Cost in the Sink Zone change across the three scenarios. This relative stable behavior is a result of two components of the rate design: 1) Only Sink Zone costs being included in the Safe Harbor calculations; and 2) when Safe Harbor Limits are exceeded, while the directly assigned dollars increase on a one-to-one basis with increases to the Sink Zone, this increase is limited by the CAP = 1/3 Total Costs. The one minor exception to this behavior occurs when 70% of Total Costs are in the Sink Zone. In this scenario, the level of direct assignment starts at a somewhat lower level because most of the direct assignment is coming from the Other Zone that only makes up 30% of Total Costs. As Total Costs increase (Safe Harbor Limit as % of Total Costs decrease), the directly assigned costs slowly increase until they reach the CAP.

### **Postage Stamp Allocations**

#### **TO Proposal**

When Safe Harbor Limits are not in play (100% and above), across the three scenarios the TO proposal allocates between 42% and 56% of Total Cost to a Postage Stamp Rate, with the percent increasing with higher percent of total dollars included in the non-Sink Zones. As the Safe Harbor Limit comes into play (below 100%), the percent allocated to the Postage Stamp Rate drops off fairly sharply, as increases in Total Cost are directly assigned.

#### **LM Proposal**

When Safe Harbor Limits are not in play (100% and above), across the three scenarios the LM proposal allocates from 38% to 47% of Total Cost, with the percent increasing with higher percent of total dollars included in the non-Sink Zone. Thus, the LM proposal allocates less to the Postage Stamp Rate when Safe Harbor Limits are not in play. Opposed to the TO proposal, at very low Safe Harbor Limits, the percent going into the postage stamp actually increases rather than decreasing. This is primarily a result of the CAP.

### **MW-Mile Allocations**

The percent going to MW-Mile varies with the percent of Total Cost coming from the Sink Zone. This is to be expected, because, at most, 2/3rds of the Sink Zone Costs are eligible for MW-Mile Allocation.

### **TO Proposal**

TO proposal is the same as LM proposal when the Safe Harbor Limit is not in play. When the Safe Harbor Limit comes into play, the amount allocated by MW-mile decreases rapidly as any increase in Total Cost is Directly Assigned in the TO proposal, thus reducing the percent of Sink Zone costs that are included in Base Plan Funding.

### **LM Proposal**

Across all three scenarios when the Safe Harbor Limit comes into play the LM proposal allocates more costs in the Sink Zone via the MW-mile than the TO proposal. This occurs primarily because the Safe Harbor Limit is only applied to Sink Zone costs rather than to Total Costs. In all three scenarios, the Sink Zone Costs that are allocated by MW-mile tend to stay relatively constant until the Safe Harbor Limit becomes a fairly small percent of Total Cost. With Sink Zone Costs, these instances where the Safe Harbor Limit falls below 50% of Total Costs are not expected to occur. There may be some rare exceptions, which can then be handled through waiver requests.

## **Impact of the CAP**

The following looks strictly at the impact that the CAP has on the results, and is based on the graphs found on sheet “No Cap.”

### **Direct Assignment Allocations:**

As expected, the biggest impact of removing the CAP occurs to directly assigned costs, particularly when a large portion of those costs are in the Sink Zone. In the LM proposal, because the Safe Harbor Limit is only applied to costs in the Sink Zone, as the percent of costs included in the Sink Zone increases, the increase in Direct Assignment allocations from removing the 1/3 CAP is greater. Because the Safe Harbor Limit is only applied to costs in the Sink Zone, even without the 1/3 CAP, the directly assigned costs in the LM proposal never get as high as in the TO proposal for instances where the Safe Harbor Limit comes into play.

### **Postage Stamp Allocations**

The CAP moved dollars from Direct Assignment to Postage Stamp. Removing the CAP reverses this movement. Thus, the impact on the Postage Stamp allocation is opposite to the impact on the Direct Assignment allocations: as the percent of costs included in the Sink Zone increases, the decrease in Postage Stamp allocations from removing the 1/3 CAP is greater.

