

TRI-STATE GENERATION AND TRANSMISSION ASSOCIATION, INC.

Transmission Service Business Practices

All sections of the current Business Practices are effective as of HE 01:00 February 1, 2017

The following are the current Transmission Service Business Practices for Tri-State Generation and Transmission Association. The OATI webRegistry Entity Code associated with the Transmission Service Provider function for Tri-State Generation and Transmission Association is TSGT. All enclosed Business Practices are considered currently effective unless otherwise stated. This document provides requirements for the TSGT Transmission Service processes in the following sections:

- **Balancing Authorities**
- **Transmission Provider Information for OASIS Transmission Reservations and e-Tagging**
 - General Information About TSGT Transmission Service
 - Hourly Non-Firm Transmission Service Requests
 - Monthly Non-Firm Transmission Service Requests
 - Firm Transmission Service Requests
 - Intra-Hour Transmission Purchases
 - Resale, Redirect, Deferral, and Pre-Confirmation Guidelines
 - Timing Requirements for Transmission Service Requests
 - Firm Transmission Service Requests
 - Non-Firm Transmission Service Requests
 - Rollover Rights Regarding Firm Transmission Service
 - Scheduling and Tagging
 - Energy Schedules
 - Request for Interchange (e-Tag) Action Times
 - Curtailments and Reloading of e-Tags
 - Annulment Policy
- **Scheduling Paths**
 - Table of Mnemonics Associated with TSGT POR(s) and POD(s)
- **Maintaining Accurate Information in the WECC and NERC Registries**
- **Constrained Paths**
- **Designated Network Resource (DNR) Procedures**
- **Transmission Rates**
 - Schedule 7: Long-Term Firm and Short Term Firm Point-to-Point Transmission Service
 - Schedule 8: Non-Firm Point-to-Point Transmission Service
 - Schedule 1: Scheduling, System Control, and Dispatch Ancillary Services
 - Schedule 2: Reactive Supply and Voltage Control Ancillary Service
- **Unreserved Use of Transmission Capacity Policies**
- **Credit Policies for Outages/Curtailments**
- **Loss Assessments**
 - Pre-Scheduled Transaction Loss Calculation and Settlement
- **Settlement of Loss Energy**
 - Financial Payment

- Delivery of Losses
- Settlement of WACM Scheduling and Dispatch Fees
- Energy Imbalance Service
- Credit Worthiness Practices

*TSGT adheres to the OATI OASIS wesTTrans Access Limitations.

BALANCING AUTHORITIES

The TSGT Transmission System resides within the boundaries of multiple Balancing Authorities. As such, TSGT acknowledges the authority of the various Balancing Authorities and their ability to override a TSGT Approval or Denial of an e-Tag. The following Balancing Authorities can impact e-Tags acted on by TSGT:

- PACE (PacifiCorp)
- PNM (Public Service Company of New Mexico)
- PSCO (Public Service Company of Colorado)
- WACM (Western Area Power Administration – Colorado/Missouri)
- TEPC (Tucson Electric Power Company)
- AZPS (Arizona Public Service Company)
- SPP (Southwest Power Pool)

TRANSMISSION PROVIDER INFORMATION FOR OASIS TRANSMISSION RESERVATIONS AND E-TAGGING

The Tri-State Transmission Provider listed on the OASIS is identified as TSGT.

GENERAL INFORMATION ABOUT TSGT TRANSMISSION SERVICE

TSGT offers FIXED Transmission Service for its Hourly, Daily, Weekly, Monthly, and Yearly products. TSGT **does not** offer Hourly, Daily, Weekly, Monthly, or Yearly Transmission Service on a sliding scale. For example, in order to purchase Monthly Transmission Service for the month of June, the Transmission Customer must purchase the service for the period of June 1 through June 30, XXXX. The Customer **cannot** purchase Monthly Transmission Service beginning on June 15 through July 15, XXXX; this service period would constitute a sliding scale Transmission Service, which TSGT does not offer.

For scheduling purposes, TSGT's timing parameters for purchasing Transmission Service **do** allow Customers to purchase an extra hour of an Hourly product in order to procure the needed Transmission Capacity to move, and accurately tag, energy crossing various time zones.

HOURLY NON-FIRM TRANSMISSION SERVICE REQUESTS

To maximize Available Transmission Capacity (ATC), ATC for Hourly Non-Firm Transmission is calculated on an hourly basis. Requests for Hourly Non-Firm TSR's should be submitted via the TSGT OASIS, and comply with the timing requirements listed in the Non-Firm Transmission Service Requests table found in this document.

Some real-time Hourly TSR's may be refused for insufficient ATC based on current system operating conditions. As system operating conditions fluctuate, the TSGT OASIS may show ATC temporarily available. However, the request may be refused at the discretion of the TSGT Transmission Service Operator (TSO) desk. At no time will a request be Accepted when the posted ATC is zero.

During times when the TSGT OASIS node is inoperative, please fax requests to 303-254-6058 and provide verbal confirmation to the TSGT TSO desk at 303-254-3031, within the posted timing requirements.

