**Long-Term Wheeling Through Priority**

**Draft Tariff Language**

**Section 23**

**Section 36**

**Appendix A**

**All tariff changes are show in redline. Incremental changes since the last posting are highlighted in yellow.**

**Section 23**

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**23.6 Obtaining Long-Term Wheeling Through Priority**

Scheduling Coordinators may submit requests for a long-term Wheeling Through Priority, meaning priority for Wheeling Throughs that has a duration of twelve (12) months or longer, in annual increments, and commencing after the period for which ATC on Interties is calculated in accordance with Appendix L. The procedures set forth in in this Section 23.6 and the Long-Term Wheeling Through Procedures (LTWTP) set forth in Appendix GG will apply to requests for long-term Wheeling Through Priority.

**23.6.1 Request Process**

The CAISO will open a request window in which Scheduling Coordinators can submit requests for a long-term Wheeling Through Priority. The request window will be identical to the Cluster Application Window established under the GIDAP in accordance with Section 3.3 of the GIDAP for the same year. Requests submitted after the end of this request window will be treated as requests submitted in the request window for the following year. The CAISO will treat all requests for a long-term Wheeling Through Priority submitted during the request window as having been submitted simultaneously, and the CAISO will not publish information on the time such requests were submitted. Each request for a long-term Wheeling Through Priority must (1) identify the MW quantity of the long-term Wheeling Through Priority and the import and export Scheduling Points for the request to be valid, (2) specify the term for which the Scheduling Coordinator is requesting a long-term Wheeling Through Priority, as well as any other required information specified in the Business Practice Manual, and (3) be in annual increments.

**23.6.2 Study Process**

The CAISO will validate that a request for long-term priority for Wheeling Throughs satisfies the requirements of this Section 23.6 and the applicable Business Practice Manual. The CAISO will study validated requests for long-term priority for Wheeling Throughs submitted in a request window pursuant to the timelines in Appendix GG. The CAISO will study requests for long-term priority for Wheeling Throughs pursuant to the On-Peak Deliverability Assessment process, using a Phase I Long-Term Wheeling Through Assessment, a Phase II Long-Term Wheeling Through Assessment, and a Long-Term Wheeling Through Path 26 Assessment. A Scheduling Coordinator may withdraw its request at any time during the study process and will be responsible for all study costs incurred to the point when it withdrew the request. The Long-Term Wheeling Through Procedures (LTWTP) set forth in Appendix GG provides details regarding the study process.

**23.6.3 Long-Term Wheeling Through Service Agreement (LTWTSA) and Long-Term Wheeling Through Upgrade Construction Agreement (LTWTUCA)**

A Scheduling Coordinator that elects to accept a long-term priority for Wheeling Throughs after the study process and to be responsible for the costs of constructing any Upgrades pursuant to the LTWTP will negotiate a Long-Term Wheeling Through Construction Upgrade Agreement (LTWTUCA) with the CAISO and the Applicable TO and a Long-Term Wheeling Through Service Agreement (LTWTSA) with the CAISO. A Scheduling Coordinator that elects to accept a long-term priority for Wheeling Throughs that does not involve the construction of Upgrades under Appendix GG will execute a Long-Term Wheeling Service Agreement with the CAISO. Appendix HH contains a pro forma LTWTUCA, and Appendix KK contains a pro forma LTWTSA. The Long-Term Wheeling Through Procedures in Appendix GG set forth certain general requirements and processes for these agreements.

**23.6.4 Right to Retain Long-Term Priority for Wheeling Throughs**

A Scheduling Coordinator that has executed an LTWTSA under Appendix KK, with a term of five (5) years or more will have the right to continue to retain its long-term Wheeling Through Priority when the original LTWTSA expires, rolls over, or is renewed. If at the end of the term of the Scheduling Coordinator’s long-term Wheeling Through Priority the CAISO cannot accommodate all of the pending requests for a long-term Wheeling Through Priority that would use capacity necessary to serve the Scheduling Coordinator, the Scheduling Coordinator must agree to accept a LTWTSA at least equal to the term of any competing request and to pay the applicable Wheeling Access Charges for all of the hours of the new term, provided that at a minimum the Scheduling Coordinator must pay on a six (6) days-by-16-hours basis for every week for the new term and agree to enter into a new or amended LTWTSA, provided further that the Scheduling Coordiantor shall have a right of first refusal at the end of its Wheeling Through Priority only if the new LTWTSA is for five years or more. Such Scheduling Coordinator must provide notice to the CAISO whether it will exercise this right no less than one (1) year prior to the expiration date of the original LTWTSA. For all requests to continue to retain a long-term Wheeling Through Priority that did not involve Upgrades under Appendix GG, the Scheduling Coordinator must demonstrate an executed firm power supply contract to support an external load serving entity’s load or a firm power supply contract to support an external load serving entity’s load where execution is contingent upon the availability of a long-term Wheeling Through Priority on the CAISO system for the new term of the Wheeling Through Priority, or it must demonstrate the request is supported by an external load serving entity’s ownership of an external resource to serve external load. Such contract or contingent contract must be for at least the same term and service hours as the renewed or rolled-over long-term Wheeling Through Priority.

