

Native Load Needs and ATC Calculation

Joint CA LSEs – PG&E, SCE, SDG&E, Six Cities, CalCCA, and BAMx

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Disclaimer

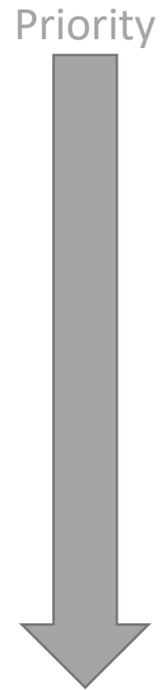
- The Joint CA LSEs present the proposal in this presentation as a possible path forward.
- The Joint CA LSEs are willing to explore additional ideas and are open to revisions.
- This represents the preliminary thoughts and ideas of the Joint CA LSEs and should not be considered final.

Takeaways from Working Group Presentations

- The presentations from Idaho Power, SRP, and BPA showed a variety of methodologies for determining the transmission needs of native (or network) load and demonstrated the flexibility provided to tailor the process to fit the specific needs of your BAA.
- Assumptions reflected the unique transmission topology, generation mix, and resource planning requirements of each BAA.
- Tariffs include high-level principles and an overview of methodologies for calculating native load needs and performing the ATC calculations while implementation details like assumptions are left to BAA discretion in the BPM.
- Implementation of open access policy must not compromise BAA reliability.

Categories of CAISO Transmission Service

Highest Curtailment
Priority



Lowest
Curtailment
Priority

ETC/TORs

Native Load Service
Transmission capacity reserved
for reliable service of CAISO
BAA native load.

Firm Service Product
*Product details determined in
Working Group 2*

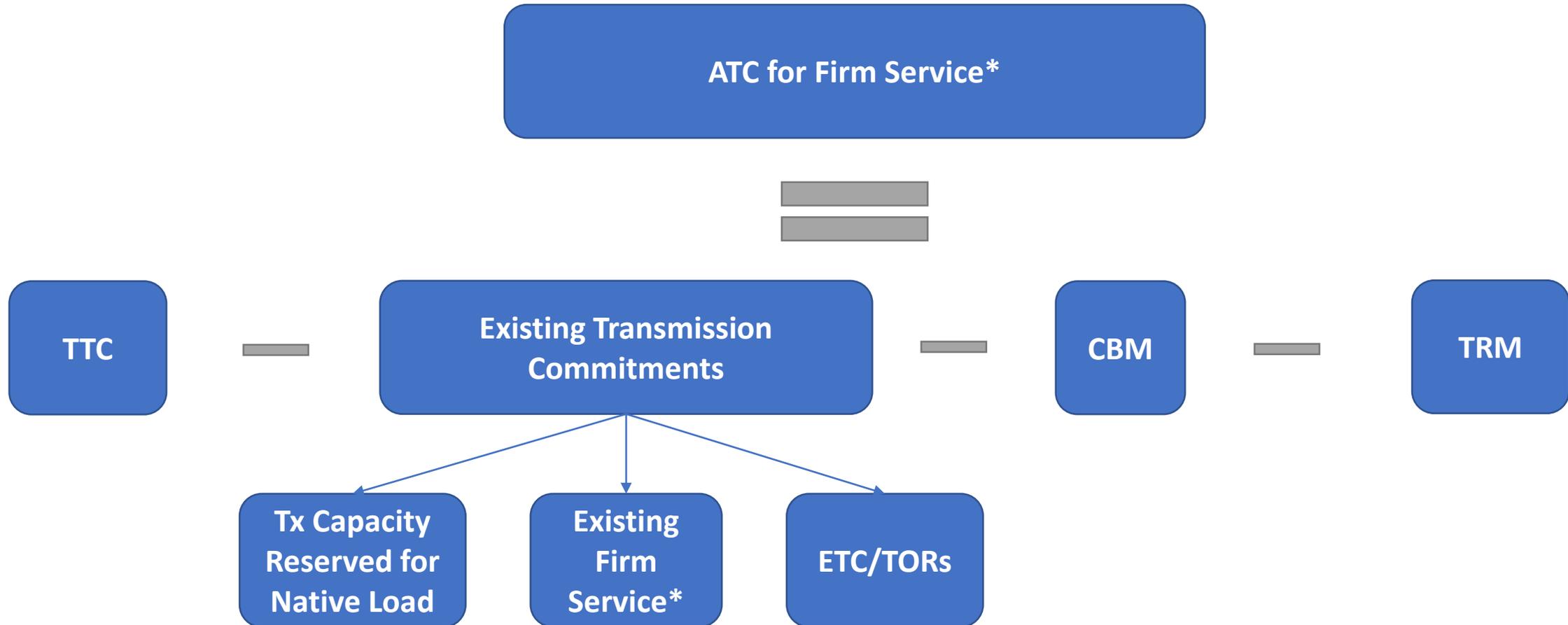
New Firm Uses
Capacity available in DAM/RTM
optimization after accounting for
Native Load and pre-arranged Firm
Service*.