If you would like to request a reservation for any paths that are not currently posted on the TSGT OASIS, you may send an email request to OATTAdmin@tristategt.org. Additionally, please provide verbal confirmation by calling the Tri-State OASIS/OATT Administrator at 303-254-3614 or the Tri-State OASIS Analyst at 303-254-3576. However, for paths currently posted on the TSGT OASIS site, **TSR's must be submitted through the TSGT OASIS.**

MONTHLY NON-FIRM TRANSMISSION REQUESTS

Monthly Non-Firm TSR's may be requested for only one month increments at a time. When submitting a request for Monthly Non-Firm Transmission, it is possible that the request could fall within the "no-earlier-than 60-days" timing requirement window to permit requesting successive months. However, a separate request must be submitted for each desired month of service.

FIRM TRANSMISSION SERVICE REQUESTS

For valid requests for Hourly, Daily, Weekly or Monthly Firm Transmission Service that TSGT has ATC, a response will be made to the requestor within the timing requirements listed in this document.

All requests for Long-Term Firm Transmission Service (one year or longer) or Short-Term Firm Transmission Service (less than one-year) must be made through the TSGT OASIS.

All requests for Short-Term Firm Transmission Service of a duration greater than three months but less than one year will require a one month's service deposit to be submitted to TSGT within five business days of the submitted request.

All requests for Long-Term Firm Transmission Service will be placed in a STUDY Status upon receipt. When the study process begins or when a study agreement is executed, the Status of the TSR will remain as STUDY, with details communicated to the Customer. If the study process determines that the system is not capable of serving the requested capacity, but could support a reduced amount, the Customer may submit a replacement TSR at the new capacity without losing their placement in the TSR Queue.

In accordance with Section 17.4 of the TSGT OATT, TSGT will notify the applicant requesting Long-Term Firm Transmission Service of any deficiencies in the application within the stated time frame:

In order for a Long-Term Firm Transmission Service Request and application to be considered valid, the \$5,000 non-refundable processing fee plus the one-month's service deposit for Long-Term Firm Transmission Service, plus the application as defined in Section 17.2 of the TSGT OATT must be received by Tri-State Generation & Transmission OASIS/OATT Administrator. Once the OASIS/OATT Administrator has received all the required items and considers the application request valid, the OASIS/OATT Administrator will assign a transmission service queue number based upon the date and time the application is considered valid, which may or may not be the same date and time stamp that was assigned to the initial transmission service request (TSR) on the OASIS upon submittal of the TSR. Transmission Service Requests which have been submitted thirty (30) calendar days in the past and for which the Customer has not submitted the

required items to TSGT to have the request considered valid, will have their OASIS request status changed to DECLINED by the OASIS/OATT Administrator.

Transmission Service may be purchased, or arranged for, pursuant to the TSGT OATT. The TSGT OATT can be found on the TSGT OASIS.

INTRA-HOUR TRANSMISSION PURCHASES

In order to better accommodate Intra-Hour Scheduling, it is possible to purchase Hourly Transmission Service for the current hour on a Firm and Non-Firm basis.

- The purchase must be for the full hour that the intra-hour schedule is needed.
- An Intra-Hour transmission purchase will not be accepted later than **20 minutes after the start of the hour**, in order to allow time for e-Tag submission for the last 15-minute scheduling interval (xx:45 – xx:00).

RESALE, REDIRECT, DEFERRAL, AND PRE-CONFIRMATION GUIDELINES

- **Resale**

The resale of Transmission products can be offered by TSGT Customers on the TSGT OASIS. However, the original Purchasing and Selling Entity (PSE) retains the financial and other Customer responsibilities for the service.

- **Redirect**

Redirects will only be allowed from Confirmed Firm Point-to-Point TSR's (excluding Network Service and grandfathered TSR's) to Secondary-Hourly, Secondary-Daily, Secondary-Weekly, and Secondary-Monthly Non-Firm Service (1-NS) on an alternate path where Non-Firm ATC is available. Redirects must be made by requesting the Transmission Service named HRLY_NF_SECONDARY, DAILY_NF_SECONDARY, WEEKLY_NF_SECONDARY, or MONTHLY_NF_SECONDARY. When attempting to redirect a reservation, if a Transmission Service other than Secondary is selected, the Customer will be billed at the current rate for the service type selected. Standard redirect requests utilizing the Hourly, Daily, Weekly, or Monthly Secondary products are allowed at no additional charge.

- **Deferral**

All requests to defer the start date of an executed Firm Transmission Service agreement must be made on the TSGT OASIS. To exercise your right to defer Transmission Service (found under Section 17.7 of the TSGT OATT) and to properly enter the DEFERRAL Status on the OASIS, please contact TSGT's OASIS/OATT Administrator or email requests to OATTadmin@tristategt.org.

- **Pre-Confirmation**

Pre-Confirmations for Non-Firm and Firm TSR's are not required. However, the FERC Order 638 timing requirements for Customer confirmations still apply. Without Pre-Confirmation, a Customer may have as little as five (5) minutes to confirm a TSR following acceptance by TSGT before the TSR is automatically RETRACTED.