**23.6.5 Termination or Modification of a Firm Power Supply Agreement Underlying a Long-Term Wheeling Through Priority**

(a) If the firm power supply contract supporting a long-term Wheeling Through Priority that does not require Upgrades under Appendix GG is terminated for any reason or is modified such that the MW quantity, term, import point, or export point changes, the Scheduling Coordinator must notify the CAISO by the earlier of (i) five (5) Business Days after the effective date of the termination or modification. The Scheduling Coordinator will also attest to the circumstances surrounding and reason for termination or modification of the underlying firm power supply contract.

(b) If the supporting firm power supply contract is terminated, the long-term Wheeling Through Priority will terminate unless the Scheduling Coordinator can demonstrate an equivalent replacement power supply contract (including MW quantity, import and export points, term, and service days/hours) within 90 days; provided the long-term Wheeling Through Priority will be prorated if the replacement contract is for a lower MW quantity or for a shorter term or service hours than the original contract. If the Scheduling Coordinator decides it will not seek to replace the terminated power supply contract, it must notify the CAISO within five (5) Business Days of that decision.

(c) If the MW quantity, contract term, or days/hours of service of the original supporting firm power supply contract is reduced, the long-term Wheeling Through Priority will be reduced correspondingly unless the Scheduling Coordinator demonstrates within 90 days the following: (1) a replacement contract for a MW quantity, contract term, or service days/hours that when added to the reduced MW quantity, contract term, or service hours of the revised supporting contract, equals the MW quantity, term, and service days/hour reflected in the original contract supporting the long-term Wheeling Through Priority, provided that the Scheduling Coordinator can receive a priority for a total MW quantity, contract term, or service days/hours less than the MW quantity, term, or service days/hours in the original contract, but greater than the MW quantity, contract term, and/or service days/hours in the revised contract, and (2) the replacement contract has a Scheduling Point where the Energy is to be imported to the CAISO and a Scheduling Point where the Energy is to be exported from the CAISO identical to the Scheduling Points in the original contract supporting the priority. If the Scheduling Coordinator decides it will not seek any replacement contract of the original power supply contract has been modified, it must notify the CAISO within five (5) Business Days of that decision.

(d) If the supply contract supporting a long-term Wheeling Through Priority that does not require Upgrades under Appendix GG is terminated or modified after the Scheduling Coordiantor has executed the LTWTSA or if the Scheduling Cooridnator elects to terminate the LTWTSA supporting a long-term Wheeling Through Priority that does not require Upgrades under Appendix GG, the Scheduling Coordinator will continue to pay the applicable charges under the LTWTSA for the lesser of 12 months from the termination/modification of the power supply contract or the remaining term of the long-term Wheeing Through Priority, and it will retain the long-term Wheeling Through Priority during this period.

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**Section 36**

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**36.9.2.1 Prepayment of Wheeling Access Charge for Allocated CRRs**

