

**RAILBELT TRANSMISSION ORGANIZATION (RTO)
GOVERNANCE COMMITTEE
MEETING AGENDA
May 8, 2026, 12:00 PM**

To participate dial 1-888-585-9008 and use code 212-753-619#

1. CALL TO ORDER
2. ROLL CALL (for Committee members)
3. PUBLIC ROLL CALL (for all others present)
4. AGENDA APPROVAL
5. PUBLIC COMMENTS
6. APPROVAL OF THE MEETING MINUTES – [March 20, 2026](#)
7. OLD BUSINESS
 - A. Open Access Transmission Tariff, RCA Docket U-25-028
 - B. Technical Subcommittee Update
 - C. Tariff Subcommittee Update
 - D. Finance Subcommittee Update
8. EXECUTIVE SESSION – (Bylaws Section 5.12.3) To discuss matters, the immediate knowledge of which could have an adverse effect on the finances or legal position of the RTO, the Committee, or its members, or that are confidential under state, federal, or local law.
9. NEW BUSINESS
 - A. [FY26 Budget Amendment](#)
 - B. [Business Practices](#)
 - i. [RTO DRAFT Business Practice Change Request](#)
 - ii. [RTO DRAFT Business Study Request Process](#)
 - iii. [RTO DRAFT Business Practice Updates and Changes](#)
 - iv. [RTO DRAFT Business Practice Tariff Filings](#)
 - v. [RTO DRAFT Business Practice Postings](#)
10. MEMBERS COMMENTS
11. NEXT MEETING DATE – May 15, 2026
12. ADJOURNMENT

RAILBELT TRANSMISSION ORGANIZATION (RTO)
GOVERNANCE COMMITTEE
MEETING MINUTES
March 20, 2026

1. CALL TO ORDER

Chair Million, GVEA, called the Railbelt Transmission Organization Governance Committee meeting to order at 12:15 p.m. A quorum was established.

2. ROLL CALL (for Committee members)

Curtis Thayer (Alaska Energy Authority [AEA]); Arthur Miller (Chugach Electric Association [HEA]); Sarah Lambe (Homer Electric Association [HEA]); Tony Zellers (Matanuska Electric Association [MEA]); Travis Million (Golden Valley Electric Association [GVEA]); Brian Hickey [City of Seward]; Ed Jenkin (Railbelt Reliability Council [RRC]).

3. PUBLIC ROLL CALL (for all others present)

Jennifer Bertolini (AEA); Karen Bell (AEA) Mark Billingsley (AEA) Bill Price (AEA); Matt Clarkson (CEA); Jessica Spuhler (HEA); Kim Henkel (MEA); David Pease (MEA); Jon Sinclair (MEA); Kody George (City of Seward); Tina Grovier (Stoel Rives, RTO); Jessica Wright (Stoel Rives); Shannon Bleicher (Stoel Rives) Carl Monroe (Munro Advisors, LLC); Andrew Jensen (Governor's Office).

4. AGENDA APPROVAL

MOTION: A motion was made by Mr. Miller to approve the agenda as presented. Motion seconded by Mr. Zellers.

A roll call was taken, and the motion to approve the agenda passed unanimously.

5. PUBLIC COMMENTS

There were no public comments.

6. APPROVAL OF THE MEETING MINUTES – February 13, 2026

MOTION: A motion was made by Mr. Thayer to approve February 13, 2026, meeting minutes as presented. Motion seconded by Mr. Miller.

A roll call vote was taken, and the motion to approve February 13, 2026, minutes passed unanimously.

7. OLD BUSINESS

A. Open Access Transmission Tariff, RCA Docket U-25-028

Tina Grovier, Stoel Rives, reported the RTO had its hearing before the Regulatory Commission of Alaska, which began on February 17, 2026, and ran through March 12, 2026. The RCA is now deliberating, and their decision is due June 4, 2026. She said she has matters related to this topic, budgeting the RTO certificate and next steps related to the OATT to discuss in executive session, the immediate knowledge of which could have an adverse effect on the legal and financial position of the RTO and/or the Committee members or that are confidential under State, federal or local law.

B. Technical Subcommittee Update

Jon Sinclair, MEA, said the Technical Subcommittee has made progress on the RFP for a regional/local benefit allocator and losses and now has a draft. The allocator and losses were discussed at length at the hearing, and the subcommittee is moving forward with getting that study together. He explained it is not ready for review by the Governance Committee as some parties still need to comment, but there are a draft and a list of what will be studied. He speculated there will be a draft for the Governance Committee to review at the next meeting.