### **MW-Mile Allocations**

Removal of the CAP results in no change to the MW-Mile allocations.

50% in Sink Zone		Base Plan Funding Limit	Safe-Harbor Direct Assignments		Safe-Harbor % BPF		Remaining Dollars				Direct Assignment						
Assigned Millions of Dollars			Direct Assignments		% BPF		Sink Zone		Other		Other		Total		Cap	Revised	
Sink Zone	Other		TO's	L-M	TO's	L-M	TO's	LM	TO's	LM	TO's	LM	TO's	LM	\$33.33	LM	
\$50	\$50	120%	\$120	\$0	\$0	100.00%	100.00%	\$50	\$50	\$50	\$50	\$16.67	\$25.00	\$16.67	\$25.00	\$0.00	\$25.00
		110%	\$110	\$0	\$0	100.00%	100.00%	\$50	\$50	\$50	\$50	\$16.67	\$25.00	\$16.67	\$25.00	\$0.00	\$25.00
		100%	\$100	\$0	\$0	100.00%	100.00%	\$50	\$50	\$50	\$50	\$16.67	\$25.00	\$16.67	\$25.00	\$0.00	\$25.00
		90%	\$90	\$10	\$0	90.00%	100.00%	\$45	\$50	\$45	\$50	\$15.00	\$25.00	\$25.00	\$25.00	\$0.00	\$25.00
		80%	\$80	\$20	\$0	80.00%	100.00%	\$40	\$50	\$40	\$50	\$13.33	\$25.00	\$33.33	\$25.00	\$0.00	\$25.00
		70%	\$70	\$30	\$0	70.00%	100.00%	\$35	\$50	\$35	\$50	\$11.67	\$25.00	\$41.67	\$25.00	\$0.00	\$25.00
		60%	\$60	\$40	\$0	60.00%	100.00%	\$30	\$50	\$30	\$50	\$10.00	\$25.00	\$50.00	\$25.00	\$0.00	\$25.00
		50%	\$50	\$50	\$0	50.00%	100.00%	\$25	\$50	\$25	\$50	\$8.33	\$25.00	\$58.33	\$25.00	\$0.00	\$25.00
		40%	\$40	\$60	\$10	40.00%	90.00%	\$20	\$45	\$20	\$45	\$6.67	\$22.50	\$66.67	\$32.50	\$0.00	\$32.50
		30%	\$30	\$70	\$20	30.00%	80.00%	\$15	\$40	\$15	\$40	\$5.00	\$20.00	\$75.00	\$40.00	\$6.67	\$33.33
		20%	\$20	\$80	\$30	20.00%	70.00%	\$10	\$35	\$10	\$35	\$3.33	\$17.50	\$83.33	\$47.50	\$14.17	\$33.33
		10%	\$10	\$90	\$40	10.00%	60.00%	\$5	\$30	\$5	\$30	\$1.67	\$15.00	\$91.67	\$55.00	\$21.67	\$33.33