An OBAALSE will be required to prepay relevant Wheeling Access Charges, to be calculated as described in this section and further specified in the Business Practice Manual, for the full term of the Monthly CRRs, Seasonal CRRs and Long Term CRRs it intends to nominate in order to participate in the CRR Allocation processes and be allocated CRRs. To be eligible for the allocation of Seasonal CRRs or Monthly CRRs the OBAALSE must submit the full required prepayment and have it accepted by the CAISO prior to the OBAALSE’s submission of nominations for the relevant annual or monthly CRR Allocation, except as provided below in Section 36.9.2.2. To be eligible for nominations of Long Term CRRs, the OBAALSE must submit the full prepayment and have it accepted by the CAISO prior to the OBAALSE’s submission of nominations of Long Term CRRs in Tier LT, except as provided below in Section 36.9.2.2. For each MW of Monthly CRR, Seasonal CRR or Long Term CRR to be nominated the nominating OBAALSE must prepay one MW of the relevant Wheeling Access Charge, which equals the per-MWh WAC that is associated with the Scheduling Point the OBAALSE intends to nominate as a CRR Sink and that is expected at the time the CRR Allocation process is conducted to be applicable for the period of the CRR nominated, times the number of hours comprising the period of the CRR nominated as further specified in the applicable Business Practice Manual. The CAISO will credit any monthly payment obligation for Wheeling Access Charges by an OBAALSE for a monthly or long-term Wheeling Through Priority obtained under Section 23.4, toward the OBAALSE’s prepayment obligation in this section 36.9.2.1. Such OBAALSE must prepay the difference in accordance with the applicable prepayment timeline herein. The OBAALSE with a Wheeling Through Priority must prepay the difference in accordance with the applicable prepayment timeline. Any applicable credit check would be done based on the full value owed, including both the prepayment amount and the amount to be credited.

**\* \* \* \* \***

## 36.11 CRR Allocation to Merchant Transmission Facilities

Project Sponsors of Merchant Transmission Facilities who turn such facilities over to CAISO Operational Control and do not recover the cost of the transmission investment through the CAISO’s Access Charge or WAC or other regulatory cost recovery mechanism may be allocated, at the Project Sponsor’s election, either CRR Options or CRR Obligations that reflect the contribution of the facility to grid transfer capacity as determined below.

### 36.11.1 Eligibility for Merchant Transmission CRRs

The Project Sponsor of a Merchant Transmission Facility shall be entitled to receive Merchant Transmission CRRs as determined in accordance with this Section 36.11. A Merchant Transmission CRR allocated through this process is effective for thirty (30) years or for the pre-specified intended life of the Merchant Transmission Facility, whichever is less. Merchant Transmission CRRs represent binding commitments for thirty (30) years or for the pre-specified intended life of the Merchant Transmission Facility, whichever is less. The binding commitment by a CRR Holder that holds Merchant Transmission CRRs may not be terminated or otherwise modified by the CRR Holder prior to the end of the term of the Merchant Transmission CRR.

### 36.11.2 Procedure for Allocating Merchant Transmission CRRs

No less than sixty (60) days prior to the in-service date of a Merchant Transmission Facility, the Project Sponsor of the facility will inform the CAISO of the In-Service Date of the facility and that the Project Sponsor will be requesting Merchant Transmission CRRs associated with the Merchant Transmission Facility. The CAISO will complete the Merchant CRR allocation prior to placing the facility into the CRR model.

### 36.11.3 CRRs Allocated to a Transmission Facility Project Sponsor

**36.11.3.1 Nominations of Merchant Transmission CRRs**

The Project Sponsor of a Merchant Transmission Facility must submit nominations for Merchant Transmission CRRs at least twenty-one (21) days prior to the In-Service Date of the facility. The Project Sponsor may nominate up to five (5) individual, Point-to-Point CRRs for each of the two (2) on-peak and off-peak time of use periods. Each of the individual, point-to-point nominations must specify: (i) a single CRR Source location; (ii) a single CRR Sink location; (iii) a MW quantity; (iv) a time of use period (on-peak or off-peak); and (v) a CRR type, either CRR Options or CRR Obligations.

**36.11.3.2 Methodology to Determine Merchant Transmission CRRs**

The CAISO shall determine the incremental Merchant Transmission CRRs associated with a Merchant Transmission Facility pursuant to this Section 36.11.3.2. The determination will include an assessment of the simultaneous feasibility of the incremental Merchant Transmission CRRs and all other outstanding CRRs. The CAISO will determine the feasible incremental Merchant Transmission CRRs using a three-step process.

**36.11.3.2.1 Step One: the Capability of the Existing Transmission System**

In step one the CAISO will determine the base CRR capability of the system using a Simultaneous Feasibility Test that incorporates as Fixed CRRs all existing Encumbrances through the end of the CRR year for which the annual CRR Allocation and CRR Auction processes have already been conducted, including Encumbrances for the month covered by the most recently conducted monthly CRR Allocation and CRR Auction processes. This analysis will determine the extent to which the nominated Merchant Transmission CRRs are feasible on the existing transmission system absent the Merchant Transmission Facility. As a result of this analysis, the CAISO will create temporary test CRR Options to reserve grid capacity that the Project Sponsor of the Merchant Transmission Facility is not eligible to receive. The temporary test CRR Options will have the same CRR Source and CRR Sink pairs as the Merchant Transmission CRR nominations submitted by the Project Sponsor.