Mr. Sinclair said the Technical Subcommittee is also developing some business practices, which are also still in draft form.

C. Tariff Subcommittee Update

Karen Bell, AEA, said the Tariff Subcommittee resumed meetings this week after being paused for a few weeks during the RCA hearing. The subcommittee will continue to meet weekly going forward to address business practices assigned to the subcommittee. She reported that this week, the subcommittee walked through a draft business practice establishing the process that the RTO would use to update the OATT or business practices in the future. The subcommittee will continue to work on this business practice and will also begin reviewing business practices related to RTO postings and filing service agreements.

Ms. Bell said once the subcommittee has a recommendation that recommended business practice will be presented to the Governance Committee at a public meeting. She anticipated the subcommittee having some recommendations ready in the April to May time frame.

D. Finance Subcommittee Update

Karen Bell, AEA, said the Finance Subcommittee also resumed meetings this week and has established a weekly cadence to deal with the business practices and protocols assigned to the subcommittee in the Gantt chart.

Ms. Bell said the primary focus for the Finance Subcommittee has been developing a recommendation for the fiscal year 2027 budget for the RTO, which will be discussed later in this meeting under new business on the agenda. She explained the proposed budget is for costs related to outside services for the RTO and is based on the dates proposed by the RTO in the Gantt chart. She said the Finance Subcommittee does anticipate the budget will have to be revisited once a final order from the RCA is issued in Docket U-25-028.

Ms. Bell said the Subcommittee has also begun to discuss processes for filing the annual transmission revenue requirements, along with the development of protocols, potentially including an informal challenge process. She concluded that the Finance Subcommittee would continue to primarily focus on evaluating and developing recommendations for protocols over the next couple of weeks and once the subcommittee has a recommendation, it will come before the Governance Committee with that recommendation.

MOTION: A motion was made by Mr. Zellers to enter into Executive Session to discuss confidential financial matters related to the RTO finances and legal strategy. This is consistent with our Bylaws, which allow the Board to consider confidential matters in executive session. In this case, the RTO believes that these are subjects that would have an adverse effect on the finances of the RTO and are being discussed with an attorney, the immediate knowledge of which could have an adverse effect on the financial or legal position of the Committee or are protected by law due to rules protecting personal privacy and certain business information. Motion seconded by Mr. Miller.

A roll call was taken, and the motion to enter into Executive Session passed unanimously.

- 8. EXECUTIVE SESSION – 12:27 pm. (Bylaws Section 5.12.3) To discuss matters, the immediate knowledge of which could have an adverse effect on the finances or legal position of the RTO, the Committee or Authority, or that are confidential under state, federal, or local law.**

The RTO Governance Committee reconvened its regular meeting at 1:31 p.m. Chair Million advised that the RTO did not take any formal action on the matters discussed while in executive session, except as authorized by Bylaws Section 5.12.2, to give direction to an attorney or negotiator regarding the handling of a specific legal matter or pending negotiation.

9. NEW BUSINESS

A. RTO FY27 BUDGET

Karen Bell, AEA, introduced the proposed FY 27 Budget and explained the proposed budget is only for the cost related to outside services and is based on the dates proposed by the RTO in the Gantt chart. For that reason, at this time, legal costs are projected to be less next year because there is only one filing anticipated in fiscal year 2027. She said according to the Gantt chart proposed by the RTO, the initial cost of service filing would not be until October 1, 2027, and at the earliest August of 2027.

Ms. Bell said an order in U-25-028 that has the RTO filing sooner than the dates proposed by the RTO will require an increase to the legal budget. She said one item not listed on the budget for the RTO administrative costs are the AEA staff costs. She explained those AEA staff costs are not included in this budget is because AEA has requested an appropriation from the state to cover those costs until the OATT becomes effective. She said the purpose of that appropriation is to pay AEA's costs until that time. The OATT does have an administrative charge that covers

both contractual costs and AEA staff costs, but contractual costs will need to be covered by the cost share agreement that is in place until the OATT becomes effective.

Ms. Bell said the proposed budget also includes \$750,000 for the estimated costs of the studies needed to implement the OATT as proposed by the RTO, including a uniform tier study, a regional local benefit allocator study, and a loss study. She said these estimates will be refined through a procurement process. She clarified the RCA's final order in U-25-028 may change how, if, and when these studies are performed, which could also result in a budget amendment coming before the Committee.