70% in Sink Zone		Base Plan Funding Limit	Safe-Harbor Direct Assignments		Safe-Harbor % BPF		Remaining Dollars				Direct Assignment					
Assigned Millions of Dollars			Direct Assignments		% BPF		Sink Zone		Other		Other		Total		Cap	Revised
Sink Zone	Other		TO's	L-M	TO's	L-M	TO's	LM	TO's	LM	TO's	LM	TO's	LM	\$33.33	LM
\$70	\$30	\$120	\$0	\$0	100.00%	100.00%	\$70	\$70	\$30	\$30	\$10.00	\$15.00	\$10.00	\$15.00	\$0.00	\$15.00
		\$110	\$0	\$0	100.00%	100.00%	\$70	\$70	\$30	\$30	\$10.00	\$15.00	\$10.00	\$15.00	\$0.00	\$15.00
		\$100	\$0	\$0	100.00%	100.00%	\$70	\$70	\$30	\$30	\$10.00	\$15.00	\$10.00	\$15.00	\$0.00	\$15.00
		\$90	\$10	\$0	90.00%	100.00%	\$63	\$70	\$27	\$30	\$9.00	\$15.00	\$19.00	\$15.00	\$0.00	\$15.00
		\$80	\$20	\$0	80.00%	100.00%	\$56	\$70	\$24	\$30	\$8.00	\$15.00	\$28.00	\$15.00	\$0.00	\$15.00
		\$70	\$30	\$0	70.00%	100.00%	\$49	\$70	\$21	\$30	\$7.00	\$15.00	\$37.00	\$15.00	\$0.00	\$15.00
		\$60	\$40	\$10	60.00%	90.00%	\$42	\$63	\$18	\$27	\$6.00	\$13.50	\$46.00	\$23.50	\$0.00	\$23.50
		\$50	\$50	\$20	50.00%	80.00%	\$35	\$56	\$15	\$24	\$5.00	\$12.00	\$55.00	\$32.00	\$0.00	\$32.00
		\$40	\$60	\$30	40.00%	70.00%	\$28	\$49	\$12	\$21	\$4.00	\$10.50	\$64.00	\$40.50	\$7.17	\$33.33
		\$30	\$70	\$40	30.00%	60.00%	\$21	\$42	\$9	\$18	\$3.00	\$9.00	\$73.00	\$49.00	\$15.67	\$33.33
		\$20	\$80	\$50	20.00%	50.00%	\$14	\$35	\$6	\$15	\$2.00	\$7.50	\$82.00	\$57.50	\$24.17	\$33.33
		\$10	\$90	\$60	10.00%	40.00%	\$7	\$28	\$3	\$12	\$1.00	\$6.00	\$91.00	\$66.00	\$32.67	\$33.33

30% in Sink Zone		Base Plan Funding Limit	Safe-Harbor Direct Assignments		Safe-Harbor % BPF		Remaining Dollars				Direct Assignment					
Assigned Millions of Dollars			Direct Assignments		% BPF		Sink Zone		Other		Other		Total		Cap	Revised
Sink Zone	Other		TO's	L-M	TO's	L-M	TO's	LM	TO's	LM	TO's	LM	TO's	LM	\$33.33	LM
\$30	\$70	\$120	\$0	\$0	100.00%	100.00%	\$30	\$30	\$70	\$70	\$23.33	\$35.00	\$23.33	\$35.00	\$1.67	\$33.33
		\$110	\$0	\$0	100.00%	100.00%	\$30	\$30	\$70	\$70	\$23.33	\$35.00	\$23.33	\$35.00	\$1.67	\$33.33
		\$100	\$0	\$0	100.00%	100.00%	\$30	\$30	\$70	\$70	\$23.33	\$35.00	\$23.33	\$35.00	\$1.67	\$33.33
		\$90	\$10	\$0	90.00%	100.00%	\$27	\$30	\$63	\$70	\$21.00	\$35.00	\$31.00	\$35.00	\$1.67	\$33.33
		\$80	\$20	\$0	80.00%	100.00%	\$24	\$30	\$56	\$70	\$18.67	\$35.00	\$38.67	\$35.00	\$1.67	\$33.33
		\$70	\$30	\$0	70.00%	100.00%	\$21	\$30	\$49	\$70	\$16.33	\$35.00	\$46.33	\$35.00	\$1.67	\$33.33
		\$60	\$40	\$0	60.00%	100.00%	\$18	\$30	\$42	\$70	\$14.00	\$35.00	\$54.00	\$35.00	\$1.67	\$33.33
		\$50	\$50	\$0	50.00%	100.00%	\$15	\$30	\$35	\$70	\$11.67	\$35.00	\$61.67	\$35.00	\$1.67	\$33.33
		\$40	\$60	\$0	40.00%	100.00%	\$12	\$30	\$28	\$70	\$9.33	\$35.00	\$69.33	\$35.00	\$1.67	\$33.33
		\$30	\$70	\$0	30.00%	100.00%	\$9	\$30	\$21	\$70	\$7.00	\$35.00	\$77.00	\$35.00	\$1.67	\$33.33
		\$20	\$80	\$10	20.00%	90.00%	\$6	\$27	\$14	\$63	\$4.67	\$31.50	\$84.67	\$41.50	\$8.17	\$33.33
		\$10	\$90	\$20	10.00%	80.00%	\$3	\$24	\$7	\$56	\$2.33	\$28.00	\$92.33	\$48.00	\$14.67	\$33.33

