Only path determined uncompetitive for 2009 was Pittsburg Transformer Group.

Note low number of congestion hours.

LMPM (All) >$57M April - Dec

★ LMPM RSI > 1 = $25M April - Dec

IFM RSI > 1

Table 3. Summary of Congestion - Non-Competitive Paths (April-December, 2009)

Row #	CONSTRAINT_NAME	Cong. Hours	Avg. Flow	<-- Congested Hours --> LMPM	IFM	LMPM	RTD	Total Cong Cost LMPM	IFM	<-- Avg. Shadow Price --> LMPM	IFM	LMPM	RTD
1	24074_LA FRESA_230_24065_HINSON _230_BR_1 _1	431	601.19	252	157	261	263	$4,151,820	$1,365,063	$32	$16	$132	$64
2	VICTVL_BG	365	2507.9	141	119	193	102	$3,338,144	$1,625,610	$10	$5	$263	$314
3	LOSBANOSNORTH_BG	327	2026.8	99	107	184	206	$3,718,632	$2,860,180	$17	$12	$54	$98
4	24082_LCIENEGA_230_24074_LA FRESA_230_BR_1 _1	269	698.88	217	92	13	31	$8,283,258	$527,287	$54	$8	$51	$124
5	SCE_PCT_IMP_BG	218	6576.6	149	153	28	19	$12,094,815	$10,662,647	$12	$11	$419	$141
6	32212_E.NICOLS_115_32214_RIO OSO _115_BR_1 _1	210	55.918	163	169	10	20	$3,094,453	$2,650,787	$337	$279	$337	$356
7	30875_MC CALL _230_30880_HENTAP2 _230_BR_1 _1	128	379.66	91	34	19	15	$569,946	$193,971	$17	$15	$57	$18
8	31482_PALERMO _115_32280_E.MRY J2_115_BR_1 _1	121	77.898	89	102	3	5	$666,082	$605,169	$96	$76	$354	$643
9	30543_ROSSTAP1_230_30550_MORAGA _230_BR_1 _1	119	379.18	48	47	37	64	$373,217	$438,419	$21	$25	$351	$621
10	32218_DRUM _115_32222_DTCH2TAP_115_BR_1 _1	101	72.867	90	93	30	37	$304,206	$201,963	$46	$30	$52	$57
11	30250_CARIBOU _230_30261_BELDENTP_230_BR_1 _1	91	225.06	87	5	16	17	$5,701,091	$197,263	$303	$178	$63	$78
12	30055_GATES1 _500_30060_MIDWAY _500_BR_1 _3	80	1885.3	69	67	5	8	$994,283	$858,966	$8	$7	$10	$34
13	30105_COTTNWD _230_30245_ROUND MT_230_BR_3 _1	74	256.96	55	52	3	14	$2,696,786	$1,920,476	$196	$137	$187	$364
14	958555/958556 Flow Limit #6	63	25	8	15	47	2	$23,322	$33,909	-$117	-$90	-$642	-$108
15	1051307-SOL3	61	130	22	24	57	4	$1,158,769	$412,593	-$405	-$132	-$378	-$371
16	BARRE-LEWIS_NG	51	1470	32	37	9	1	$1,451,289	$1,317,615	-$31	-$24	-$220	-$124
17	24114_PARDEE _230_24128_S.CLARA _230_BR_1 _1	48	532.36	19	10	18	29	$274,271	$132,313	$29	$24	$1,749	$185
18	T-165 TABLMT_RIOVACADX_NG_SUM	48	545	48	48	36	2	$0	$0	$14	$23	-$6	$27
19	31482_PALERMO _115_31508_HONC JT3_115_BR_1 _1	46	79.694	17	35	5	8	$175,269	$529,154	$121	$173	$183	$513
20	32990_MARTINEZ_115_33014_ALHAMTP1_115_BR_1 _1	44	94.898	21	12	8	16	$98,304	$99,727	$49	$88	$385	$472
21	VINCNT_BNKS_14_NG	42	1800	6	5	38	2	$108,110	$72,381	-$10	-$8	-$136	-$142
22	LUGO_VINCENT_BG	40	3080	20	15	8	13	$605,098	$102,288	$10	$2	$180	$53
23	32290_OLIVH J1_115_32214_RIO OSO _115_BR_1 _1	37	95.409	8	4	15	24	$565,819	$292,144	$737	$766	$309	$393
24	32228_PLACER _115_32236_FLINT J1_115_BR_1 _1	34	63.941	11	30	3	6	$28,857	$135,955	$41	$71	$500	$32
25	32200_PEASE _115_31506_HONC JT1_115_BR_1 _1	30	86.11	9	9	12	14	$66,470	$829,737	$86	$1,070	$218	$263
26	32208_GLEAF TP_115_32214_RIO OSO _115_BR_1 _1	29	80.113	18	12	3	9	$430,146	$21,036	$317	$22	$160	$324
27	24156_VINCENT _500_24155_VINCENT _230_XF_1 _P	27	980.7	4	7	8	17	$218,995	$79,600	$56	$12	$184	$175
28	32228_PLACER _115_32239_FLINT J2_115_BR_2 _1	27	64.308	21	17	2	5	$57,572	$48,311	$43	$44	$358	$375
29	30005_ROUND MT_500_30015_TABLE MT_500_BR_1 _2	26	1891.9	22	9	11	9	$697,874	$360,337	$17	$21	$13	$80
30	30900_GATES _230_30970_MIDWAY _230_BR_1 _1	25	286.96	11	7	7	10	$198,312	$53,462	$62	$27	$112	$89
31	33310_SANMATEO_115_33315_RAVENSWD_115_BR_1 _1	25	63.502	9	1	10	15	$120,389	$1,528	$169	$24	$500	$478
32	24016_BARRE _230_25201_LEWIS _230_BR_1 _1	24	1202.9	8	10	13	13	$556,182	$661,501	$59	$56	$81	$167
33	30525_C.COSTA _230_30543_ROSSTAP1_230_BR_1 _1	24	328.25	3	3	11	20	$15,288	$21,317	$16	$22	$407	$466
34	SC-VNCT_OUT_DA_NG	23	475	23	4			$143,264	$1,061	-$13	-$1		
35	22192_DOUBLTTP_138_22300_FRIARS _138_BR_1 _1	22	174.42	11	8	10	14	$110,446	$10,502	$57	$8	$61	$157

