

ATTACHMENT A

Summary of 2005 Costs

Operational Alternative	2005 Net Costs	Savings vs. FCA Option
PTO+MSS	\$22-29 million	\$16-31 million
PTO	\$28-31 million	\$15-25 million
MSS	\$37-37 million	\$9-16 million
FCA (Group B customers)	\$45-53 million	\$0

Source: Attachment A, Table 1.

Summary of 2006-2019 Costs

(in 2005 dollars)

Operational Alternative	2005 Net Costs	Savings vs. FCA Option
PTO+MSS	\$20-28 million	\$16-31 million
PTO	\$27-30 million	\$14-24 million
MSS	\$35-36 million	\$8-15 million
FCA (Group B customers)	\$44-51 million	\$0

Source: Attachment A, Table 2 (2005 differs only due to start-up costs).

TABLE 1: COSTS AND BENEFITS OF WESTERN'S ISO AND CONTROL AREA OPTIONS
(Revised & Corrected "Table 1" of Navigant Study - Year 2005)

CATEGORY	ISO PARTICIPATION		METERED SUBSYSTEM (w/o PTO)	WESTERN CONTROL AREA			
	PTO+MSS COMBINATION	PTO w/o MSS		GROUP - A CUSTOMERS	GROUP - B CUSTOMERS	GROUP - C CUSTOMERS	GROUP - D CUSTOMERS
I. Cost Components							
A. GRID MANAGEMENT CHARGE	\$4,412,220	\$5,430,405	\$3,656,890	\$2,457,820	\$2,065,164	\$1,976,171	\$1,976,171
B. TRANSMISSION SERVICE							
1. PTO pays TAC on MSS Gross Load	\$21,068,202	\$21,068,202	\$16,631,445	\$16,631,445	\$16,631,445	\$16,631,445	\$16,631,445
2. PTO pays TAC on MSS Net Load	\$16,631,445	\$21,068,202	\$16,631,445	\$16,631,445	\$16,631,445	\$16,631,445	\$16,631,445
C. ANCILLARY SERVICES	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D. TRANSMISSION CONGESTION CHARGE							
1. Only 80% hedged with FTRs/CRRs	\$680,959	\$680,959	\$0	\$0	\$0	\$0	\$0
2. Fully hedged with FTRs/CRRs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E. RELIABILITY SERVICES CHARGE	\$3,645,585	\$3,645,585	\$7,291,171	\$7,291,171	\$7,291,171	\$7,291,171	\$3,645,585
F. DEVIATION CHARGES	\$0	\$0	\$0	\$0	\$0	\$0	\$0
G. UNACCOUNTED FOR ENERGY CHARGE							
H. NEUTRALITY CHARGE	\$1,096,143	\$1,804,977	\$1,096,143	\$832,801	\$832,801	\$832,801	\$832,801
I. GRID OPERATIONS CHARGE							
J. CAPITAL COSTS							
1. Western's PTO cost assumption	\$4,126,000	\$4,126,000	\$4,126,000	\$7,931,000	\$7,931,000	\$7,931,000	\$7,931,000
2. Reduced Western's PTO cost assumption	\$2,713,000	\$2,713,000	\$2,713,000	\$7,931,000	\$7,931,000	\$7,931,000	\$7,931,000
K. OPERATING EXPENSES							
1. Western's PTO cost assumption	\$12,047,000	\$12,047,000	\$12,047,000	\$19,000,000	\$19,000,000	\$19,000,000	\$19,000,000
2. Reduced Western's PTO cost assumption	\$11,122,500	\$11,122,500	\$11,122,500	\$19,000,000	\$19,000,000	\$19,000,000	\$19,000,000
L. TRANSMISSION REVENUE REQUIREMENT							
1. Navigant assumption	\$9,565,880	\$9,565,880	\$9,565,880	\$9,565,880	\$9,565,880	\$9,565,880	\$9,565,880
2. WAPA data in TAC proceeding	\$12,497,000	\$12,497,000	\$12,497,000	\$12,497,000	\$12,497,000	\$12,497,000	\$12,497,000
Total Costs -- Scenario 1	\$56,641,990	\$58,369,008	\$54,414,529	\$63,710,117	\$63,317,461	\$63,228,468	\$59,582,883
Total Costs -- Scenario 2	\$52,117,894	\$58,281,669	\$55,008,149	\$66,641,237	\$66,248,581	\$66,159,588	\$62,514,003
II. Benefit Components							
A. ANCILLARY SERVICES SALES							
1. FCA requirement = 5%	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378
2. FCA req. = single largest contingency	\$17,848,378	\$17,848,378	\$17,848,378	\$13,242,372	\$13,242,372	\$13,242,372	\$13,242,372
B. TRANSMISSION ACCESS CHARGE PAYMENT							
1. Navigant assumption	\$9,565,880	\$9,565,880	\$0	\$0	\$0	\$0	\$0
2. WAPA data in TAC proceeding	\$12,497,000	\$12,497,000	\$0	\$0	\$0	\$0	\$0
Total Benefits -- Scenario 1	\$27,414,258	\$27,414,258	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378
Total Benefits -- Scenario 2	\$30,345,378	\$30,345,378	\$17,848,378	\$13,242,372	\$13,242,372	\$13,242,372	\$13,242,372
NET COSTS (BENEFITS) -- Scenario 1	\$29,227,732	\$30,954,750	\$36,566,151	\$45,861,739	\$45,469,083	\$45,380,090	\$41,734,505
NET COSTS (BENEFITS) -- Scenario 2	\$21,772,516	\$27,936,291	\$37,159,771	\$53,398,865	\$53,006,210	\$52,917,217	\$49,271,631
SAVINGS vs. FCA OPTION B -- Scenario 1	\$16,241,352	\$14,514,333	\$8,902,932	(\$392,656)	\$0	\$88,993	\$3,734,579
SAVINGS vs. FCA OPTION B -- Scenario 2	\$31,233,694	\$25,069,919	\$15,846,438	(\$392,656)	\$0	\$88,993	\$3,734,579