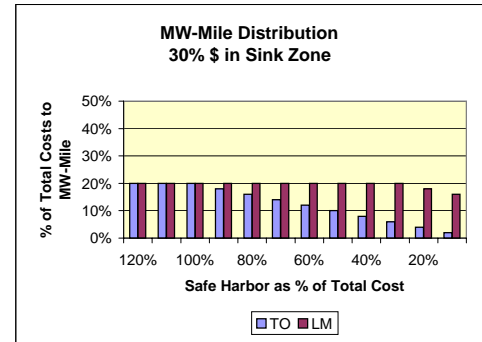
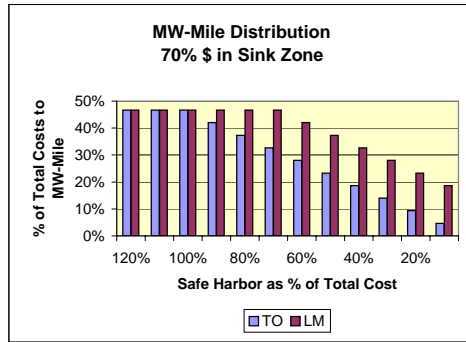
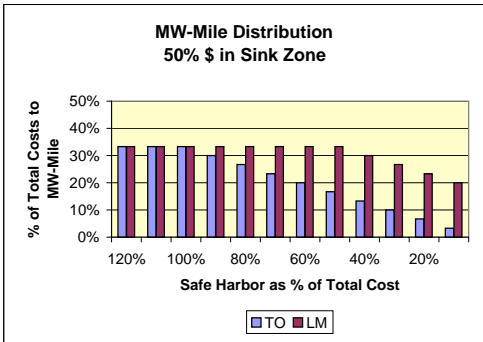
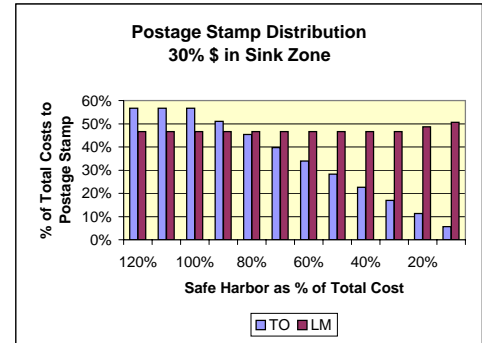
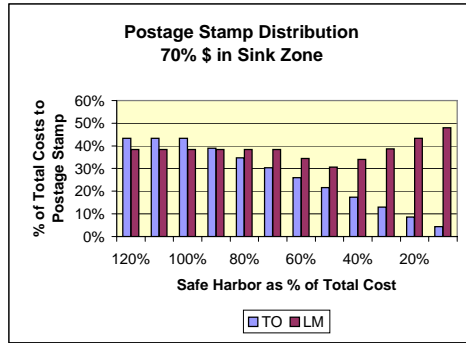
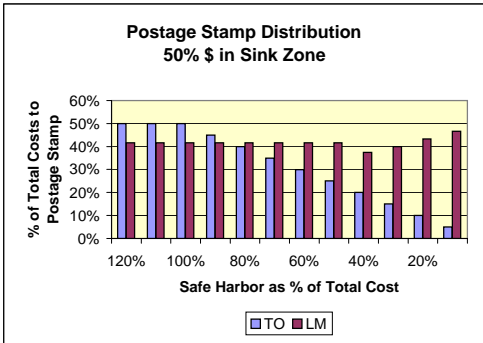
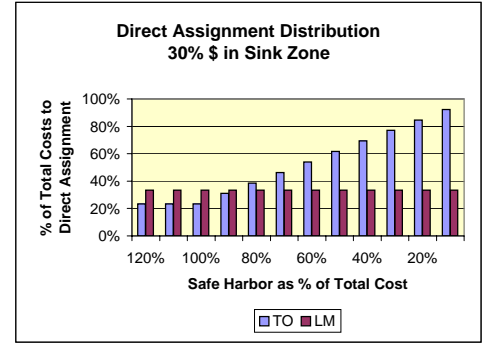
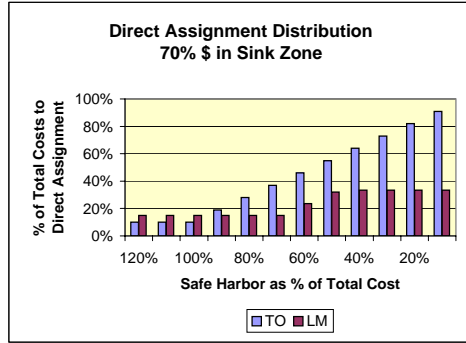
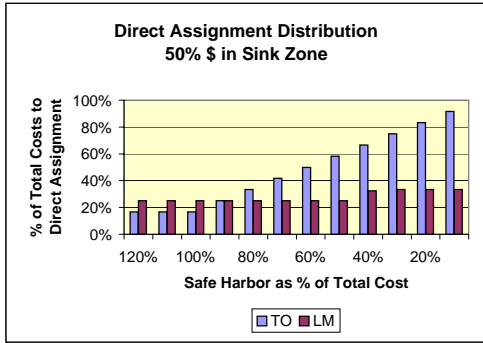
Difference	Postage Stamp Rate						Difference	MW-Mile			Check/Balance	
	Sink Zone		Other		Total			Sink Zone		Difference	Sum All Three	
	TO's	LM	TO's	LM	TO's	LM		LM-TO	TO's		L-M	LM-TO
<b>\$8.33</b>	\$16.67	\$16.67	\$33.33	\$25.00	\$50.00	\$41.67	<b>-\$8.33</b>	\$33.33	\$33.33	<b>\$0.00</b>	\$100.00	\$100.00
<b>\$8.33</b>	\$16.67	\$16.67	\$33.33	\$25.00	\$50.00	\$41.67	<b>-\$8.33</b>	\$33.33	\$33.33	<b>\$0.00</b>	\$100.00	\$100.00
<b>\$8.33</b>	\$16.67	\$16.67	\$33.33	\$25.00	\$50.00	\$41.67	<b>-\$8.33</b>	\$33.33	\$33.33	<b>\$0.00</b>	\$100.00	\$100.00
<b>\$0.00</b>	\$15.00	\$16.67	\$30.00	\$25.00	\$45.00	\$41.67	<b>-\$3.33</b>	\$30.00	\$33.33	<b>\$3.33</b>	\$100.00	\$100.00