TIMING REQUIREMENTS FOR TRANSMISSION SERVICE REQUESTS
FIRM TRANSMISSION SERVICE REQUESTS

<i>Transmission Requests</i>		<i>Submittal Time</i>		<i>Response Time</i>	
Service Type	Term	No Later Than	No Earlier Than	Determine Capacity Available	Customer Confirm
Firm Point to Point	Fixed Monthly (For 1 to 2 Calendar Months)	14 Calendar Days Prior To Start of Service	120 Calendar Days Prior To Start of Service	30 Calendar Days ¹	4 Days
Firm Point to Point	Fixed Weekly (Monday through Sunday) for 1 to 4 Weeks	14:00, 2 Business Days Prior To Start of Service	30 Calendar days Prior To Start of Service	30 Calendar Days ¹	2 Days
Firm Point to Point	Fixed Daily (Calendar Day) for 1 to 5 Days	14:00, One Business Day Prior To Start of Service	10 Calendar days Prior To Start of Service	30 Calendar Days ¹	2 Hours
Firm Point to Point	Fixed Hourly (1 to 49 hours, within 2 Calendar days)	40 minutes prior to start of service	N/A	30 Minutes or As Soon As Practicable	5 Minutes

¹

Subject to expedited time requirements of the Section 17.1 of the Pro-Forma Transmission Tariff. The Transmission Provider should make best efforts to respond within 72 hours, or prior to the scheduling deadline, whichever is earlier.

TIMING REQUIREMENTS FOR TRANSMISSION SERVICE REQUESTS
NON-FIRM TRANSMISSION SERVICE REQUESTS

<i>Transmission Requests</i>		<i>Submittal Time</i>		<i>Response Time</i>	
Service Type	Term	No Later Than	No Earlier Than	Determine Capacity Available	Customer ConFirm
Non-Firm Point to Point	Fixed Monthly (1 Calendar Month)	14:00, 5 Days Prior To Start of Service	60 Calendar Days Prior To Start of Service	2 Calendar Days	24 Hours
Non-Firm Point to Point	month Weekly (Monday through Sunday) for 1 to 4 Weeks	14:00, 2 Days Prior To Start of Service	14 Business Days Prior To Start of Service	4 Hours or As Soon As Practicable	24 Hours
Non-Firm Point to Point	Fixed Daily (Calendar Day) for 1 to 2 Days	14:00, Day Prior To Start of Service	06:00, One Business Day Prior To Start of Service	30 Minutes Or As Soon As Practicable	2 Hours
Non-Firm Point to Point	Fixed Hourly (1 to 49 Hours Within Two Calendar Day)	25 Minutes Prior To Start of Service	06:00, One Business Day Prior To Start of Service	30 Minutes Or As Soon As Practicable	5 Minutes
Non-Firm Hourly Secondary Point to Point (October 27, 2004)	Fixed Hourly (1 to 49 Hours Within Two Calendar Day)	25 Minutes Prior To Start of Service	06:00, One Business Day Prior To Start of Service	30 Minutes Or As Soon As Practicable	5 Minutes

ROLLOVER RIGHTS REGARDING FIRM TRANSMISSION SERVICE

Any existing Long-Term Firm Transmission Customer with a Transmission Service Agreement (TSA), with a contract term of five years or greater, wishing to exercise its TSA priority (under Section 2.2 of the TSGT OATT) must provide notice to TSGT no less than one year prior to the expiration date of its TSA. The request to exercise Rollover Rights on the TSGT OASIS should be made by selecting the Request Type of RENEWAL. Rollover Rights will be determined during the initial setup of the Long-Term Firm TSA. Not all Long-Term TSA's are guaranteed Rollover Rights.

SCHEDULING AND TAGGING

The NERC Reliability Standards and NAESB Business Practice Standards that apply to the Western Interconnection will be the default rules for scheduling and e-Tagging unless stated otherwise in these Business Practices.

The table below is provided to assist in explaining the scheduling window for Hourly and Daily Non-Firm TSR's. The table represents a typical WECC Pre-Scheduling week. TSGT adheres to the current WECC Pre-Scheduling Calendar.

Transmission Reservation for (requested day):	Hourly and Daily Non-Firm Requests will be accepted no earlier than:	
Monday	06:00:00	Friday prior
Tuesday	06:00:00	Monday prior
Wednesday	06:00:00	Tuesday prior
Thursday	06:00:00	Wednesday prior
Friday	06:00:00	Thursday prior
Saturday	06:00:00	Thursday prior
Sunday	06:00:00	Friday prior

1. Firm: Pre-Schedule e-Tag Deadline

The daily Pre-Schedule window for an e-Tag submittal that is scheduling the use of a Firm TSR (either Point-to-Point or Network) is Monday through Friday from **06:00 to 12:00** (06:00 AM-12:00 PM) (MPT) of the Scheduling Day prior to the requested day of service, as determined by the current WECC Pre-Schedule Calendar. Any submittals for Firm Transmission Pre-Schedule e-Tags after **12:00 PM** (MPT) are considered late and will be Denied.