Notes:

Scenario 1 represents a more favorable set of assumptions for the FCA options.
Scenario 2 represents a more favorable set of assumptions for the ISO options.

Sources:

I. A-E: Attachment A, Tables 3 & 4.

I. J-K: In Scenario 1, PTO+MSS and MSS capital and operating costs assumed to equal Western's assumed PTO capital costs;

In Scenario 2, capital and operating costs for all ISO Options equal to Western's PTO cost assumption less half of Western's assumed IT-related infrastructure costs.

These adjustments also reflect the fact that labor and capital costs for the MSS and PTO options (as well as the PTO+MSS option) should be the same.

In addition, annual operating expenses of the control area options were increased by \$1.5 million to reflect the payments that Western would make to the ISO in its role as the COI Path operator and transmission coordinator.

I. L: Transmission Revenue Requirement in Scenario 2 calculated as HV TRR (\$21.724 million filed in TAC proceeding) less Existing Contract Revenue (\$9.227 million filed in TAC proceeding).

II. A: Attachment A, Tables 3 & 4.

II. B: Transmission access charge payment in each scenario is equal to the transmission revenue requirement.

TABLE 2: COSTS AND BENEFITS OF WESTERN'S ISO AND CONTROL AREA OPTIONS
(Revised & Corrected "Table 2" of Navigant Study - Years 2006-2019)