**36.11.3.2.2 Step Two: Mitigation of Impacts on Existing Encumbrances**

In the second step, the CAISO will add the proposed Merchant Transmission Facility to the DC FNM and run a SFT using the Fixed CRRs. The second step will ensure that the addition of a Merchant Transmission Facility does not negatively impact any existing Encumbrances through the end of the CRR year for which the annual CRR Allocation and Auction process for Annual CRRs has already been conducted, including encumbrances for the month covered by the most recently conducted monthly CRR Allocation and CRR Auction processes. For any impacts identified in this step the Project Sponsor of the Merchant Transmission Facility will be required to mitigate the impacts for the same period. The mitigation can include having the Project Sponsor of the Merchant Transmission Facility hold counterflow CRRs that maintain the feasibility of the existing encumbrances over the same period.

**36.11.3.2.3 Step Three: the Incremental Merchant Transmission CRRs**

In the third step, the CAISO will determine the Merchant Transmission CRRs to be allocated to the Project Sponsor of the Merchant Transmission Facility. The CAISO will determine the capability of the system to award incremental Merchant Transmission CRRs using a DC FNM that incorporates the proposed Merchant Transmission Facility. For each time of use period and season, as needed, the CAISO will perform a SFT. The SFT includes all existing Encumbrances for the month covered by the most recently conducted CRR Allocation and CRR Auction processes for Monthly CRRs including any temporary test CRRs from step one and any counterflow CRRs from step two. Each SFT will consider the entire set of Merchant Transmission CRR nominations for the time of use period and will solve to award Merchant Transmission CRRs to the Project Sponsor of the Merchant Transmission Facility, subject to simultaneous feasibility. The nominated Merchant Transmission CRRs that are feasible in the SFT for each time of use period will be allocated to the Project Sponsor of the Merchant Transmission Facility.

**36.12 CRRs** **Allocated to Certain Holders of a Long-Term Priority for Wheeling Throughs**

Holders of a long-term priority for Wheeling Throughs who are directly assigned Wheeling Through Upgrade costs under Appendix GG and who execute a Long-Term Wheeling Through Service Agreement and do not opt to receive transmission credits in connection with such Upgrades may be allocated, at their election, either CRR Options or CRR Obligations that reflect the contribution of the Wheeling Through Upgrades to grid transfer capacity as determined below.

### 36.12.1 Eligibility for Wheeling Through Upgrade CRRs

Eligible holders of a long-term priority for Wheeling Throughs will be entitled to receive Wheeling Through Upgrade CRRs as determined in accordance with this Section 36.12. A Wheeling Through Upgrade CRR allocated through this process is effective for (1) thirty (30) years or (2) for the pre-specified intended life of the Wheeling Through Upgrade, whichever is the least. Wheeling Through Upgrade CRRs represent binding commitments for (1) thirty (30) years or (2) for the pre-specified intended life of the Wheeling Through Upgrade, whichever is the least. The binding commitment by a CRR Holder that holds Wheeling Through Upgrade CRRs may not be terminated or otherwise modified by the CRR Holder prior to the end of the term of the Wheeling Through Upgrade CRR.

### 36.12.2 Procedure for Allocating Long-Term Wheeling Through CRRs

No less than sixty (60) days prior to the in-service date of a Wheeling Through Upgrade, the Participating TO building the Wheeling Through Upgrade Project Sponsor will inform the CAISO of the In-Service Date of the facility. The CAISO will complete the Wheeling Through Upgrade CRR allocation prior to placing the Wheeling Through Upgrade into the CRR model.

### 36.12.3 CRRs Allocated to Eligible Holders of a Long-Term Priority for Wheeling Throughs

**36.12.3.1 Nominations of Wheeling Through Upgrade CRRs**

The eligible holder of a long-term priority for Wheeling Throughs must submit nominations for Wheeling through Upgrade CRRs at least twenty-one (21) days prior to the In-Service Date of the Wheeling through Upgrade. The holder of the long-term priority for Wheeling Throughs may nominate five (5) individual, Point-to-Point CRRs for each of the two (2) on-peak and off-peak time of use periods. Each of the individual, point-to-point nominations must specify: (i) a single CRR Source location; (ii) a single CRR Sink location; (iii) a MW quantity; (iv) a time of use period (on-peak or off-peak); and (v) a CRR type, either CRR Options or CRR Obligations.

