

MRES Data Requests on WAPA's 2019 True-Up

1. Referring to WS 3-RevCredits, please explain the term "Z2 Schedule 7/8 clawbacks," as noted at line 185. Why are these not negative? If these are costs to WAPA, please explain how WAPA incurs these costs.
 - a. This is a Point to Point revenue credit reversal. Revenue Credits under Z2 stem from transmission service that could not have been provided but for the qualifying upgrade. SPP pays Transmission Owners revenue associated with transmission service and once the Z2 revenue credits are calculated, some of the revenue is "clawed back" to distribute to the upgrade sponsor.
2. Referring to WS 3-RevCredits, please explain the difference between the Schedule 11 revenues as contained on lines 57-70 and lines 166-168. What are Zonal PTP Adjustments?
 - a. The Charge Name Description for credits listed on lines 57-70 from SPP Settlements is "Adjustment for Zonal Base Plan Funded Transmission Upgrades on Point to Point Reservations." Lines 155-168 are Schedule 11 revenue from WAPA's Base Plan Upgrades. In 2019, there were no Base Plan Upgrades for WAPA-UGP yet so the values in Lines 155-168 are zero.
 - b. Zonal PTP Adjustments as explained by SPP are *"tied to the LCI "Least Cost Interconnect" process. The LCI methodology is a rate setting concept which uses the lowest rate of the external Zonal POD for Through and Out PTP transactions. The LCI manual adjustment is done in the legacy settlement system due [to the fact]that our old settlement system couldn't process both the Through and Out Schedule 11 PTP hourly On-peak and Off-peak rates. We let the settlement system process the On-Peak rate while the Manual adjustment calculated the Off-Peak rate."*
3. Referring to WS4-CostData, Net Plant Investment Worksheet, the SSCD Plant-in-Service during 2019 increased by \$3.4 million. Based on WS13, the increase is a result of changing the SSCD ratios from 75% and 52.3% in 2018 to 100% and 65.5% in 2019, per WS13-SSCDFac. Please explain the change in the SSCD Ratios, whereby Trans/Real Time (employees?) moved from 24 and 32 to 26 and 26. Are Trans employees different from Real Time employees?
 - a. "Real Time" employees as utilized in the applicable SSCD ratio allocator calculation source data refers to real-time employees (both Transmission and Merchant) in the Watertown Operations Office (WOO). "Trans" employees are only the real-time employees that are Transmission. The real-time Merchant employees that were located in the WOO have now all moved to a separate building and are no longer co-located with the real-time Transmission employees, and therefore in the latest posted SSCD ratio source materials there were only 26 real-time Transmission employees in the WOO.

4. Referring to WS8-TransFac, please explain the fact that there is a new transmission line, Circle-Dawson, and a new transmission substation, Wanblee Tap, that are not described in WS11-FacChanges.
 - a. Wanblee Tap was included in the WS11-FacChanges tab of the 2018 True-Up but it was inadvertently left off the TransFac Tab in prior years because there were no plant costs associated with the Tap because it was built with contributed funds. WAPA has added a new footnote to this line segment in WS8 explain the new entry.
 - b. The Circle-Dawson line segment is not a new line. Costs booked into plant were for maintenance replacements on that line segment, and a new line segment was created in the financial system to book those specific new costs. Costs for this line segment were previously included in Ft. Peck – Dawson County 1 line (Fort Peck-Dawson 1). Therefore, no corresponding entry was included in WS11-FacChanges. WAPA has added a new footnote to this line segment in WS8 to note that it was formerly part of the Ft. Peck-Dawson County 1 line.
5. Referring to WS-8TransFac, line 507, Distribution Facilities:
 - a. Please explain why the total in column 2 does not include the RMR distribution facilities.
 - b. Please explain why the total in column 5 does include three lines of the RMR facilities, lines 4[87]-489 [Row #s from True-Up template].
 - i. WAPA has clarified the title of this subtotal row (row 507 in True-Up template) in both the True-Up and Estimate templates from “Distribution Facilities” to “Subtotal for SSCD Ratios” and added a new footnote to explain the calculations in columns 2 and 5, and the use of these calculations in the SSCD (with reference to WS12-SSCD) The three lines of RMR facilities included in column 5 (of True-Up template) are dispatched by UGP.
6. Referring to WS14-Reg, please provide or cite specifically to the source document and page for line 6, Capacity Used for Regulation.
 - a. The footnotes related to Capacity Used for Regulation have been updated to reference the current source document “WAUW-Regulation-Requirements.pdf”, which has been posted on UGP’s OASIS site (Cost Data Sources – 1/1/2021 Update). The calculation is summarized on page 10 of that source document.
7. Referring to WS15-Res, please provide or cite specifically to the source documents and pages for line 7, Western’s Maximum Load in WAUW Control Area, and line 8, Maximum Generation in WAUW Control Area.
 - a. This source data for the “WAUW maximum load data” and “WAUW maximum generation data” referenced in the templates for 2019 have been posted on UGP’s

OASIS site (Cost Data Sources – 1/1/2021 Update). The Maximum Generation in WAUW has been updated from 85 to 92 MW to match the 2019 source data.

MRES Data Requests on WAPA’s 2021 Projected Rates

8. Referring to WS5-BPUz, col. 8, isn’t it true that these amounts should be multiplied against WS4CostData cell C98, not C97?
 - a. Equation has been updated to reflect the displayed references.

9. Referring to WS8-TransFac, please explain the fact that there is a new transmission line, Killdeer-Charlie Creek, that is not described in WS11-FacChanges.
 - a. This is not a new line. It is part of the Watford City – Beulah line segment that has been previously identified. We identified this as a discreet segment because we are not sure how the costs will be booked when planned maintenance work is done (to the entire line segment or discreetly to this segment). Therefore, no corresponding entry was included in WS11-FacChanges. WAPA has added a new footnote to this line segment in WS8 to note that it was formerly part of the Watford City-Beulah line.