Ms. Bell noted the money requested by AEA from the State of Alaska is for FY27, July 1, 2026, through June 30, 2027. The RTO has funding for FY26.

Mr. Million summarized that the proposed FY27 RTO Budget includes study money that was not in the budget this year and reduced legal services costs compared to last year, but depending on the RCA final order in Docket U-25-028, the RTO budget may have to be modified after the ruling.

MOTION: A motion was made by Mr. Zellers to approve the FY27 RTO budget as presented. Motion seconded by Mr. Miller.

10. MEMBERS COMMENTS

Mr. Miller expressed appreciation for all individuals that were involved in the RCA hearing. He said Tina and her team did a great job and appreciated their efforts.

Mr. Thayer thanked Karen and Mark for dedicating 4 weeks of their life to the process. He thanked the staff for the updates and the budget.

Mr. Zellers echoed the comments and thanked the subcommittees for starting work on the business practices.

Ms. Lambe also echoed the prior comments and thanked Tina and her team as well as the witnesses, in particular Jon Sinclair, Karen Bell and Carl Monroe who did a very good job on the stand.

Mr. Jenkin appreciated all the comments and expressed appreciation for the subcommittees and their work to move things along.

Chair Million echoed the prior comments. He noted the hearing was almost three and a half weeks long and recognized a lot of work and effort went in behind the scenes.

11. NEXT MEETING DATE – TBD

Chair Million stated the next meeting date is to be determined soon.

12. ADJOURNMENT

There being no further business for the Committee, the meeting adjourned at 1:24 p.m.

Travis Million, Chair

Curtis W. Thayer, Secretary

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Railbelt Transmission Organization
Draft Second Update to the Administrative Budget - Outside Services
Fiscal Year 2026 (July 1, 2025 - June 30, 2026)

FERC 920 & 930 Administrative Expenses				
RTO Administrative Budget	Updated Approved FY2026	Draft Request Increase	Draft Updated FY2026	Actual 3/31/26
Outside Services	1,222,200	270,000	1,492,200	1,212,021
Total	\$ 1,222,200	\$ 270,000	\$ 1,492,200	\$ 1,212,021

Note - Contractual expenses in FY2026 will be allocated to RTO members according to the Letter of Agreement for Interim Cost Share Allocation. Recommendation to increase the FY26 budget by \$270,000 from the Finance Subcommittee April 23, 2026 meeting.

Railbelt Transmission Organization

May 2026 Review of Business Practices

Change Request Business Practice

- ▶ RTO's Proposed Tariff Sheet 22 requires that a TO approved form is used to process change requests (CRs). This business practice (BP) proposes this standard.
- ▶ BP outlines process for processing & submitting CRs
- ▶ Type of CRs
 - ▶ Changes to Network Load
 - ▶ Changes to Network Resources
 - ▶ Changes to BTS
 - ▶ Special Requests
- ▶ Exhibit A – Change Request Form (A checklist of items to be completed under a CR)

Studies Business Practice

- ▶ RTO's Proposed NOATT includes multiple studies, see Tariff Sheets 69 and 84 for examples
- ▶ BP outlines process for submitting & processing Studies
 - ▶ Who can request a study
 - ▶ Subcommittee Assignment
 - ▶ Performance Requirements
 - ▶ Contracting Process
- ▶ Exhibit A – Study Request Form (a checklist of items to be completed under an RTO study)

Updates and Changes to the NOATT and BPs Business Practice

- ▶ The RTO's NOATT and BPs will require updates and changes over time
- ▶ Establishes a process for requesting changes to NOATT and BPs
 - ▶ Who can propose changes – TOs, Network Customers, Eligible Customers, RRC
 - ▶ Subcommittee Assignment
 - ▶ Timing
 - ▶ Subcommittee Recommendation
- ▶ Exhibit A – Revision Request (RR) Form (A checklist of items to be completed under a RR)

Tariff Filings Business Practice

- ▶ The RTO will submit filings to the RCA related to the NOATT
- ▶ Establishes a process for preparing & submitting filings to the RCA
- ▶ Purpose – describe the process for how those filings are to be created and approved for submission to the RCA
- ▶ Types of Filings
 - ▶ NOATT Changes
 - ▶ Annual Cost of Service
 - ▶ TSA Administration Charge
 - ▶ Non-Proforma Service Agreements