2. Non-Firm: Pre-Schedule e-Tag Deadline

The daily Pre-Schedule window for an e-Tag submittal that is scheduling the use of a Non-Firm TSR (either Point-to-Point or Network) is Monday through Friday from **06:00 to 16:00** (06:00 AM-04:00 PM)(MPT) of the Scheduling Day prior to the requested day of service, as determined by the current WECC Pre-Schedule Calendar. Any submittals for Non-Firm Transmission Pre-Schedule e-Tags after **16:00** (04:00 PM) (MPT) are considered late and will be Denied. Emergency e-Tags will be accepted for system reliability reasons, but must be clearly indicated as such.

3. Real-Time e-Tag Deadline

Real-time e-Tags are due no later than 20 minutes prior to the start of the requested interchange hour. e-Tags received less than 20 minutes prior to the start of the interchange hour will be considered late and will be accommodated as practicable. No e-Tags, unless designated as an Emergency Tag, will be approved inside of the ramp period.

4. Intra-Hour e-Tag Deadline

Intra-hour e-Tags can be scheduled in 15-minute increments (15, 30, 45, or 60 minutes), in accordance with FERC Order 764-A. Any new or existing Confirmed TSR (Firm or Non-Firm) can be scheduled with 15-minute profiles, though the transmission must be purchased for a minimum of a full hour in which the 15-minute schedule is being used. The 15-minute schedule must start/stop at xx:00, xx:15, xx:30, or xx:45, and must adhere to the proposed timing table found in these Business Practices. Ramp times for the Intra-Hour scheduling intervals will be a 10-minute straddle ramp.

ENERGY SCHEDULES

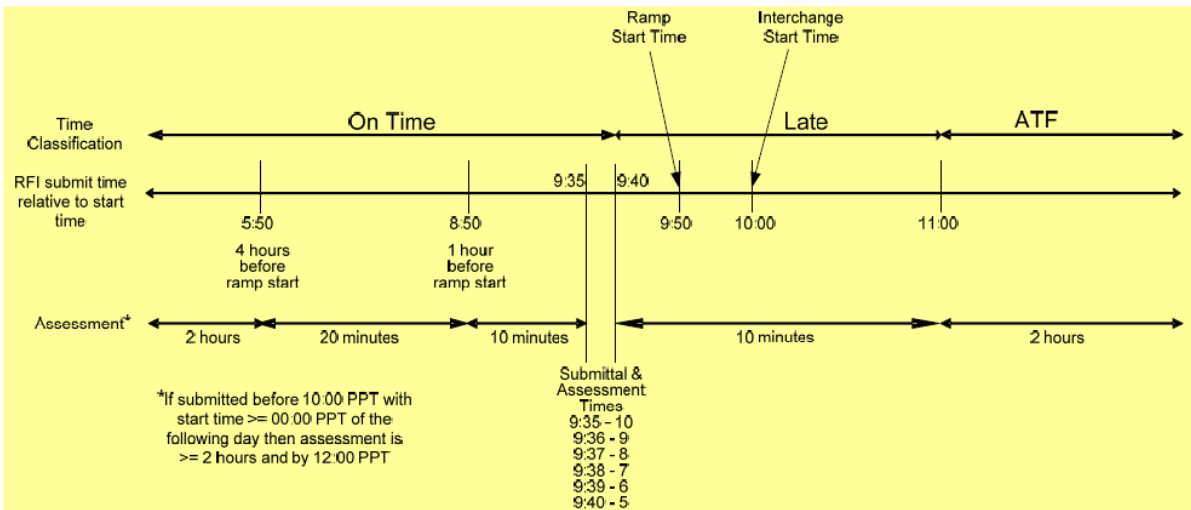
Per the WECC Business Practice Standards, an approved e-Tag must accompany all Pre-Scheduled energy transactions. If there is not a valid e-Tag, the schedule will not be implemented. e-Tags for real-time energy transactions shall be submitted in accordance with the prevailing WECC procedures. e-Tags shall also be submitted in accordance with NERC Reliability Standards for all real-time schedules in which the Source or Sink resides in the Western Interconnection.

REQUEST FOR INTERCHANGE (e-Tag) ACTION TIMELINES

For interchange transactions, the proposed timing table below outlines the actions to be taken, and by whom, when an e-Tag is submitted. The timing table is pursuant to **INT-006-3: Response to Authority** and **WEQ-004: Timing Requirements**.