<b>-\$8.33</b>	\$13.33	\$16.67	\$26.67	\$25.00	\$40.00	\$41.67	<b>\$1.67</b>	\$26.67	\$33.33	<b>\$6.67</b>	\$100.00	\$100.00
<b>-\$16.67</b>	\$11.67	\$16.67	\$23.33	\$25.00	\$35.00	\$41.67	<b>\$6.67</b>	\$23.33	\$33.33	<b>\$10.00</b>	\$100.00	\$100.00
<b>-\$25.00</b>	\$10.00	\$16.67	\$20.00	\$25.00	\$30.00	\$41.67	<b>\$11.67</b>	\$20.00	\$33.33	<b>\$13.33</b>	\$100.00	\$100.00
<b>-\$33.33</b>	\$8.33	\$16.67	\$16.67	\$25.00	\$25.00	\$41.67	<b>\$16.67</b>	\$16.67	\$33.33	<b>\$16.67</b>	\$100.00	\$100.00
<b>-\$34.17</b>	\$6.67	\$15.00	\$13.33	\$22.50	\$20.00	\$37.50	<b>\$17.50</b>	\$13.33	\$30.00	<b>\$16.67</b>	\$100.00	\$100.00
<b>-\$41.67</b>	\$5.00	\$13.33	\$10.00	\$26.67	\$15.00	\$40.00	<b>\$25.00</b>	\$10.00	\$26.67	<b>\$16.67</b>	\$100.00	\$100.00
<b>-\$50.00</b>	\$3.33	\$11.67	\$6.67	\$31.67	\$10.00	\$43.33	<b>\$33.33</b>	\$6.67	\$23.33	<b>\$16.67</b>	\$100.00	\$100.00
<b>-\$58.33</b>	\$1.67	\$10.00	\$3.33	\$36.67	\$5.00	\$46.67	<b>\$41.67</b>	\$3.33	\$20.00	<b>\$16.67</b>	\$100.00	\$100.00