CATEGORY	ISO PARTICIPATION		METERED SUBSYSTEM (w/o PTO)	WESTERN CONTROL AREA			
	PTO+MSS COMBINATION	PTO w/o MSS		GROUP - A CUSTOMERS	GROUP - B CUSTOMERS	GROUP - C CUSTOMERS	GROUP - D CUSTOMERS
I. Cost Components							
A. GRID MANAGEMENT CHARGE	\$4,412,220	\$5,430,405	\$3,656,890	\$2,457,820	\$2,065,164	\$1,976,171	\$1,976,171
B. TRANSMISSION SERVICE							
1. PTO pays TAC on MSS Gross Load	\$21,068,202	\$21,068,202	\$16,631,445	\$16,631,445	\$16,631,445	\$16,631,445	\$16,631,445
2. PTO pays TAC on MSS Net Load	\$16,631,445	\$21,068,202	\$16,631,445	\$16,631,445	\$16,631,445	\$16,631,445	\$16,631,445
C. ANCILLARY SERVICES	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D. TRANSMISSION CONGESTION CHARGE							
1. Only 80% hedged with FTRs/CRRs	\$680,959	\$680,959	\$0	\$0	\$0	\$0	\$0
2. Fully hedged with FTRs/CRRs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E. RELIABILITY SERVICES CHARGE	\$3,645,585	\$3,645,585	\$7,291,171	\$7,291,171	\$7,291,171	\$7,291,171	\$3,645,585
F. DEVIATION CHARGES	\$0	\$0	\$0	\$0	\$0	\$0	\$0
G. UNACCOUNTED FOR ENERGY CHARGE							
H. NEUTRALITY CHARGE	\$1,096,143	\$1,804,977	\$1,096,143	\$832,801	\$832,801	\$832,801	\$832,801
I. GRID OPERATIONS CHARGE							
J. CAPITAL COSTS							
1. Western's PTO cost assumption	\$2,826,000	\$2,826,000	\$2,826,000	\$6,001,000	\$6,001,000	\$6,001,000	\$6,001,000
2. Reduced Western's PTO cost assumption	\$1,413,000	\$1,413,000	\$1,413,000	\$6,001,000	\$6,001,000	\$6,001,000	\$6,001,000
K. OPERATING EXPENSES							
1. Western's PTO cost assumption	\$12,047,000	\$12,047,000	\$12,047,000	\$19,000,000	\$19,000,000	\$19,000,000	\$19,000,000
2. Reduced Western's PTO cost assumption	\$11,122,500	\$11,122,500	\$11,122,500	\$19,000,000	\$19,000,000	\$19,000,000	\$19,000,000
L. TRANSMISSION REVENUE REQUIREMENT							
1. Navigant assumption	\$9,565,880	\$9,565,880	\$9,565,880	\$9,565,880	\$9,565,880	\$9,565,880	\$9,565,880
2. WAPA data in TAC proceeding	\$12,497,000	\$12,497,000	\$12,497,000	\$12,497,000	\$12,497,000	\$12,497,000	\$12,497,000
Total Costs -- Scenario 1	\$55,341,990	\$57,069,008	\$53,114,529	\$61,780,117	\$61,387,461	\$61,298,468	\$57,652,883
Total Costs -- Scenario 2	\$50,817,894	\$56,981,669	\$53,708,149	\$64,711,237	\$64,318,581	\$64,229,588	\$60,584,003
II. Benefit Components							
A. ANCILLARY SERVICES SALES							
1. FCA requirement = 5%	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378
2. FCA req. = single largest contingency	\$17,848,378	\$17,848,378	\$17,848,378	\$13,242,372	\$13,242,372	\$13,242,372	\$13,242,372
B. TRANSMISSION ACCESS CHARGE PAYMENT							
1. Navigant assumption	\$9,565,880	\$9,565,880	\$0	\$0	\$0	\$0	\$0
2. WAPA data in TAC proceeding	\$12,497,000	\$12,497,000	\$0	\$0	\$0	\$0	\$0
Total Benefits -- Scenario 1	\$27,414,258	\$27,414,258	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378	\$17,848,378
Total Benefits -- Scenario 2	\$30,345,378	\$30,345,378	\$17,848,378	\$13,242,372	\$13,242,372	\$13,242,372	\$13,242,372
NET COSTS (BENEFITS) -- Scenario 1	\$27,927,732	\$29,654,750	\$35,266,151	\$43,931,739	\$43,539,083	\$43,450,090	\$39,804,505
NET COSTS (BENEFITS) -- Scenario 2	\$20,472,516	\$26,636,291	\$35,859,771	\$51,468,865	\$51,076,210	\$50,987,217	\$47,341,631
SAVINGS vs. FCA OPTION B -- Scenario 1	\$15,611,352	\$13,884,333	\$8,272,932	(\$392,656)	\$0	\$88,993	\$3,734,579
SAVINGS vs. FCA OPTION B -- Scenario 2	\$30,603,694	\$24,439,919	\$15,216,438	(\$392,656)	\$0	\$88,993	\$3,734,579

Notes:

Scenario 1 represents a more favorable set of assumptions for the FCA options.
Scenario 2 represents a more favorable set of assumptions for the ISO options.

Sources:

I. A-E: Attachment A, Tables 3 & 4.

I. J-K: In Scenario 1, PTO+MSS and MSS capital and operating costs assumed to equal Western's assumed PTO capital costs;

In Scenario 2, capital and operating costs for all ISO Options equal to Western's PTO cost assumption less half of Western's assumed IT-related infrastructure costs.

These adjustments also reflect the fact that labor and capital costs for the MSS and PTO options (as well as the PTO+MSS option) should be the same.

In addition, annual operating expenses of the control area options were increased by \$1.5 million to reflect the payments that Western would make to the ISO in its role as the COI Path operator and transmission coordinator.

I. L: Transmission Revenue Requirement in Scenario 2 calculated as HV TRR (\$21.724 million filed in TAC proceeding) less Existing Contract Revenue (\$9.227 million filed in TAC proceeding).