RTO Required Public Postings Business Practice

- ▶ Section 5 of the RTO's Proposed Tarff requires various public postings
- ▶ Establishes a process for posting and maintain required public postings
- ▶ Purpose – transparency, regulatory compliance, and timely access to information
- ▶ BP outlines
 - ▶ Content of public postings
 - ▶ Approval of public postings
 - ▶ Timing and updates
 - ▶ Accuracy, version control, and corrections

Railbelt Transmission Organization

**NONDISCRIMINATORY OPEN ACCESS
TRANSMISSION TARIFF**

Business Practice 0300

Change Requests

Version 1.0

MAINTAINED BY

The Railbelt Transmission Organization

PUBLISHED: XX/XX/XXXX

LATEST REVISION: XX/XX/XXXX

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DRAFT

1. PURPOSE

This Business Practice (BP) establishes a standardized process for submitting a Change Request (CR) under the Railbelt Transmission Organization's (RTO) Nondiscriminatory Open Access Transmission Tariff (NOATT). This BP is intended to support consistent administration of CRs, clarify the roles and responsibilities of Eligible Customers, Network Customers, Transmission Owners (TOs), and the Transmission Service Administrator (TSA), and ensure compliance with applicable tariff provisions, including Sections 12.2 and 13.3 of the NOATT.

2. SCOPE & DEFINITION

2.1. SCOPE

This BP applies to all CRs submitted by Eligible Customers or Network Customers for new or modified Network Integration Transmission Service (NITS) on the Railbelt Backbone Transmission System (BTS).

2.2. DEFINITION AND FORM OF CHANGE REQUEST

A Change Request is a written request by an Eligible Customer or Network Customer A, for new, or changes to, NITS, pursuant to the provisions of the NOATT. For purposes of clarity, a generation interconnection is a modification to NITS. The approved form to be used for a written CR is included as Exhibit A of this BP.

2.3. TYPES AND TIMING OF CR

As reflected on the CR form (Exhibit A), an Eligible Customer or Network Customer shall identify the type(s) of new or revisions to NITS being requested:

- Network Load(s) – adding, moving, and/or removing Network Load(s);
- Network Resource(s) – adding, moving, and/or removing Network Resource(s);
- BTS Asset(s) – adding, modifying, and/or removing BTS Asset(s); or
- Special Request – any change to NITS that is outside of a Network Load, Network Resource, or BTS Asset change. A Special CR includes, without limitation, requests requiring deviation from the pro forma Service Agreement, requests to change documentation only, and requests issued to comply with a Regulatory Commission of Alaska (RCA) order. The TSA shall coordinate with affected TOs and the Governance Committee (GC), as appropriate, to determine the process applicable to a Special CR.

The Eligible Customer or Network Customer shall designate the requested completion timing on the CR form as Normal (six (6) months), Expedited (three (3) months), or Urgent Action (one (1)

month or less). The submitter shall state the reason for any Expedited or Urgent Action designation. The affected TO(s) and the TSA shall use reasonable efforts to complete their respective obligations within the requested timeframe; however, completion timing is subject to the complexity of the CR, the studies required, and the availability of system data. If a designated timeframe cannot be met, the affected TO(s) shall promptly notify the submitter and the TSA, with the reasons therefor.

3. ROLES AND RESPONSIBILITIES

3.1. ELIGIBLE CUSTOMERS AND NETWORK CUSTOMERS

Eligible Customers and Network Customers are responsible for:

- Completing the customer section of the CR form and submitting the completed CR to the affected TO(s) as far as possible in advance of the month in which service is to commence but, in any event, no later than the timeframe designated to complete the CR as described in Section 2.3 of this BP. The TSA may assist the submitter by answering questions related to CR, to the extent appropriate.
- Providing all required information necessary for the TO(s) to evaluate the CR.
- Transmitting the CR and any required information to the TO(s) electronically by email or another electronic means.
- Treating any confidential information in accordance with applicable law, the NOATT and the RTO's BP for Confidential Information, identifying confidential portions of the CR at the time of submission, and preparing a redacted version for the TSA's to fulfill its posting requirement in accordance with Section 5 of the NOATT.

3.2. TRANSMISSION OWNERS

TOs are responsible for:

- Completing the TO section of the CR form.
- Receiving and time-stamping CRs submitted by Eligible Customers or Network Customers.
- Following the TO's processes to ensure its response to CRs is nondiscriminatory.
- Determining the validity of each CR. A CR is valid if it is submitted by an Eligible Customer or Network Customer on the approved form, contains all required information, and is transmitted electronically with a request for NITS within the scope of this BP. The TO(s) shall promptly notify the submitter of any deficiencies and afford a reasonable opportunity to cure. The CR will not be considered complete or active until

the SR has been filled out and all necessary information has been provided, completed, or clarified.

