

# ATC Network Customer Meeting Planning Update

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Corporate Headquarters

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# RECB I Cost Sharing Results

## MTEP Appendix A

- The project recommendation process requires MISO staff to:
  - Validate independent need / driver, review alternatives with TO and review cost estimates with TO.
  - Endorse projects.
  - Schedule a stakeholder meeting for any such project or group of projects to be cost shared, or other major projects for zones where 100% of costs are recovered under the Tariff (Attachment FF).
  - MISO takes new recommended (App A) project to the MISO Board of Directors for approval and inclusion in MTEP.



# RECB I Cost Sharing Results

## Projects Eligible for Cost Sharing

- **Requirements:**

- **Baseline Reliability Projects:** Baseline Reliability Projects are Network Upgrades identified to ensure that the Transmission System is in compliance with applicable NERC reliability standards, MRO\RFC reliability standards and standards applicable to the Transmission Provider.
- **Generation Interconnection Projects:** Generation Interconnection Projects are New Transmission Access Projects that are associated with interconnection of new, or an increase in generating capacity of existing generation under Attachments X and R to the MISO tariff.

# RECB I Cost Sharing Results

## Cost Allocation impacts to ATC Projects

		ATC Project Cost Allocation Table		
Project ID	Project Cost (\$)	Postage Stamp (\$)	Sub-regional (\$)	Total (\$)
GP-CW	141,290,700	3,483,567	103,784,231	<b>107,267,798</b>
CCP	117,085,000	0	111,458,647	<b>111,458,647</b>
St L - SaukV	9,600,000	0	9,600,000	<b>9,600,000</b>
<b>Total</b>	<b>267,975,700</b>	<b>3,483,567</b>	<b>224,842,878</b>	<b>228,326,445</b>
		Project costs allocated to other TO's =		\$39,649,255

## Cost Allocation impacts to ATC Customers for Non-ATC Projects

		Cost Allocation Table		
Project ID	Project Cost (\$)	Postage Stamp (\$)	Sub-regional (\$)	Total (\$)
91	17,687,496	167,163	0	<b>167,163</b>
279	35,963,000	0	1,595,232	<b>1,595,232</b>
481	9,913,090	154,438	0	<b>154,438</b>
660	10,200,000	0	83,526	<b>83,526</b>
686	8,800,000	14,793	0	<b>14,793</b>
692	150,000,000	3,575,021	0	<b>3,575,021</b>
890	8,540,000	87,280	0	<b>87,280</b>
907	50,000,000	295,864	0	<b>295,864</b>
910	25,600,000	71,500	0	<b>71,500</b>
911	5,550,000	128,208	0	<b>128,208</b>
1287	5,000,000	0	561,656	<b>561,656</b>
1326	5,454,346	134,479	0	<b>134,479</b>
<b>Total</b>	<b>332,707,932</b>	<b>4,628,746</b>	<b>2,240,414</b>	<b>6,869,160</b>