		A	B	C	D
If Arranged Interchange (RFI) ¹ is Submitted	Time Classification	Sink BA Makes Initial Distribution of Arranged Interchange ⁴	BA and Transmission Service Provider Conduct Reliability Assessments	Competition and Distributes Status ⁴	BA Prepares Confirmed Interchange for Implementation
>1 hour after the start time	ATF	≤ 1minute from receipt	Entities have up to 2 hours to respond.	≤ 1minute from receipt of all reliability assessments	N/A
<10 minutes prior to ramp start and ≤1 hour after the transaction start time where transaction start time is at the top of the hour	Late	≤ 1minute from receipt	Entities have up to 10 minutes to respond.	≤ 1minute from receipt of all reliability assessments	≤ 3 minutes after receipt of Confirmed Interchange
<15 minutes prior to ramp start and ≤1 hour after the transaction start time where transaction start time is not the top of the hour	Late	≤ 1minute from receipt	Entities have up to 10 minutes to respond.	≤ 1minute from receipt of all reliability assessments	≤ 3 minutes after receipt of Confirmed Interchange
10 minutes prior to ramp start where transaction start time is at the top of the hour	On-time	≤ 1 minute from receipt	≤ 5 minutes from Arranged Interchange receipt	≤ 1 minute from receipt of all reliability assessments	≥ 3 minutes prior to ramp start
11 minutes prior to ramp start where transaction start time is at the top of the hour	On-time	≤ 1 minute from receipt	≤ 6 minutes from Arranged Interchange receipt	≤ 1 minute from receipt of all reliability assessments	≥ 3 minutes prior to ramp start
12 minutes prior to ramp start where transaction start time is at the top of the hour	On-time	≤ 1 minute from receipt	≤ 7 minutes from Arranged Interchange receipt	≤ 1 minute from receipt of all reliability assessments	≥ 3 minutes prior to ramp start
13 minutes prior to ramp start where transaction start time is at the top of the hour	On-time	≤ 1 minute from receipt	≤ 8 minutes from Arranged Interchange receipt	≤ 1 minute from receipt of all reliability assessments	≥ 3 minutes prior to ramp start
14 minutes prior to ramp start where transaction start time is at the top of the hour	On-time	≤ 1 minute from receipt	≤ 9 minutes from Arranged Interchange receipt	≤ 1 minute from receipt of all reliability assessments	≥ 3 minutes prior to ramp start
<1 hour and ≥ 15 minutes prior to ramp start	On-time	≤ 1 minute from receipt	≤ 10 minutes from Arranged Interchange receipt	≤ 1minute from receipt of all reliability assessments	≥ 3 minutes prior to ramp start
≥1 hour and < 4 hours prior to ramp start	On-time	≤ 1 minute from receipt	< 20 minutes from Arranged Interchange receipt	≤ 1minute from receipt of all reliability assessments	≥ 39 minutes prior to ramp start
≥ 4 hours prior to ramp start	On-time	≤ 1 minute from receipt	≤ 2 hours from Arranged Interchange receipt	≤ 1minute from receipt of all reliability assessments	≥ 1 hour 58 minutes prior to ramp start
Submitted before 10:00 PPT with start time ≥ 00:00 PPT of following day	On-time	≤ 1 minute from receipt	By 12:00 PPT of day the Arranged Interchange was received	≤ 1minute from receipt of all reliability assessments	≥ 1 hour 58 minutes prior to ramp start

Example of Timing Requirements for WECC



CURTAILMENTS AND RELOADING OF E-TAGS

As reliability-related situations occur, there may be a need to curtail e-Tags on any given TSGT path. Should a curtailment take place, TSGT will make every effort to reload all effected e-Tags as soon as practicable. Impact on the Transmission Service will be dependent on what actions the PSE has taken since the curtailment, which may have changed the Transmission Allocation on the e-Tag.

e-Tags will only be reloaded for the next scheduling interval and beyond. e-Tags will not be reloaded for the current interval. Reloaded e-Tags are subject to approval by all impacted Balancing Authorities. The same curtailment and reload methodology will apply to Intra-Hour e-Tags.

ANNULMENT POLICY

TSGT's general practice is to not Annul any TSR's. However, should the following conditions occur, TSGT may choose to Annul a TSR:

1. If TSGT unintentionally allows for Transmission Capacity to be sold over an open bus or line.
2. If TSGT unintentionally allows the requested path to be oversold.
3. If TSGT unintentionally and improperly approves the TSR.

TSGT will not Annul a TSR for reasons such as an entity purchasing the wrong path or an entity purchasing the path in the wrong direction. If the TSR is purchased at the posted price, TSGT will not Annul the TSR unless at least one of the above stated conditions exist.

SCHEDULING PATHS

Transmission Schedules must be tagged from the same Point of Receipt (POR)/Point of Delivery (POD) combinations as identified in the Confirmed OASIS TSR. However, if the POR/POD combination crosses multiple Balancing Authorities, additional path segments will be required in the tag. Tagging examples are provided on the Tri-State OASIS under e-Tagging

Examples. The original Customer (PSE), or assignee, must also be shown as the PSE for that specific path on the e-Tag. TSGT will Deny the e-Tag(s) if these requirements are not met.