- Queuing all valid CRs based on the date and time of receipt.
- Assessing each CR on a queue basis for Available Network Capability.
- Conducting all studies necessary to facilitate the CR, including but not limited to System Impact Studies, Facilities Studies, Integration Studies, and Regulation Studies. If no system improvements are necessary to accommodate the CR, the TO shall state this in the CR. If the TO(s) determine improvements are necessary to accommodate the CR, those improvements shall be identified in the required studies. The customer and the relevant TO(s) shall endeavor in good faith to reach agreement regarding how the improvements shall be completed prior to final approval of the CR.
- Providing the TSA with the following information in a timely manner by emailing the information to RTO@akenergyauthority.org:
 - a. All valid submitted CRs,
 - b. Copies of all completed studies necessary for the TSA to perform its tariff obligations, and
 - c. Any agreed-upon changes to the Network or Eligible Customer's Service Agreement.

3.3. TRANSMISSION SERVICE ADMINISTRATOR

The TSA is responsible for:

- Completing the RTO section of the CR form.
- Administering NITS in accordance with the NOATT following completion of the CR process.
- Receiving CRs, completed studies, and Service Agreement changes from TOs.
- Posting valid CRs, completed studies, and public Service Agreements on the RTO's website consistent with approved BPs.
- Evaluating required additions, changes, and/or upgrades identified to the transmission system by the TO(s) through the CR process for inclusion or exclusion as a BTS facility pursuant to Attachment L of the NOATT and applicable BP. The TSA shall document its classification determination on the form specified in the Classification of Assets BP and provide that as written notice to the submitter, the affected TO(s), the GC, and include the completed form as an attachment to the CR. Disputes regarding a classification determination shall be addressed through Section 11 of the NOATT.
- Working with the TO(s) and Eligible Customer or Network Customer to implement necessary changes to a Service Agreement.

- Executing pro forma Service Agreements pursuant to Section 13.6 of the NOATT.
- Filing non proforma Service Agreements with the Regulatory Commission of Alaska as a special contract consistent with approved BPs.

4. COMPLETION AND IMPLEMENTATION

4.1. TECHNICAL ARRANGEMENTS

Network Integration Transmission Service shall not commence until the affected TO(s), and the Network Customer, or a third party, have completed installation of all improvements necessary under the Service Agreement consistent with Prudent Utility Practice and any additional requirements reasonably and consistently imposed to ensure the reliable operation of the BTS.

The affected TO(s) shall provide written notice to the TSA when all required improvements have been installed and commissioned. Upon receipt of such notice and confirmation that the executed Service Agreement is in effect, the TSA shall record the commencement date for NITS associated with the CR and post such information consistent with BP 0102.

5. Additional Steps

Saved for future use if needed.

RTO Committee	Doc ID	Document Title	Current Version	Current Rev Date
Technical Subcommittee	BP0300	Change Requests	1.0	05/08/2026

Revision History

Version Number	Revision Date	Effective Date	Prepared By	Summary of Changes
1.0	05/08/2026	TBD	Technical Subcommittee	Initial Draft Recommendation to GC

Approval:

DRAFT

Exhibit A – Change Request (CR) Form

1. RTO TO COMPLETE

CR Number: *Click or tap here to enter text.*

Date: *Click or tap to enter a date.*

CR Title: *Click or tap here to enter text.*

Special CR? No Yes

New Network Customer? No Yes

The RTO must attach the completed classification of asset(s) for to the CR.

2. Eligible Customer or Network Customer TO COMPLETE

Customer Information

Name: *Click or tap here to enter text.*

Company: *Click or tap here to enter text.*

Email: *Click or tap here to enter text.*

Phone: *Click or tap here to enter text.*

Requested completion timing: Normal (6 months) Expedited (3 months) Urgent Action (1 month or less)

Reason for expedited/urgent resolution: *Click or tap here to enter text.*

Type of revision (select all that apply):

Network Load(s) (*adding, moving, and/or removing Network Load(s)*)

Network Resource(s) (*adding, moving, and/or removing Network Resource(s)*)

BTS Asset(s) (*adding, modifying, and/or removing BTS Asset(s)*)

Special Request (*changes to NITS outside of Network Load, Network Resource or BTS Asset changes*)

RCA mandate (list order number(s)) _____

CR objectives

What is the objective of this CR?

Click or tap here to enter text.