**36.12.3.2 Methodology to Determine Wheeling Through Upgrade CRRs**

The CAISO will determine the incremental Wheeling Through Upgrade CRRs associated with a Wheeling through Upgrade pursuant to this Section 36.12.3.2. The determination will include an assessment of the simultaneous feasibility of the incremental Wheeling Through Upgrade CRRs and all other outstanding CRRs. The CAISO will determine the feasible incremental Wheeling Through Upgrade CRRs using a three-step process.

**36.12.3.2.1 Step One: the Capability of the Existing Transmission System**

In step one the CAISO will determine the base CRR capability of the system using a Simultaneous Feasibility Test that incorporates as Fixed CRRs all existing Encumbrances through the end of the CRR year for which the annual CRR Allocation and CRR Auction processes have already been conducted, including Encumbrances for the month covered by the most recently conducted monthly CRR Allocation and CRR Auction processes. This analysis will determine the extent to which the nominated Wheeling Through Upgrade CRRs are feasible on the existing transmission system absent the Wheeling Through Upgrade facilities. As a result of this analysis, the CAISO will create temporary test CRR Options to reserve grid capacity that the holder of the long-term priority for Wheeling Throughs is not eligible to receive. The temporary test CRR Options will have the same CRR Source and CRR Sink pairs as the Wheeling Through Upgrade CRR nominations submitted by the holder of the long-term priority for Wheeling Throughs.

**36.12.3.2.2 Step Two: Mitigation of Impacts on Existing Encumbrances**

In the second step, the CAISO will add the proposed Wheeling Through Upgrade facilities to the DC FNM and run a SFT using the Fixed CRRs. The second step will ensure that the addition of the Wheeling through Upgrade facilities does not negatively impact any existing Encumbrances through the end of the CRR year for which the annual CRR Allocation and Auction process for Annual CRRs has already been conducted, including encumbrances for the month covered by the most recently conducted monthly CRR Allocation and CRR Auction processes. For any impacts identified in this step the eligible holder of a long-term priority for Wheeling Throughs will be required to mitigate the impacts for the same period. The mitigation can include having the eligible holder of a long-term priority for Wheeling Throughs hold counterflow CRRs that maintain the feasibility of the existing encumbrances over the same period.

**36.12.3.2.3 Step Three: the Incremental Wheeling Through Upgrade CRRs**

In the third step, the CAISO will determine the Wheeling through Upgrade CRRs to be allocated to the eligible holder of a long-term priority for Wheeling Throughs. The CAISO will determine the capability of the system to award incremental Wheeling Through Upgrade CRRs using a DC FNM that incorporates the proposed Wheeling Through Upgrade facilities. For each time of use period and season, as needed, the CAISO will perform a SFT. The SFT includes all existing Encumbrances for the month covered by the most recently conducted CRR Allocation and CRR Auction processes for Monthly CRRs including any temporary test CRRs from step one and any counterflow CRRs from step two. Each SFT will consider the entire set of Wheeling Through Upgrade CRR nominations for the time of use period and will solve to award Wheeling Through Upgrade CRRs to the eligible holder of a long-term priority for Wheeling Throughs, subject to simultaneous feasibility. The nominated Wheeling Through Upgrade CRRs that are feasible in the SFT for each Season and time of use period will be allocated to the eligible holder of a long-term priority for Wheeling Throughs.

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**Appendix A**

**\* \* \* \* \***

**- Assigned Network Upgrade (ANU)**

Reliability Network Upgrades, Local Off-Peak Network Upgrades, and Local Delivery Network Upgrades currently assigned to the Interconnection Customer or to the Scheduling Coordinator requesting a long-term Wheeling Through Priority. Assigned Network Upgrades exclude (1) Conditionally Assigned Network Upgrades unless they become Assigned Network Upgrades, and (2) Precursor Network Upgrades.

\* \* \* \* \*

**- Cluster Application Window**

The time period for submitting Interconnection Requests as set forth in Section 3.3 of Appendix DD and for submitting requests for long-term Wheeling Through Priority as set forth in Section 3.3 of Appendix GG.