TABLE OF MNEMONICS ASSOCIATED WITH TSGT POR(s) and POD(s)

e-Tag Abbreviation	Current POR/POD Names
ALAMOGRD0115	Alamogordo
ALGO	Algodones 115 kV
AMBROSIA230	Ambrosia 230 kV
AMES	Ames Hydro
AU	Ault
BC	Beaver Creek
BELN	Belen 115 kV
BLLK	Black Lake 115 kV
BLUE	Blue River 230 kV
BODO	Bodo 115 kV
BOON	Boone
BOON115	Boone 115 kV
BOYD	Boyd
BOZ	Bonanza 345 kV
BRVD	Bravo Dome 115 kV
BSAN	Big Sandy 230 kV
BTHD	Berthoud
BURL	Burlington 230/115 kV
BWAT	Bluewater
CABA	Caballo
CALRIDGE	Calamity Ridge 138 kV
CASCADE	Cascade 115 kV
CCI	Curecanti
CDEL	City of Delta
CGUL	Coyote Gulch 115 kV
CLAP	Clapham 115 kV
COMA	Comanche
CRG	Craig
CWCK	Cow Creek
DJ	Dave Johnston
DONAANA115	Dona Ana
DURA	Durango 115 kV
ELBU	Elephant Butte
EMNT	East Montrose
FOURCORNE345	Four Corners 345 kV
FULLER	Fuller
GALLUP.FTM	Gallup-Ft. Wingate & Mendoza
GLAD	Gladstone 230/115 kV
GLAD 115	Gladstone 115 kV
GLADE115	Glade 115 kV

HDN	Hayden
HERN	Hernandez 115 kV
HERN6	Hernandez 69 kV
HIDALGO115	Hidalgo 115 kV
HNLK	Henry Lake
HOLLYWOOD115	Hollywood
HSP	Hesperus 345/115 kV
JUAN	Juanita
LAJU	La Junta
LAMR	Lamar
LAMR115	Lamar 115 kV
LAMR230	Lamar 230 kV
LAMS	Lamso Tap
LASCRC115	Las Cruces 115 kV
LINC	Lincoln 230 kV
LJAR115	La Jara 115 kV
LJAR69	La Jara 69 kV
LPT	Laporte 115 kV
LRS	Laramie River Station 345 kV
LRS230	Laramie River Station 230 kV
LRS69	Laramie River Station 69 kV
LUDW	Ludlow 115 kV
MIDW	Midway 230/115 kV
MIMBRES115	Mimbres 115kV
MONU	Monument
MTR	Montrose
NFK	North Fork
NMES	North Mesa
NYUM	North Yuma 230 kV
OJO345	Ojo Caliente 345 kV
PEGS	Escalante 230 kV
PHDO	Phelps-Dodge
PICACHO115	Picacho 115 kV
PLAY115	Playas 115 kV
PLAY69	Playas 69 kV
PON	Poncha Junction 230 kV
PYGS	Pyramid
RFL	Rifle
RLK	Richard Lake 115 kV
SCSW	Sidney West 230 kV DC-Tie
SGW	Stegall West DC-Tie
SHIPROCK345	Shiprock 345 kV
SJ345	San Juan 345 kV
SLV230	San Luis Valley 230 kV
SOCO	Socorro

SPCY	Spring Canyon
SPGR	Springer 115 kV
STORLK115	Storrie Lake 115 kV
STY	Story
SWR	Southwest Rangely 138 kV
TAOS	Taos 345/115 kV
TOT3GS	TOT3 Gateway
TOT5GW	TOT 5 Gateway
TSGTWSTATION	Tri-State West Station
VILA	Vilas 115 kV
WALT	Walsenburg
WILC	Willow Creek 115 kV
WRAY	Wray 230/115 kV
YATH	Yah-Ta-Hey
YOCN	York Canyon

MAINTAINING ACCURATE INFORMATION IN THE WECC and NERC REGISTRIES

TSGT maintains all Path and Adjacency registered data in the OATI webRegistry. TSGT will review and update the webRegistry as needed to ensure that all active data is accurate. TSGT will use the webRegistry application provided by OATI and approved by the necessary entities involved in the validation components. TSGT will maintain the webRegistry with POR, POD, Source, Sink, Transmission Path data, as well as POR, POD, Source, and Sink adjacency data.

CONSTRAINED PATHS

TSGT provides scheduling capability on four constrained paths that involve multiple Transmission Owners. The identified paths are referred to as:

TOT-1A: Northwest Colorado – Northeast Utah

TOT-2A: Northwest Colorado – Northwest New Mexico

TOT-3: Southeast Wyoming - Eastern Colorado

TOT-5: Western Colorado - Eastern Colorado

Many transactions taking place on the TSGT system involve at least one of these identified paths. Three of these paths are WECC Qualified Transfer Paths for Unscheduled Flow (USF) Mitigation through the WECC USF Relief Procedures. WECC refers to these Qualified Transfer Paths as:

Path 30 (TOT-1A)

Path 31 (TOT-2A)

Path 36 (TOT-3) (A competing path with Path 66 California – Oregon Intertie [COI])

Coordinated Phase Shifter operation and/or schedule reductions may be requested on these paths. Since WECC is currently not using a flow-based methodology for determining schedule impacts to the transmission systems prior to implementation, the real-time Balancing Authority may determine that current system conditions are such that the anticipated schedule(s) cannot be implemented, and adjustments to the schedule(s) may be required.