How will the CR address the objectives:

Click or tap here to enter text.

CR RISK DRIVERS

Are there existing risks to one or more RTO members or the BTS driving the need for this CR?
No Yes

If yes, explain the risk and associated timelines:

Compliance (RTO Tariff, RRC, other): *Click or tap here to enter text.*

Reliability/Operations: *Click or tap here to enter text.*

Financial: *Click or tap here to enter text.*

NITS Service Agreement Revisions

Using the appropriate sections of the NITS Service Agreement, please provide the language from the current document(s) for which you are requesting revision(s), with all proposed revisions included in redlined/editable format. For any changes the party is requesting in the CR the customer shall provide the RTO with the facility modifications that are required, schedule for completion of modifications, and cost estimate for modification based on the information provided by the TOs in three (3) below. All capital costs for BTS modifications (new, upgrades, or retirements) shall be borne by the party requesting the CR.

3. Transmission Owner(s) TO COMPLETE

Transmission Owner(s) Information

Name: *Click or tap here to enter text.*

Company: *Click or tap here to enter text.*

Email: *Click or tap here to enter text.*

Phone: *Click or tap here to enter text.*

TO(s) Studies Summary

Summary description of results of any studies that were performed to determine any changes to the BTS that are necessary to allow the Eligible Customer or the Network Customer to change or begin

their NITS service. Studies, power flow modeling, and any other technical analyses relied upon to support the BTS classification determination in Section 4 below shall be attached to this form as exhibits. Conclusory or check-box-only submissions are not sufficient to support a BTS classification decision under BP 0130 § 4.2.

Network Customer Signature

TO(s) Signature

RTO Signature

DRAFT

Railbelt Transmission Organization

**NONDISCRIMINATORY OPEN ACCESS
TRANSMISSION TARIFF**

Business Practice 0301

Study Request Process

Version 1.0

MAINTAINED BY

The Railbelt Transmission Organization

PUBLISHED: XX/XX/XXXX

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1. PURPOSE

This Business Practice (BP) establishes a standardized process for submitting and processing a Study Request (SR) in relation to the Railbelt Transmission Organization's (RTO) Nondiscriminatory Open Access Transmission Tariff (NOATT).

2. REQUESTING A STUDY

This section describes how to request a study by the RTO, through a Study Process (SP) that shall apply to functions under the NOATT, a Business Practice (BP), or as approved by the Governance Committee. An SR may request be for technical, financial, or other studies consistent with the RTO functions, strategy, or planning required by the NOATT.

2.1. WHO CAN PROPOSE A STUDY

The RTO may accept proposed SRs from Eligible Customers, Network Customers, the RRC as a member of the RTO, or a Transmission Owner (TO) that has a valid need for a study under NOATT.

2.2. HOW TO PROPOSE A STUDY

The submitter shall fill out the required sections of the SR submission form as shown in Exhibit A. The Transmission Service Administrator (TSA) may assist the submitter by answering questions related to the SR, to the extent appropriate.

2.3. SUBMITTING A SR

The submitter will provide the filled-out SR to the TSA by emailing the information to RTO@akenergyauthority.org. The information will include the reasons and objective for the study, which section of the tariff justifies the study, and any special considerations to be examined by the study. The TSA will fill out its required sections of the SR, assigning a number to the SR. The TSA will review the SR and alert the submitter if there is any missing, incomplete, or unclear information for the SR. The SR will not be considered complete or active until the SR has been filled out and all necessary information has been provided, completed, or clarified. The TSA will maintain a list of SRs that are active and report this information to the Governance Committee at regular or special public meetings.

3. ASSIGNMENT OF SRs

This section describes which organizational Subcommittee will be primary on the work to evaluate and determine the recommended disposition of the SR.

3.1. ASSIGNMENT

Once active, the TSA will assign the SR to a Primary RTO Subcommittee that will be responsible for evaluating the SR. This may require that the Primary RTO Subcommittee ask for assistance from other RTO Subcommittees to evaluate and develop the recommendation for disposition of the SR. The Primary RTO Subcommittee may need to request additional information from the submitter to complete its responsibilities.

3.2. EXPEDITED STUDY REQUESTS

The submitter may request that the SR be considered on an expedited basis when the submitter is requesting action on an SR that is expected to be required more quickly than this process normally would allow. The submitter must provide a written explanation setting forth the reasons expedited consideration should be granted by the Governance Committee (GC). The Primary RTO Subcommittee will review the request for expedited review and, if feasible, develop a recommendation for consideration by the GC. If approved for expedited review by the GC, the Primary RTO Subcommittee will consider which of the following steps can be accelerated or skipped. If the request for expedited review is rejected by the GC, the SR will be considered by the Primary RTO Subcommittee using the normal timeline.