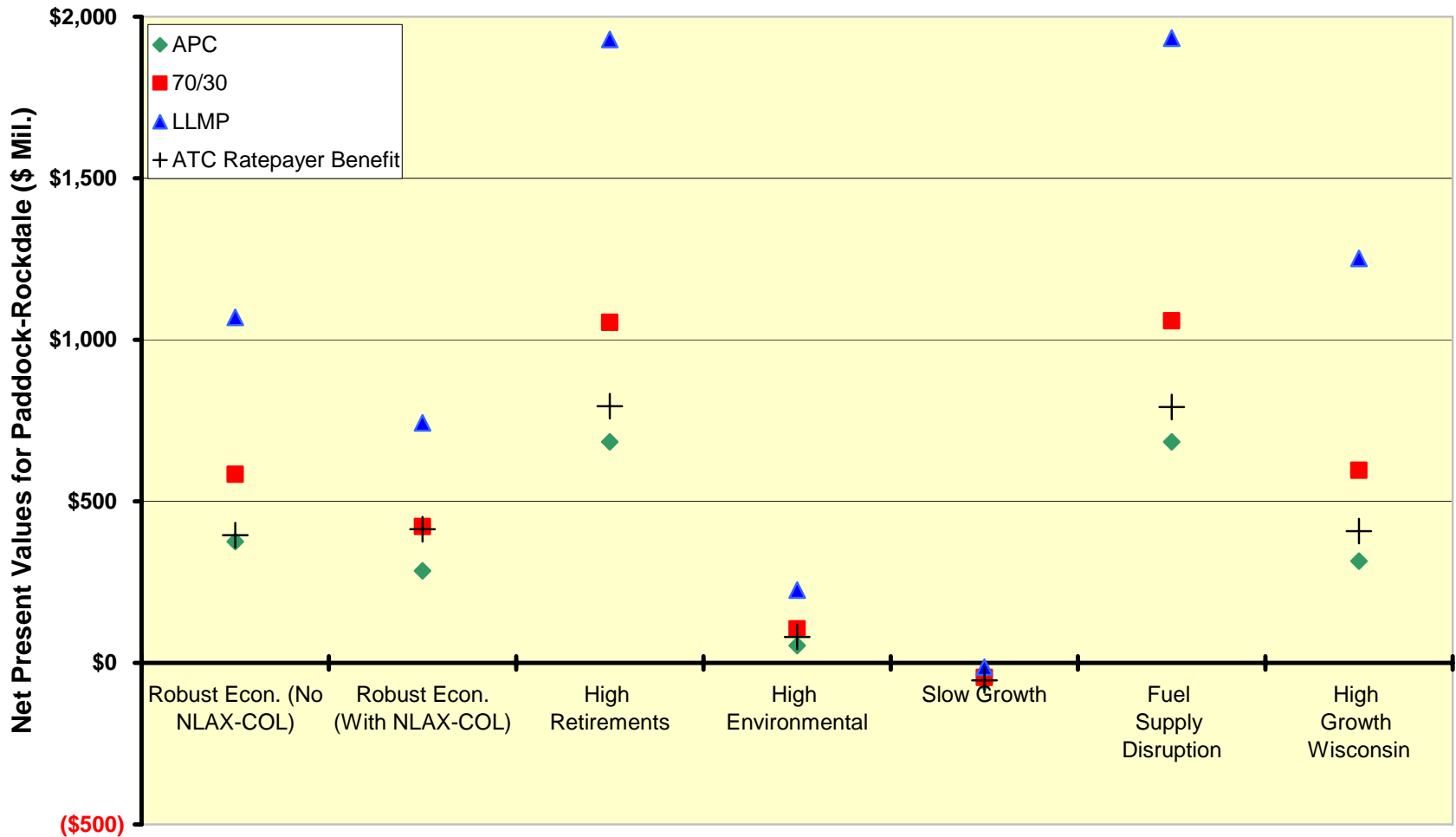


# Paddock-Rockdale

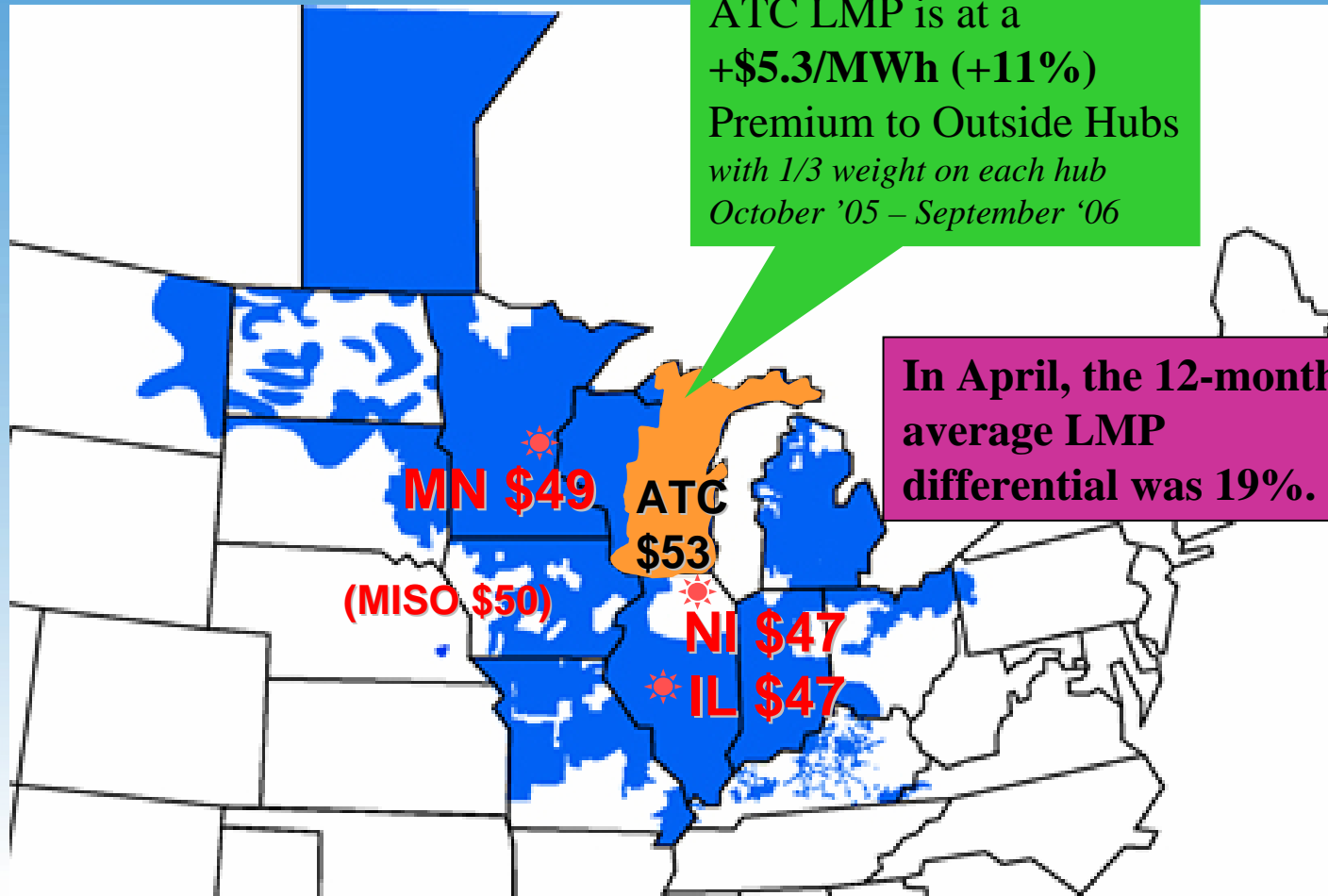
- Consultative Close-Out Meeting with PSCW – February 7<sup>th</sup>
- Sent to MISO for review February 7<sup>th</sup>
- Filed project plan with DNR February 15<sup>th</sup>
- Stakeholder meeting scheduled March 1<sup>st</sup>
- Open Houses scheduled March 6<sup>th</sup> and 7<sup>th</sup>
- On track to file CPCN application mid-April

# Paddock-Rockdale

NPVs for Paddock-Rockdale Based on Four Metrics For Various Futures  
(Preliminary)



# Access Metric LMP Differentials





# Access Metric Net Ratepayer Benefit

- Net Ratepayer Benefit: Savings in energy costs to retail customers (over the life of the project) net of project costs
- Energy cost to retail customers in the MISO market





# Access Metric LMP and Net Ratepayer Benefit

- Locational Marginal Prices vary depending on
  - Size, location and behavior of load
  - Size, location, cost and behavior of existing generators
  - Additions and retirements of generation
  - Shifts in relative fuel prices
  - Size and location of transmission lines
- Expected Net Ratepayer Benefit uses changes in locational marginal prices that result from adding transmission lines based on an ex-ante analysis

# Access Metric Update

- Still want to reduce congestion in ATC footprint as measured by Expected Net Ratepayer Benefits
- Still want to reduce the LMP Differential between ATC and neighboring states
- Access “Metric” has become an Access “Dashboard”

# Access “Dashboard” Update

Possible measures include:

1. LMP differences into ATC compared to the neighboring hubs
2. LMP differences within ATC
3. The Loss components of each of the LMP measures
4. The Congestion components of each of the LMP measures
5. Net Rate Payer benefit with and without transmission upgrades
6. The top constrained elements in the DA market (Hours of constraint)
7. The top constrained elements in the RT market
8. Shadow price attributes of 5) and 6) above
9. The limiting elements in the FTR (ARR) allocation process
10. Maximum import and export amounts to the ATC footprint
11. Import and export amounts at each of ATC’s interfaces (IL, MN & MI)
12. Perhaps others indicators that emerge that are not evident right now



# Access Dashboard Next Steps

- In connection with each annual 10-year plan, identify new projects that reduce congestion costs
- Prioritize projects and implement or seek regulatory approval, as appropriate
- Annually calculate the net rate payer benefit for projects placed in service during the year
- Annually prepare information on the market and LMP levels to place ATC's performance in market context