DESIGNATED NETWORK RESOURCE (DNR) PROCEDURES

FERC Order 890 requires each Transmission Provider to provide a means for Network Customers to Designate and Undesignate Network Resources on a day-ahead basis. Please refer to the separate Business Practice procedures specifically addressing the Designation and Un-Designation of Network Resources. A copy is located on the TSGT OASIS under FERC Orders/FERC Order 890. Formal Undesignation procedures are in effect.

TRANSMISSION RATES

***2017 TSGT OATT RATES
(SCHEDULE 7: LONG-TERM FIRM & SHORT-TERM FIRM POINT-TO-POINT
TRANSMISSION SERVICE
&
SCHEDULE 8: NON-FIRM POINT-TO-POINT TRANSMISSION SERVICE)***

Hourly Firm (On-Peak)	(\$/MW-hour)	\$12.16
Hourly Firm (Off-Peak)	(\$/MW-hour)	\$5.78
Hourly Non-Firm (On-Peak)	(\$/MW-hour)	\$12.16
Hourly Non-Firm (Off-Peak)	(\$/MW-hour)	\$5.78
Daily Firm	(\$/MW-day)	\$195.00
Daily Non-Firm	(\$/MW-day)	\$195.00
Weekly Firm	(\$/MW-week)	\$973.00
Weekly Non-Firm	(\$/MW-week)	\$973.00
Monthly Firm	(\$/MW-month)	\$4,216.00
Monthly Non-Firm	(\$/MW-month)	\$4,216.00
Yearly Firm	(\$/MW-year)	\$50,588.00

TSGT posts discounted offerings for select paths. TSGT does not support Customer price negotiation from the offering prices shown on the TSGT OASIS.

The posted discount for TSGT Transmission Service is not applicable to Transmission Service provided under the Regional Tariff as a participant in the WestConnect Regional Transmission Service Pricing. Regional Transmission Service under the Regional Tariff is available on the TSGT OASIS and requires a separate TSA (ANNEX A) to be executed with TSGT. The separate WestConnect Business Practices are also posted on the TSGT OASIS. For further information regarding the WestConnect Regional Transmission Pricing, please refer to the separate WestConnect Business Practices.

SCHEDULE 1: SCHEDULING, SYSTEM CONTROL, AND DISPATCH ANCILLARY SERVICES

Based on the Transmission Capacity that is purchased (expressed in MW's), TSGT will assess a Scheduling, System Control, and Dispatch Service charge as set forth below (and stated in the TSGT OATT) effective January 1, 2017:

Annual Charge (\$/MW-year)	\$4,763.00
Monthly Charge (\$/MW-month)	\$397.00
Weekly Charge (\$/MW-week)	\$92.00
Daily Charge (\$/MW-day)	\$13.00
Hourly Charge (\$/MW-hour)	\$0.54

To the extent that Schedule 1 charges are also assessed by the Balancing Authority for Customer transactions on the TSGT system, TSGT will pass through those Balancing Authority charges to the Customer on the respective transmission service invoice issued by TSGT.

SCHEDULE 2: REACTIVE SUPPLY AND VOLTAGE CONTROL ANCILLARY SERVICE

Based on the Transmission Capacity that is purchased (expressed in MW's), TSGT will assess a Reactive Supply and Voltage Control charge as set forth below. The Customer must purchase this service from either the Transmission Provider or the Balancing Authority. In the event that the Balancing Authority performs this service on behalf of the Transmission Provider, charges to the Customer are only to reflect only a pass-through of the costs charged to the Transmission Provider by the Balancing Authority.

Annual Charge (\$/MW-year)	\$1,053.80
Monthly Charge (\$/MW-month)	\$87.82
Weekly Charge (\$/MW-week)	\$20.27
Daily Charge (\$/MW-day)	\$2.90
Hourly Charge (\$/MW-hour)	\$0.18

UNRESERVED USE OF TRANSMISSION CAPACITY POLICIES

Overview

In the event that a Customer (including third party sales by the Transmission Provider) exceeds its Firm or Non-Firm Reserved Capacity at any POR or POD, the Customer shall pay, in addition to the otherwise applicable charges, a penalty charge for the Unreserved Use equal to twice the applicable rate for Firm Point-to-Point Transmission Service.

Methodology Used

- For Unreserved Use of a **single hour** within a **single day calendar day**, the penalty charge shall be based on the Daily Firm Point-to-Point rate (multiplied by the highest MW usage value for the time period).
- For Unreserved Use of **multiple instances** on a **single calendar day**, the penalty charge shall be based on the Daily Firm Point-to-Point rate (using the highest MW usage value for the time period).

- For Unreserved Use of **multiple instances in two or more days in a calendar week**, the penalty charge shall be based on the Weekly Firm Point-to-Point rate (using the highest MW usage value for the time period).
- For Unreserved Use of **multiple instances in more than one calendar week in a calendar month**, the penalty charge shall be based on the Monthly Firm Point-to-Point rate (using the highest MW usage value for the time period).
- A week is defined as Monday (HE 0100) through Sunday (HE 2400).
- The Unreserved Use charges will be based on twice the rate(s) specified above, multiplied by the applicable MW usage.