II. A: Attachment A, Tables 3 & 4.

II. B: Transmission access charge payment in each scenario is equal to the transmission revenue requirement.

TABLE 3: SUMMARY OF BILLING UNITS
FIGURES IN MEGAWATT-HOURS
(HIGHLIGHTED FIGURES REFLECT ADJUSTMENTS TO WESTERN'S ASSUMPTIONS)

CATEGORY	ISO PARTICIPATION			WESTERN CONTROL AREA			
	PTO+MSS COMBINATION	PTO w/o MSS	METERED SUBSYSTEM (w/o PTO)	GROUP - A CUSTOMERS	GROUP - B CUSTOMERS	GROUP - C CUSTOMERS	GROUP - D CUSTOMERS
A. GRID MANAGEMENT CHARGE							
- CONTROL AREA SERVICES	6,238,310	7,673,249	6,238,310	3,873,588	3,237,151	3,203,080	3,203,080
- INTER-ZONAL SCHEDULING	2,350,418	2,350,418	0	0	0	0	0
- ASREO	95,803	281,524	95,803	232,513	204,638	140,295	140,295
B. TRANSMISSION SERVICE							
1. PTO pays TAC on MSS Gross Load							
- LOCAL COMPONENT	4,215,936	4,215,936	4,215,936	4,215,936	4,215,936	4,215,936	4,215,936
- REGIONAL COMPONENT	6,942,221	6,942,221	4,215,936	4,215,936	4,215,936	4,215,936	4,215,936
2. PTO pays TAC on MSS Net Load							
- LOCAL COMPONENT	4,215,936	4,215,936	4,215,936	4,215,936	4,215,936	4,215,936	4,215,936
- REGIONAL COMPONENT	4,215,936	6,942,221	4,215,936	4,215,936	4,215,936	4,215,936	4,215,936
C. ANCILLARY SERVICES							
- SPINNING RESERVE	0	0	0	0	0	0	0
- NON-SPINNING RESERVE	0	0	0	0	0	0	0
- REPLACEMENT RESERVE	0	0	0	0	0	0	0
- REGULATION	0	0	0	0	0	0	0
D. TRANSMISSION CONGESTION CHARGE							
1. Only 80% hedged with FTRs/CRRs	75,213	75,213	0	0	0	0	0
2. Fully hedged with FTRs/CRRs	0	0	0	0	0	0	0
E. RELIABILITY SERVICES CHARGE	1,601,540	1,601,540	3,203,080	3,203,080	3,203,080	3,203,080	1,601,540
F. DEVIATION CHARGES	0	0	0	0	0	0	0
G. UNACCOUNTED FOR ENERGY CHARGE							
H. NEUTRALITY CHARGE	4,215,936	6,942,221	4,215,936	3,203,080	3,203,080	3,203,080	3,203,080
I. GRID OPERATIONS CHARGE							
A. ANCILLARY SERVICES SALES							
1. FCA requirement = 5%							
- SPINNING RESERVE	1,742,833	1,742,833	1,742,833	1,742,833	1,742,833	1,742,833	1,742,833
- NON-SPINNING RESERVE	5,472,260	5,472,260	5,472,260	5,472,260	5,472,260	5,472,260	5,472,260
- REPLACEMENT RESERVE	0	0	0	0	0	0	0
- REGULATION	388,631	388,631	388,631	388,631	388,631	388,631	388,631
2. FCA req. = single largest contingency							
- SPINNING RESERVE	1,742,833	1,742,833	1,742,833	1,293,072	1,293,072	1,293,072	1,293,072
- NON-SPINNING RESERVE	5,472,260	5,472,260	5,472,260	4,060,072	4,060,072	4,060,072	4,060,072
- REPLACEMENT RESERVE	0	0	0	0	0	0	0
- REGULATION	388,631	388,631	388,631	288,339	288,339	288,339	288,339

**TABLE 3: SUMMARY OF BILLING UNITS
FIGURES IN MEGAWATT-HOURS
(HIGHLIGHTED FIGURES REFLECT ADJUSTMENTS TO WESTERN'S ASSUMPTIONS)**

Notes:

Western's study did not consider the PTO+MMS option.

COST COMPONENTS

A. Billing units for FCA-Group D are equal to the billing units for FCA-Group C. This adjustment is consistent with the fact that, even if dynamically scheduled, GMC would still be charged (on a net basis) to Western's load inside the ISO service area.

B. Under Scenario 1, in the PTO+MSS scenario, billing units are equal to Navigant's assumed billing units for a PTO.
Under Scenario 2, in the PTO+MSS option, Western is assumed to pay access charges on its net load, consistent with a recent FERC ruling.
The assumed billing units for the PTO+MSS option in this scenario are equal to Navigant's assumed billing units for the MSS option.

