

Questions from PSCo WMF on PSCo Business Practices  
03/15/06

1. In the second paragraph under General Information, it reads "Transmission service over the PSCo transmission service is available..." but should read "Transmission service over the PSCo transmission system is available..."

We concur and have corrected. Thanks

2. Under "Scheduling and Tagging", the last sentence under paragraph #3 says "Firm schedules submitted after 1000 hours will be accommodated as practicable." We want to understand what "as practicable" means. For example, if a day ahead schedule for a purchase using an existing firm path comes in after 1000, say at 1100, and the path is not limited for that following day (ie there is no maintenance scheduled), will that firm schedule be accepted? Does the answer change if the schedule is submitted at 1200, 1300 or 1400? Could you replace "as practicable" with "per paragraph #2 above"?

The language "as practicable" is the language used in the OATT. We will accommodate all schedules until 1500 and will only be denying those schedules that cannot be accommodated. We do not anticipate any problems associated with this new practice. In your example all your examples will be accommodated barring physical transmission limitations.

3. In Paragraph #9, would PSCo consider allowing dailies for time zone differences (ie 0100-0100)?

We will evaluate the impact of this proposal.

4. In Paragraph #9, would PSCo consider changing the Monday-Monday weekly service as being any seven consecutive days (ie service could be procured for a Wednesday through Tuesday week)?

We will evaluate the impact of this proposal.

5. Likewise, would PSCo consider changing the 1st of the month to any consecutive monthly period (ie monthly service could be procured from April 15 through May14)?

We will evaluate the impact of this proposal, however we are unlikely to modify monthly due to the impact on the remaining ATC that may or may not be acquired.

6. Regarding the section on page 4 entitled "Oasis Transmission Reservations". Is this limitation still needed; ie rejecting all requests greater than 3 over two consecutive hours? As an alternative, could you increase the number (5 per hour as an example?). Nobody intends to drag down the system, of course, but there are numerous occasions when serial requests have to be made.

The limitation only applies to identical reservations. Since this increases the evaluation workload we will not increase the number of identical requests. However, in order to accommodate your needs please

articulate why it maybe necessary to submit more than one identical transmission reservation.

Comment not specifically addressed to the BP:

7. Regarding curtailments on third party operated elements where PSCo has transmission rights, we have had problems in the past that the path operator posts upcoming maintenance curtailments well in advance, but PSCo does not acknowledge the resulting curtailments until much closer to the actual maintenance period. From a customer perspective, this causes denials and refusals of requests that could be avoided with better advance notice on the PSCo OASIS node.

We realize that other transmission providers are posting planned transmission curtailments much further in advance than PSCo. However, due to the nature of scheduling it is common to alter the planned schedule, resulting in a change to the availability of transmission. PSCo has elected to post the planned transmission work only after we have confirmed the date and time that the curtailment will occur. Obviously, we have more control on facilities which we control and maintain thus it is reasonable to expect greater lead time on these facilities. Additionally, we are evaluating if it is necessary to extend the notification of routine work on certain critical facilities, this change may result in the ability to post planned curtailments with greater lead time.