\* \* \* \* \*

**- Construction Activities**

Actions by a Participating TO that result in irrevocable financial commitments for the purchase of major electrical equipment or land for Participating TO’s Interconnection Facilities or Network Upgrades assigned to the Interconnection Customer or to the Scheduling Coordinator requesting a long-term Wheeling Through Priority that occur after receipt of all appropriate governmental approvals needed for the Participating TO’s Interconnection Facilities or Network Upgrades.

\* \* \* \* \*

**- Current Cost Responsibility**

The costs currently allocated for Assigned Network Upgrades to the Interconnection Customer or to the Scheduling Coordinator requesting a long-term Wheeling Through Priority , not to exceed the Maximum Cost Responsibility. This cost is used to calculate the Interconnection Customer’s Interconnection Financial Security requirement or the requesting Scheduling Coordinator’s Long-Term Wheeling Through Financial Security requirement.

\* \* \* \* \*

**- Delivery Network Upgrades**

Transmission facilities at or beyond the Point of Interconnection, other than Reliability Network Upgrades, identified in the Interconnection Studies or in the studies performed pursuant to the Long-Term Wheeling Through Procedures set forth in Appendix GG to relieve Transmission Constraints on the CAISO Controlled Grid.

\* \* \* \* \*

**- Group Study**

The process whereby more than one Interconnection Request is studied together, instead of individually, for the purpose of conducting one or more of the Interconnection Studies or analyses therein, and the process whereby, if appropriate, more than one request for a long-term Wheeling Through Priority is studied together, instead of individually, for the purpose of conducting one or more of the Phase I Long-Term Wheeling Through Assessment, the Phase II Long-Term Wheeling Through Assessment, the Long-Term Wheeling Through Path 26 Assessment or analyses therein.

\* \* \* \* \*

**- Local Deliverability Constraint**

A transmission system operating limit modeled in the GIDAP study process and the LTWTP process in Appendix GG that would be exceeded if the CAISO were to assign Full Capacity Deliverability Status or Partial Capacity Deliverability Status to one or more additional Generating Facilities interconnecting to the CAISO Controlled Grid in a specific local area or assign a scheduling priority to one or more long-term Wheeling Throughs, and that is not an Area Deliverability Constraint.

\* \* \* \* \*

**- Local Delivery Network Upgrade**

A transmission upgrade or addition identified by the CAISO, in the GIDAP interconnection study process or in the process in the LTWTP for studying requests for a long-term Wheeling Through Priority, to relieve a Local Deliverability Constraint.

\* \* \* \* \*

**- Local Off-Peak Constraints**

A transmission system operating limit modeled in the generator interconnection study process, including the process in the LTWTP for studying requests for a long-term Wheeling Through Priority, that would be exceeded or lead to excessive curtailment, as described in the Off-Peak Deliverability Assessment methodology, if the CAISO were to assign Off-Peak Deliverability Status to one or more Generating Facilities interconnecting to the CAISO Controlled Grid in a specific local area, and that is not an Area Off-Peak Constraint.

**- Local Off-Peak Network Upgrades (LOPNUs)**

A transmission upgrade or addition the CAISO identifies in the generator interconnection study process or in the process for studying requests for a long-term Wheeling Through Priority to relieve a Local Off-Peak Constraint.

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**- Long-Term Wheeling Through Financial Security**

Any of the financial instruments listed in Section 11 of the Long-Term Wheeling Through Procedures set forth in Appendix GG that are posted by a Scheduling Coordinator requesting a long-term Wheeling Through Priority to finance the construction of Network Upgrades.

**- Long-Term Wheeling Through Path 26 Assessment**

An assessment of the Deliverability of requests for a long-term Wheeling Through Priority on Path 26 during resource shortage conditions pursuant to Section 23.6 and the Long-Term Wheeling Through Procedures set forth in Appendix GG.

**- Long-Term Wheeling Through Procedures (LTWTP)**

The procedures applicable to requests for a long-term Wheeling Through Priority set forth in Appendix GG.

**- Long-Term Wheeling Through Results Meeting**

The meeting among the CAISO, the applicable Participating TO(s), the Scheduling Coordinator requesting a long-term Wheeling Through Priority, and, if applicable, other Affected System Operators to discuss the results of the Phase I Long-Term Wheeling Through Assessment under the Long-Term Wheeling Through Procedures set forth in Appendix GG.