IFM
RSI > 1

Row #	CONSTRAINT_NAME	Cong. Hours	Avg. Flow	<-- Congested Hours -->				Total Cong Cost		<-- Avg. Shadow Price -->			
				LMPM	IFM	LMPM	RTD	LMPM	IFM	LMPM	IFM	LMPM	RTD
36	30525_C.COSTA _230_30544_ROSSTAP2_230_BR_2 _1	19	329.45	16	10		2	$288,717	$687,139	$55	$209		$17
37	32225_BRNSWKT1_115_32222_DTCH2TAP_115_BR_1 _1	19	73.995	6	6	4	13	$13,368	$12,525	$30	$28	$114	$84
38	32231_HORSE J2_115_32235_NEWC J2 _115_BR_2 _1	17	63.931	15	10	1	3	$40,299	$28,469	$42	$45	$887	$663
39	24156_VINCENT _500_24155_VINCENT _230_XF_4 _P	16	1103.5	8	2	3	4	$150,704	$5,266	$17	$2	$57	$28
40	SONG_SNTG2_OUT_SV_SS-N2_NG	16	1378	12	10	6		$237,823	$181,897	-$14	-$13	-$104	
41	MARTIN_115KV_BUS_D_OUT_NG	15	190	4	6	9	1	$24,654	$32,372	-$32	-$28	-$81	-$500
42	30550_MORAGA _230_30554_CASTROVL_230_BR_1 _1	14	318.07	7	8	3	5	$109,672	$93,708	$49	$37	$556	$614
43	SONG_SNT1_SV_SS_NG	13	1378	13	12			$296,164	$147,480	-$17	-$9		
44	24807_MIRAGE _115_24819_CONCHO _115_BR_1 _1	13	246.84	13	6			$1,444,425	$1,383,258	$434	$923		
45	32990_MARTINEZ_115_33016_ALHAMTP2_115_BR_1 _1	11	90.834	7	8	3	4	$37,447	$107,790	$59	$148	$50	$36
46	35122_NWARK EF_115_35350_AMES BS _115_BR_2 _1	10	93.569	7	8	2	2	$193,530	$249,580	$287	$325	$500	$500
47	SOUTHLUGO_RV_BG	10	4150	2	4	6	8	$19,155	$272,784	$2	$16	$601	$415
48	1021973_SONGS_SNTG1_OUT_NG	9	975	8	6	3	1	$146,468	$121,668	-$19	-$21	-$16	-$11
49	22356_IMPRLVLY_230_22360_IMPRLVLY_500_XF_80	9	591.37	7	9		1	$54,340	$81,415	$13	$15		$500
50	958555/958556 Flow Limit #5	8	25	2	5	7		$11,015	$56,864	-$220	-$455	-$1,041	
51	SONGS_SNTG2_OUT_NG	7	975	1	1	7	1	$4,883	$14,512	-$5	-$15	-$15	-$9
52	30525_C.COSTA _230_30565_BRENTWOD_230_BR_1 _1	7	417.25	7	7		2	$23,866	$23,403	$8	$8		$11
53	1030582_SONG_SNT1_SV_SS_NG	7	1378	5	3	2		$49,160	$7,650	-$7	-$2	-$22	
54	33010_SOBRANTE_115_30540_SOBRANTE_230_XF_1	7	375.41	2	7			$32,938	$230,755	$44	$88		
55	1030579_SONG_SNT2_OUT_NG	6	975		6	1			$631,806		-$108	-$133	
56	1030582_SONG_SNT1_OUT_NG	6	975	6	1			$480,556	$1,266	-$82	-$1		
57	31962_WDLND_BM_115_31970_WOODLD _115_BR_1 _1	6	118.39	5	2			$73,670	$1,985	$121	$8		
58	99106_SAN-MAR1_230_99104_MAR-SAN1_230_BR_1 _3	6	251.44	5	1			$3,800	$591	$3	$2		
59	30970_MIDWAY _230_30060_MIDWAY _500_XF_13_S	5	873.56	3	5			$6,390	$87,506	$2	$20		
60	24155_VINCENT _230_24401_ANTELOPE_230_BR_1 _1	5	476.72	1	1	1	2	$4,709	$1,229	$10	$3	$213	$35
61	SONG_SNT2_OUT_NG	4	975	2	2	2		$115,468	$15,140	-$59	-$8	-$2	
62	30060_MIDWAY _500_24156_VINCENT _500_BR_3 _2	4	1497.2		2		2		$12,083		$4		$724
63	1030581_SONG_SNT1_OUT_NG	3	975	2	1	3		$26,946	$64	-$14	$0	-$550	
64	1031184_NG1	3	120	3	1			$27,091	$318	-$75	-$3		
65	22430_SILVERGT_230_22466_MLMS3TAP_230_BR_1 _1	3	587.05	1	1		1	$214	$3,403	$0	$6		$367
66	30790_PANOCHE _230_30900_GATES _230_BR_1 _1	3	298.83	2	2			$31,294	$2,739	$49	$5		
67	32950_PITSBURG_115_32970_CLAYTN _115_BR_4 _1	3	278.89	3	3		1	$342,756	$124,836	$412	$149		$500
68	1042543 - NG1	2	80	2	2			$57,890	$81,154	-$362	-$507		
69	30790_PANOCHE _230_30900_GATES _230_BR_2 _1	2	317.12	2	1			$22,084	$32,343	$35	$102		
70	34713_OGLE TAP_115_34784_CAWELO C_115_BR_1 _1	2	102.19	2	2			$23,679	$24,713	$116	$121		