Difference	Postage Stamp Rate						Difference	MW-Mile			Check/Balance	
	Sink Zone		Other		Total			Sink Zone		Difference	Sum All Three	
	TO's	LM	TO's	LM	TO's	LM		LM-TO	TO's		L-M	LM-TO
<b>\$5.00</b>	\$23.33	\$23.33	\$20.00	\$15.00	\$43.33	\$38.33	<b>-\$5.00</b>	\$46.67	\$46.67	<b>\$0.00</b>	\$100.00	\$100.00
<b>\$5.00</b>	\$23.33	\$23.33	\$20.00	\$15.00	\$43.33	\$38.33	<b>-\$5.00</b>	\$46.67	\$46.67	<b>\$0.00</b>	\$100.00	\$100.00
<b>\$5.00</b>	\$23.33	\$23.33	\$20.00	\$15.00	\$43.33	\$38.33	<b>-\$5.00</b>	\$46.67	\$46.67	<b>\$0.00</b>	\$100.00	\$100.00
<b>-\$4.00</b>	\$21.00	\$23.33	\$18.00	\$15.00	\$39.00	\$38.33	<b>-\$0.67</b>	\$42.00	\$46.67	<b>\$4.67</b>	\$100.00	\$100.00
<b>-\$13.00</b>	\$18.67	\$23.33	\$16.00	\$15.00	\$34.67	\$38.33	<b>\$3.67</b>	\$37.33	\$46.67	<b>\$9.33</b>	\$100.00	\$100.00
<b>-\$22.00</b>	\$16.33	\$23.33	\$14.00	\$15.00	\$30.33	\$38.33	<b>\$8.00</b>	\$32.67	\$46.67	<b>\$14.00</b>	\$100.00	\$100.00
<b>-\$22.50</b>	\$14.00	\$21.00	\$12.00	\$13.50	\$26.00	\$34.50	<b>\$8.50</b>	\$28.00	\$42.00	<b>\$14.00</b>	\$100.00	\$100.00
<b>-\$23.00</b>	\$11.67	\$18.67	\$10.00	\$12.00	\$21.67	\$30.67	<b>\$9.00</b>	\$23.33	\$37.33	<b>\$14.00</b>	\$100.00	\$100.00
<b>-\$30.67</b>	\$9.33	\$16.33	\$8.00	\$17.67	\$17.33	\$34.00	<b>\$16.67</b>	\$18.67	\$32.67	<b>\$14.00</b>	\$100.00	\$100.00
<b>-\$39.67</b>	\$7.00	\$14.00	\$6.00	\$24.67	\$13.00	\$38.67	<b>\$25.67</b>	\$14.00	\$28.00	<b>\$14.00</b>	\$100.00	\$100.00
<b>-\$48.67</b>	\$4.67	\$11.67	\$4.00	\$31.67	\$8.67	\$43.33	<b>\$34.67</b>	\$9.33	\$23.33	<b>\$14.00</b>	\$100.00	\$100.00
<b>-\$57.67</b>	\$2.33	\$9.33	\$2.00	\$38.67	\$4.33	\$48.00	<b>\$43.67</b>	\$4.67	\$18.67	<b>\$14.00</b>	\$100.00	\$100.00