**- Long-Term Wheeling Through Service Agreement (LTWTSA)**

An agreement between a Scheduling Coordinator that requests long-term priority for Wheeling Throughs and the CAISO that specifies the term of the long-term Wheeling Through Priority and the charges the Scheduling Coordinator agrees to pay for its long-term Wheeling Through Priority and for any required Upgrades under Appendix GG. A pro forma version of the Long-Term Wheeling Through Service Agreement is set forth in Appendix KK.

**-Long-Term Wheeling Through Upgrade Construction Agreement (LTWTUCA)**

An agreement among a Scheduling Coordinator that requests and is awarded a long-term Wheeling Through Priority, the CAISO, and the applicable Participating TO that sets forth the terms under which the Participating TO will be constructing Upgrades necessary to accommodate the Scheduling Coordinator’s request for a long-term Wheeling Through Priority. A pro forma version of the Long-Term Wheeling Through Upgrade Construction Agreement is set forth in Appendix HH.

**- Long-Term Wheeling Through Study Cycle**

All requirements, actions, and respective obligations of the CAISO, Participating TO, and Scheduling Coordinator requesting long-term Wheeling Through Priority under the Long-Term Wheeling Through Procedures set forth in Appendix GG applicable to such a request submitted in the applicable request window and including execution by the parties or submission to FERC by one or more parties of a Long-Term Wheeling Through Service Agreement and a Long-Term Wheeling Through Upgrade Construction Agreement.\* \* \* \* \*

**- Maximum Cost Exposure (MCE)**

Pursuant to Appendix DD, the sum of (1) the Interconnection Customer’s Maximum Cost Responsibility and (2) the Conditionally Assigned Network Upgrades from its Phase I or Phase II Interconnection Study. Pursuant to Appendix GG, the sum of (1) the Maximum Cost Responsibility of the Scheduling Coordinator requesting a long-term Wheeling Through Priority and (2) the Conditionally Assigned Network Upgrades from its Phase I or Phase II Long-Term Wheeling Through Deliverability Assessment.

**- Maximum Cost Responsibility (MCR)**

Pursuant to Appendix DD, the lower sum of the Interconnection Customer’s (1) full cost of assigned Interconnection Reliability Network Upgrades and (2) allocated costs for all other Assigned Network Upgrades, from its Phase I or Phase II Interconnection Studies, not to exceed the Maximum Cost Exposure. Pursuant to Appendix GG, the lower sum for the Scheduling Coordinator requesting a long-term Wheeling Through Priority of its (1) full cost of assigned Reliability Network Upgrades and (2) allocated costs for all other Assigned Network Upgrades, from its Phase I or Phase II Long-Term Wheeling Through Assessment, not to exceed the Maximum Cost Exposure.

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**- Network Upgrades**

The additions, modifications, and upgrades to the CAISO Controlled Grid required at or beyond the Point of Interconnection to accommodate the interconnection of the Generating Facility to the CAISO Controlled Grid or to accommodate requests for a long-term Wheeling Through Priority. Network Upgrades shall consist of Delivery Network Upgrades and Reliability Network Upgrades. Network Upgrades do not include Distribution Upgrades.

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**- Off-Peak Deliverability Constraints**

A transmission system operating limit that constrains Generating Facilities or requests for a long-term Wheeling Through Priority in an area, leading to the excessive curtailment of expected Energy.

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**- Phase I Long-Term Wheeling Through Assessment**

An initial study of requests for a long-term Wheeling Through Priority pursuant to Section 23.6 and the Long-Term Wheeling Through Procedures set forth in Appendix GG.

**- Phase II Long-Term Wheeling Through Assessment**

A study of requests for a long-term priority Wheeling Through Priority that follows the Phase I Long-Term Wheeling Through Deliverability Assessment pursuant to Section 23.6 and the Long-Term Wheeling Through Procedures set forth in Appendix GG.

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**- Precursor Network Upgrades (PNU)**

Network Upgrades required for the Interconnection Customer or the Scheduling Coordinator requesting a long-term Wheeling Through Priority consisting of (1) for the Interconnection Customer, Network Upgrades assigned to an Interconnection Customer in an earlier Queue Cluster, Independent Study Process, or Fast Track Process, that has executed its GIA pursuant to Section 14.2.2 of the GIDAP; (2) for the Scheduling Coordinator requesting a long-term Wheeling Through Priority, Network Upgrades assigned to a Scheduling Coordinator requesting long-term priority for Wheeling Throughs in an earlier Queue Cluster, that has executed its LTWTSA pursuant to Section 9 of the LTWTP; and (3) for the Interconnection Customer or the Scheduling Coordinator requesting a long-term Wheeling Through Priority, Network Upgrades in the approved CAISO Transmission Plan.