4. PRIMARY RTO SUBCOMMITTEE STUDY REVIEW

This section describes the responsibility of the Primary RTO Subcommittee to the GC on proceeding with the SP.

4.1. STUDY PROCESS

The Primary RTO Subcommittee is responsible for reviewing the study that is being proposed by the SR. It is expected that the Primary RTO Subcommittee will coordinate with other RTO Subcommittees that might need to provide their thoughts or concerns about the SR. This could entail recommendations from those RTO Subcommittees on the SR or even suggested modifications that would be incorporated into the SR. These will be reviewed by the Primary RTO Subcommittee and the submitter for feedback on their recommendations or suggested modifications. The Primary RTO Subcommittee will be responsible for providing a recommendation to the GC whether the requested SR should proceed to the next step (with or without proposed modifications) or their reasons for recommending that the GC reject the SR. The intent is to ensure that the SR is required and within the scope for consideration by the RTO.

4.2. ACTION ON STUDY REVIEW OF THE SR

The GC will review the recommendation from the Primary RTO Subcommittee and may take action on the SR, which may include approval, approval with modifications, rejection, or remand to the Primary RTO Subcommittee or another subcommittee for further work based on the GC's

comments. This further work would result in a new recommendation from the relevant subcommittee consistent with Section 3.1. If the SR is rejected by the GC, the SR status will be communicated to the submitter and this process ends. If the GC approves the SR to continue to the next step (with or without modifications), the Primary RTO Subcommittee will proceed to step 4.

5. STUDY REQUEST SCOPING

If the SR is approved to continue in the process, the Primary RTO Subcommittee will develop a Study Scope (SS) that will be used to more specifically to outline the specification of the study, which will be used to by the GC to evaluate whether to proceed with the study. The Primary RTO Subcommittee will document in the SS the following topics:

5.1. STUDY EXECUTIVE SUMMARY

This section of the SS should cover the high level purpose of the SR along with the major considerations needed by the GC in order to understand the purpose, the amount of effort required, the cost of the study, the expected results, and any expected recommendation from the results, including anything that would need to be addressed by the GC based on the SR. The following section provides the details that would be used to generate the executive summary.

5.2. PURPOSE OF THE SR

This section of the SS will document the objective and/or define the problem the SR is intended to study. Included would be the reason for the study, the problem that needs solving, any goals that are to be considered, the reasons why the RTO would be the appropriate organization to perform the study, the functions of the RTO that may be impacted by the SR, any questions that need to be answered by the study, and any other considerations to support the purpose of the study.

5.3. STUDY CONSTRAINTS

This section of the SS would document any constraints/limitations that need to be considered in the scope of this study. For instance, the time to complete the study, the funds that are likely to be expended by the study, the time frame of the study, the relevant portion of the physical electric system , the impact on the RTO functions, any legal restrictions, the impact on the RTO and its stakeholders, any requested study areas to be excluded or included, as well as, other constraints or limitations that maybe necessary for the RTO to consider.

5.4. STUDY TECHNICAL REQUIREMENTS

This section of the SS would document the requirements for the study including any technical constraints or requirements that need to be considered, documented or developed. This could

include any requirements for accuracy, any standards that must be observed, any hardware or software requirements, scenarios, time periods, etc.

5.5. STUDY DATA SCOPE

This section of the SS would document, if applicable, any required data, sources of the data, confidentiality of the data, data collection requirements, data quality requirements, and methodologies in use of the data.

5.6. STUDY METHODOLOGIES

This section of the SS would document any required methodologies that need to be used or considered in the performance of the study. This section may also include required accuracies, time increments, available information, design approaches, tools, algorithms, models, and frameworks.

Additionally, the SS should document how the study will be performed. It should consider the expertise of the RTO, or the members of the RTO, as well as vendors, to determine whether to recommend the study should be performed through a Request for Proposal (RFP) method. In any case, an estimate of effort required from the RTO, TOs or others, including an estimate of the cost and schedule of the study should be provided.

5.7. STUDY PERFORMANCE METRICS

This section of the SS would document any necessary metrics for performance including accuracy, throughput, latency, efficiency, error rates, scalability, standards compliance, and reliability.