Paths determined to be “competitive” for Yr 1
may not pass 500 hour threshold for Yr 2

Table 4. Summary of RSI Results- Average RSI, Competitive Paths (April-December, 2009),

Row #	CONSTRAINT_NAME	Cong. Hours	Avg. Flow	IFM ----->				RTM ----->			
				RSI0	RSI1	RSI2	RSI3	RSI0	RSI1	RSI2	RSI3
1	IPPDCADLN_BG	1650	610								
2	IVALLYBANK_XFBG	483	900	1.27	1.10	1.01	0.98	1.02	0.91	0.88	0.86
3	HUMBOLDT_BG	468	43	1.42	1.42	1.42	1.42	1.18	1.18	1.18	1.18
4	SDGE_CFEIMP_BG	349	2,321	2.25	1.91	1.86	1.85	1.10	1.09	1.08	1.08
5	IPP-IPPGEN_MSL	339	470								
6	WSTWGMEAD_MSL	321	174								
7	SDGEIMP_BG	205	2,106	1.82	1.80	1.78	1.78	1.05	1.05	1.05	1.05
8	MKTPCADLN_MSL	179	589								
9	33206_BAYSHOR1_115_33208_MARTIN C_115_BR_1_1	142	136	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
10	ADLANTOSP_MSL	136	1,213								
11	33205_HNTRS PT_115_33208_MARTIN C_115_BR_3_1	89	124	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	FCORNER5_MSL	86	816								
13	33252_POTRERO3_20.0_33204_POTRERO_115_XF_G3	43	195								
14	33203_MISSON_115_33204_POTRERO_115_BR_1_1	34	125	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
15	MIGUEL_IMP_BG	31	1,900	1.45	1.38	1.36	1.33				
16	SSONGS_BG	22	1,520	1.89	1.81	1.74	1.74	1.07	1.06	1.06	1.06
17	SUTTEROBANION_BG	19	525								
18	31000_HUMBOLDT_115_31001_HMBLT TM_1.0_XF_1	17	46	1.64	1.57	1.54	1.52	1.03	0.99	0.97	0.95
19	T-133 RAVENSWDSANMAT_NG_SUM	13	115	1.09	1.05	1.02	1.01				
20	33204_POTRERO_115_33206_BAYSHOR1_115_BR_1_1	13	87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
21	33205_HNTRS PT_115_33208_MARTIN C_115_BR_1_1	5	110								
22	33207_BAYSHOR2_115_33208_MARTIN C_115_BR_2_1	5	125								
23	33253_POTRERO4_13.8_33204_POTRERO_115_XF_14	1	59								
24	33255_POTRERO6_13.8_33204_POTRERO_115_XF_16	1	59								
25	33254_POTRERO5_13.8_33204_POTRERO_115_XF_15	1	52								
26	99100_PIT-ESH1_230_30527_PITSBRG_230_BR_1_1	1	456								
27	33208_MARTIN C_115_33310_SANMATEO_115_BR_3_1	1	196								
28	33204_POTRERO_115_33207_BAYSHOR2_115_BR_2_1	1	129								
29	MIGUEL_BKs_MXFLW_NG	1	1,800								
30	NEWMELONP_BG	1	384								