\* \* \* \* \*

**- Queue Cluster**

A set of Interconnection Requests processed in an Interconnection Study Cycle pursuant to Appendix Y or Appendix DD other than pursuant to the Fast Track Process or the Independent Study Process set forth in Appendix Y or Appendix DD, and a set of Scheduling Coordinator requests for a long-term Wheeling Through Priority processed in a Long-Term Wheeling Through Study Cycle pursuant to Appendix GG.

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**- Reliability Network Upgrade (RNU)**

The transmission facilities at or beyond the Point of Interconnection identified in the Interconnection Studies as necessary to interconnect one or more Generating Facility(ies) safely and reliably to the CAISO Controlled Grid, which would not have been necessary but for the interconnection of one or more Generating Facility(ies), or transmission facilities needed to accommodate a request for a long-term Wheeling Through Priority safely and reliably, including Network Upgrades necessary to remedy short circuit or stability problems, or thermal overloads. Reliability Network Upgrades shall only be deemed necessary for system operating limits, occurring under any system condition, which cannot be adequately mitigated through Congestion Management or Operating Procedures based on the characteristics of the Generating Facilities included in the Interconnection Studies, limitations on market models, systems, or information, or other factors specifically identified in the Interconnection Studies. Reliability Network Upgrades also include, consistent with WECC practice, the facilities necessary to mitigate any adverse impact the Generating Facility’s interconnection may have on a path’s WECC rating. Reliability Network Upgrades include Interconnection Reliability Network Upgrades and General Reliability Network Upgrades.

\* \* \* \* \*

**- Stand Alone Network Upgrades**

Network Upgrades or tasks (e.g., telecommunications, environmental, or property work) that are not part of an Affected System and that an Interconnection Customer or Scheduling Coordinator requesting a long-term Wheeling Through Priority may construct without affecting day-to-day operations of the CAISO Controlled Grid or Affected Systems during their construction. The Participating TO, the CAISO, and the Interconnection Customer or Scheduling Coordinator requesting a long-term Wheeling Through Priority must agree as to what constitutes Stand Alone Network Upgrades and identify them in Appendix A to the Large Generator Interconnection Agreement or in the Long-Term Wheeling Through Service Agreement. If the CAISO, Participating TO, and the Interconnection Customer or the Scheduling Coordinator requesting a long-term Wheeling Through Priority disagree about whether a particular Network Upgrade is a Stand Alone Network Upgrade, the CAISO or Participating TO must provide the Interconnection Customer or the requesting Scheduling Coordinator a written technical explanation outlining why it does not consider the Network Upgrade to be a Stand Alone Network Upgrade within 15 days of its determination.

\* \* \* \* \*

**- TP Deliverability**

The capability, measured in MW, of the CAISO Controlled Grid as modified by transmission upgrades and additions modeled or identified in the annual Transmission Plan to support the interconnection with Full Capacity Deliverability Status or Partial Capacity Deliverability Status of additional Generating Facilities in a specified geographic or electrical area of the CAISO Controlled Grid pursuant to the Generator Interconnection and Deliverability Allocation Procedures set forth in Appendix DD and to support the implementation of requests for long-term priority for Wheeling Throughs pursuant to the Long-Term Wheeling Through Procedures set forth in Appendix GG.

\* \* \* \* \*

**- Conditionally Assigned Network Upgrade (CANU)**

Reliability Network Upgrades, Local Off-Peak Network Upgrades, and Local Delivery Network Upgrades currently assigned to an earlier Interconnection Customer or to an earlier Scheduling Coordinator requesting a long-term Wheeling Through Priority, but which may be assigned to the Interconnection Customer or to the Scheduling Coordinator requesting long-term priority for Wheeling Throughs.

\* \* \* \* \*

**-Wheeling Through Upgrades**

The portion of the Upgrades authorized pursuant to Appendix GG to enable a long-term Wheeling Through Priority, funded by the holder of the long-term priority for Wheeling Throughs and reflected in an executed Long-Term Wheeling Through Service Agreement pursuant to Appendix HH.

\* \* \* \* \*

**-Wheeling Through Upgrade CRRS**

Incremental CRRs that are created by the addition of a Wheeling Through Upgrade.