Difference	Postage Stamp Rate						Difference	MW-Mile			Check/Balance	
	Sink Zone		Other		Total			Sink Zone		Difference	Sum All Three	
	TO's	LM	TO's	LM	TO's	LM		LM-TO	TO's		L-M	LM-TO
<b>\$10.00</b>	\$10.00	\$10.00	\$46.67	\$36.67	\$56.67	\$46.67	<b>-\$10.00</b>	\$20.00	\$20.00	<b>\$0.00</b>	\$100.00	\$100.00
<b>\$10.00</b>	\$10.00	\$10.00	\$46.67	\$36.67	\$56.67	\$46.67	<b>-\$10.00</b>	\$20.00	\$20.00	<b>\$0.00</b>	\$100.00	\$100.00
<b>\$10.00</b>	\$10.00	\$10.00	\$46.67	\$36.67	\$56.67	\$46.67	<b>-\$10.00</b>	\$20.00	\$20.00	<b>\$0.00</b>	\$100.00	\$100.00
<b>\$2.33</b>	\$9.00	\$10.00	\$42.00	\$36.67	\$51.00	\$46.67	<b>-\$4.33</b>	\$18.00	\$20.00	<b>\$2.00</b>	\$100.00	\$100.00
<b>-\$5.33</b>	\$8.00	\$10.00	\$37.33	\$36.67	\$45.33	\$46.67	<b>\$1.33</b>	\$16.00	\$20.00	<b>\$4.00</b>	\$100.00	\$100.00
<b>-\$13.00</b>	\$7.00	\$10.00	\$32.67	\$36.67	\$39.67	\$46.67	<b>\$7.00</b>	\$14.00	\$20.00	<b>\$6.00</b>	\$100.00	\$100.00
<b>-\$20.67</b>	\$6.00	\$10.00	\$28.00	\$36.67	\$34.00	\$46.67	<b>\$12.67</b>	\$12.00	\$20.00	<b>\$8.00</b>	\$100.00	\$100.00
<b>-\$28.33</b>	\$5.00	\$10.00	\$23.33	\$36.67	\$28.33	\$46.67	<b>\$18.33</b>	\$10.00	\$20.00	<b>\$10.00</b>	\$100.00	\$100.00
<b>-\$36.00</b>	\$4.00	\$10.00	\$18.67	\$36.67	\$22.67	\$46.67	<b>\$24.00</b>	\$8.00	\$20.00	<b>\$12.00</b>	\$100.00	\$100.00
<b>-\$43.67</b>	\$3.00	\$10.00	\$14.00	\$36.67	\$17.00	\$46.67	<b>\$29.67</b>	\$6.00	\$20.00	<b>\$14.00</b>	\$100.00	\$100.00
<b>-\$51.33</b>	\$2.00	\$9.00	\$9.33	\$39.67	\$11.33	\$48.67	<b>\$37.33</b>	\$4.00	\$18.00	<b>\$14.00</b>	\$100.00	\$100.00
<b>-\$59.00</b>	\$1.00	\$8.00	\$4.67	\$42.67	\$5.67	\$50.67	<b>\$45.00</b>	\$2.00	\$16.00	<b>\$14.00</b>	\$100.00	\$100.00

# COMPARISON OF RATE DESIGNS FOR FUNDING WIND DESIGNATED RESOURCES

TO = Transmission Owner Proposal and LM = Larry/Mike Proposal With CAP 1/3 Total Cost on Direct Assignment



## COMPARISON OF RATE DESIGNS FOR FUNDING WIND DESIGNATED RESOURCES

TO = Transmission Owner Proposal, LM\* = Larry/Mike Proposal Without CAP and LM = Larry/Mike Proposal With CAP