Highest Reservation
Priority



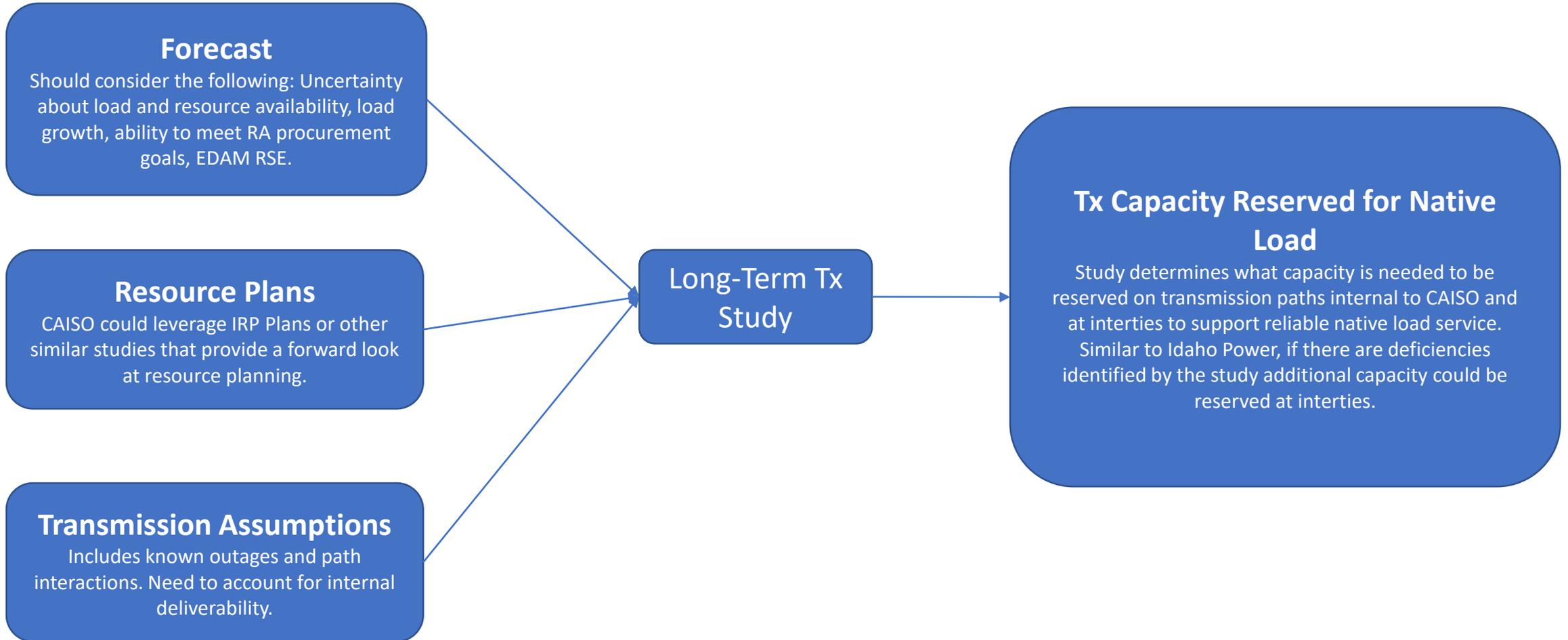
Lowest Reservation
Priority

Transmission Allocation Process



*Working Group 2 to determine the types of firm products to be offered in the CAISO

Long-Term Transmission Allocation Process



CBM

CAISO should evaluate whether it should employ or modify some of the methodologies outlined in Appendix L of the CAISO tariff to reserve a CBM to ensure BAA reliability. Similar to the practices of other BAAs, these could be reserved on paths with access to key trading hubs (e.g., Mid C or Palo Verde).

TRM

CAISO should evaluate whether it should employ or modify some of the methodologies outlined in Appendix L of the CAISO tariff to reserve TRM on certain paths for BAA reliability.

Short-Term Transmission Allocation Process