Examples of Charge Calculations

- *Example 1:* A Customer with 25 MW of Unreserved Use for **two hours** in one day during the first week of the month, and 50 MW of Unreserved Use for **two hours** during the last week of the month will be charged as follows:
 - $(25\text{MW} \times (\text{Daily Firm P-T-P rate} \times 2)) + (50\text{MW} \times (\text{Daily Firm P-T-P rate} \times 2))$
- *Example 2:* A Customer with 25MW of Unreserved Use for **two separate days** during the first week of the month, and 50MW of Unreserved Use for **two hours** in one day during the last week of the month will be charged as follows:
 - $(25\text{MW} \times (\text{Weekly Firm P-T-P rate} \times 2)) + (50\text{MW} \times (\text{Daily Firm P-T-P rate} \times 2))$
- *Example 3:* A Customer with 25MW of Unreserved Use for **two separate days** during the first week of the month and 50MW of Unreserved Use for **two separate days** during the last week of the month will be charged as follows:
 - $50\text{MW} \times (\text{Monthly Firm PTP Rate} \times 2)$
- *Example 4:* A Customer with 25MW of Unreserved Use for **one hour** and 35MW of Unreserved Use for another hour of the same day will be charged as follows:
 - $35\text{MW} \times (\text{Daily Firm PTP Rate} \times 2)$

Amounts collected for Unreserved Use will be included in the Annual Transmission Revenue Requirement calculation.

CREDIT POLICIES FOR OUTAGES/CURTAILMENTS

Firm and Non-Firm Transmission Service

- TSGT does not give credit to any TSR's for curtailments due to transmission outages or displacements by higher a NERC priority.
- TSGT will curtail TSR's ahead of time, where practicable, in order to aid entities in properly tagging their purchased TSR's.

For credit policies concerning the WestConnect Regional Transmission Service, see the WestConnect Business Practices and associated WestConnect Regional Transmission Tariff.

LOSS ASSESSMENT(S)

TSGT will calculate the losses for all Firm and Non-Firm transactions at the TSGT loss rate stated in its' OATT. TSGT losses will be assessed for all real-time & pre-scheduled transactions on the TSGT Transmission Facilities at the following OATT rate:

Loss Percentage

4.92 %

PRE-SCHEDULED TRANSACTION LOSS CALCULATION AND SETTLEMENT

This interim loss calculation and repayment methodology is effective until such a time that TSGT develops additional accounting automation to accommodate the full concurrent loss collection.

Losses associated with Firm transactions for a month or longer can be settled financially or settled by return of energy. The Customer will determine the method of payback for losses **prior** to the start of the Transmission Service, which will remain in effect for the duration of the agreement. Losses for all Firm pre-scheduled transactions for a month or longer shall be submitted using one Loss e-Tag for all aggregated losses for the pre-scheduled day. In the comment field of the Loss e-Tag, the e-Tag must be clearly designated as a "Loss Tag for mm/dd/yy". The profile shall be flat MW schedules, separated into On-Peak and Off-Peak periods. Rounding shall be performed using standard rounding criteria (x.49 and lower is rounded down, x.50 and higher is rounded up), based on cumulative MW's for the day being scheduled.

Losses will also be collected for all Non-Firm transactions. Financial settlements of losses will be mandatory for all Non-Firm TSR's. These settlements will be made in accordance with the Financial Payment section below.

SETTLEMENT OF LOSS ENERGY

FINANCIAL PAYMENT

Financial payment for losses shall occur when insufficient loss energy for a transaction is returned during the month of the transaction. In this case, the Customer will financially settle for the unscheduled loss energy by remitting payment to TSGT, as calculated by TSGT. The financial payment will be invoiced at the end of the month based on a weighted average: 100% of the Palo Verde market ON and OFF Peak indices for Firm energy as recorded on www.theice.com. Financial settlement is the default payback method for insufficient loss energy returned.

DELIVERY OF LOSSES

Losses paid back with scheduled energy can be delivered to any POR on the TSGT Transmission System, mutually agreed to by the purchasing party and TSGT.

SETTLEMENT OF SCHEDULING & DISPATCH FEES

e-Tags scheduled utilizing the WACM Transmission System or utilizing a Transmission System within the WACM Balancing Authority Area are subject to a pre-defined Scheduling and Dispatch Fee, assessed by WACM for each month's billing period. These charges are charged directly to TSGT, as the last Transmission Provider on the e-Tag. TSGT will then pass these fees through to the PSE identified on the e-Tag. The charges will be dependent on the number of Providers presented on each e-Tag. These scheduling fee rates change on an annual basis, and are communicated by WACM to each applicable Transmission Provider each October. The fee structure will be included on the billing request as provided by TSGT.

ENERGY IMBALANCE SERVICE

TSGT does not offer Energy Imbalance Services. The Energy Deviation load/schedule will be calculated and settled through scheduled paybacks. This service must be obtained from the various Balancing Authorities where TSGT operates.

CREDIT WORTHINESS PRACTICES

Companies desiring to become a TSGT Transmission Customer will be subject to a credit worthiness evaluation, in accordance with the Credit Worthiness Business Practices: Attachment A.