C. Replacement reserve purchases were eliminated, because Western self-supplies its energy and ancillary services; moreover, the ISO no longer buys replacement reserves and does not plan to do so in the future.

D. Scenario 1 assumes that Western would receive financial transmission rights (or congestion revenue rights) that would provide a very significant but not full financial hedge against congestion costs under the PTO scenarios (i.e., Western is hedged against 80% of congestion costs).
In this case, unhedged congestion is assumed to be 20% of Navigant's assumed congestion billing units in the PTO scenarios (i.e., Western is hedged against 80% of congestion costs).
Scenario 2 assumes that Western would be fully hedged through FTRs/CRRs and thus incurs no congestion costs under the PTO options.
In addition, in both scenarios the incidence of transmission congestion on COI (in the import direction) is assumed to be 16% (rather than Western's 26%) based on actual congestion experienced on COI in 2010.

E. Billing units for the PTO+MMS, PTO and FCA Group D options are assumed to be 50% of those of FCA Groups A-C options, since PG&E R/S charges would not apply to PTO service area or load entirely in the PTO service area. However, note that PG&E R/S charges likely would apply to partially-supplied load points under both PTO and FCA-D options. MSS billing units assumed equal to FCA Groups A-C billing units.

F. Deviation costs are assumed to be zero since Western will at times be "long" and at other times "short" and this will average out over time.
This is consistent with Western's assumption that it will fully supply its own loads.

G-I. Billing units for the PTO+MSS option are equal to Western's assumption for the MSS option.
Billing units for FCA-Group D set to equal the billing units for FCA-Group C. This adjustment is consistent with the fact that, even if dynamically scheduled, these items would still be charged (on a net basis) to Western's load inside the ISO service area.

BENEFIT COMPONENTS

A. Under Scenario 1, ancillary service (AS) requirements are assumed to be 5% regardless of whether Western joins the ISO (as a PTO or MSS) or forms its own control area.
Under Scenario 2, ancillary service sales under FCA options assume that the single largest contingency requirement reduces generating capacity available for AS sales by an average of 280MW during 80% of peak hours.

TABLE 4: SUMMARY OF RATE INPUTS
FIGURES IN \$ / MWH
(HIGHLIGHTED FIGURES REFLECT ADJUSTMENTS TO WESTERN'S ASSUMPTIONS)

COST CATEGORY	[1] 2005	[2] 2006	[3] 2007	[4] 2008	[5] 2009	[6] 2010	[7] 2011	[8] 2012	[9] 2013	[10] 2014	[11] 2015	[12] 2016	[13] 2017	[14] 2018	[15] 2019
A. GRID MANAGEMENT CHARGE															
- CONTROL AREA SERVICES	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570	\$0.570
- INTER-ZONAL SCHEDULING	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321	\$0.321
- ASREO	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082
B. TRANSMISSION SERVICE															
- LOCAL COMPONENT	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318	\$2.318
- REGIONAL COMPONENT	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627	\$1.627
C. ANCILLARY SERVICES															
- SPINNING RESERVE	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749	\$2.749
- NON-SPINNING RESERVE	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551	\$1.551
- REPLACEMENT RESERVE	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717	\$1.717
- REGULATION	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761	\$11.761
D. TRANSMISSION CONGESTION CHARGE	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054	\$9.054
E. RELIABILITY SERVICES CHARGE	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276	\$2.276
F. DEVIATION CHARGES	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687	\$5.687
G. UNACCOUNTED FOR ENERGY CHARGE															
H. NEUTRALITY CHARGE	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260	\$0.260
I. GRID OPERATIONS CHARGE															

Notes:

- A. GMC charges assumed to remain constant in real dollars over the study period, consistent with Western's assumption that its operating costs remain constant in real terms.
- B. Transmission service rates assumed to remain constant in real dollars over the study period, consistent with Western's assumption that its transmission revenue requirement remains constant in real terms.
- C. AS prices calculated over the period October 2001 through April 2003, which yields an estimate of average AS prices under reasonably normal market conditions, and held constant in real terms.
- D. Transmission congestion charge is the rate assumed by Western for 2005, held constant in real terms.
- E. Reliability service charge is the rate assumed by Western for 2005, held constant in real terms.
- F. Deviation charge is the rate assumed by Western for 2005, held constant in real terms.
- G-I. The combined cost of UFE, neutrality, and the grid operations charges is assumed to be \$0.26/MWh, consistent with actual 2002 operational experience, and assumed to remain constant in real terms, consistent with Western's assumption that its operating costs remain constant in real terms.