5.8. STUDY ASSUMPTIONS

This section of the SS would document any assumptions necessary to complete the study. These could be in any area, including those that would significantly affect the results of the study. Some documentation of the reasons for the assumptions should be detailed for review.

5.9. STUDY RISKS & LIABILITIES

This section of the SS would document any risks and/or limitations that are expected to be considered in the study. The documentation of these should be used to elicit information from the study that reflects how to either resolve, satisfy or mitigate any risks and/or liabilities.

5.10. STUDY DELIVERABLES

This section of the SS would document both required and/or optional expected study deliverables, of which the major deliverable will be a report to document the study performance and results. These should be descriptive enough to use to determine if the study meets the objective, including the expected results or if additional effort may be needed to achieve the

objective. If there are any recommendations from the study, they should be included in that report. This should include future next steps, such as, suggested NOATT changes, suggestions to change the strategy of the RTO, and various other outcomes.

5.11. STUDY OUT OF SCOPE

This section of the SS would document anything that should be considered out of scope, including if there are any cases, functions, systems, requirements, data, etc. that should be excluded.

6. RTO PRIMARY SUBCOMMITTEE SCOPE REVIEW

This section describes the review process for the SS, including various actions that can be taken by the RTO Primary Subcommittee and/or the GC.

6.1. STUDY SCOPE REVIEW

The Primary RTO Subcommittee will be responsible to generate and recommend action on the SS for the SR. It is expected that the Primary RTO Subcommittee will coordinate with other RTO Subcommittees that might need to provide their thoughts or concerns about the SS. This could entail recommendations from those RTO Subcommittees on the SS or even suggested modifications that would be incorporated into the SS. These will be reviewed by the Primary RTO Subcommittee and the submitter for feedback on their recommendations or suggested modifications. The Primary RTO Subcommittee will be responsible to provide a recommendation to the GC whether the requested SS should proceed to the next step or its reasons for recommending rejection of the SS. The intent is to ensure that the SS meets the SR.

6.2. ACTION ON THE SS

The GC will review the recommendation from the Primary RTO Subcommittee to determine if the SS should continue through the SP. Possible actions by the GC include approval, approval with modifications, rejection, or remanding the SS to the Primary RTO Subcommittee or another subcommittee for further work based on GC comments. This further work would result in a new recommendation from the Primary RTO Subcommittee consistent with Section 5.1. If it is rejected, this process will end. If the GC determines the SS should continue through the SP, the Primary RTO Subcommittee will proceed in the SP to step 6.

7. STUDY CONTRACTING PROCESS

This section describes, if applicable, the process the RTO uses to acquire a vendor to perform the study. This section shall not apply if the study is done by internal staff and no contract with a third-party vendor is executed.

7.1. RFP PROCESS

First, the SS will be used to create a RFP that will be used to solicit Vendor Study Proposals (VSPs). The RTO will use a standard contracting process to select a vendor for the SP and the GC will decide the procurement method. The Primary RTO Subcommittee will be responsible for receiving the VSPs and following the contracting process. The Primary RTO Subcommittee will develop a recommendation for the GC on the results of the contracting process including the vendor of choice and estimate schedule, cost, and changes in the scope of the study.

7.2. ACTION ON RFP PROCESS

The GC will review the recommendation from the Primary RTO Subcommittee to determine if the contracting process should continue through the SP. Possible actions by the GC include approval, approval with modifications, rejection, or remanding the SRFP to the Primary RTO Subcommittee or another subcommittee for further work based on GC comments. This further work would result in a new recommendation from the Primary RTO Subcommittee consistent with Section 6.1. If it is rejected, this process ends. If the GC determines the SS should continue through the SP, the Primary RTO Subcommittee will proceed with the Study Performance Process (SPP).

8. STUDY PERFORMANCE PROCESS (SPP)

This section describes the process the RTO uses to perform the study.

8.1. SPP

The Primary RTO Subcommittee will be responsible to the RTO to manage the SPP. If SP is to be performed by the RTO, the Primary RTO Subcommittee will drive the SPP. If a vendor is contracted to perform the study, the Primary RTO Subcommittee will monitor, provide guidance and assistance, and manage the SPP for the RTO. The Primary RTO Subcommittee will make regular reports to the GC about the progress on the SPP and to help mitigate any issues with the performance of the vendor. If necessary, the Primary RTO Subcommittee would make recommendations to the GC to determine any policy or schedule or costs changes as the study progresses. The Primary RTO Subcommittee will work with any vendor to finalize the expected deliverables, including the final reporting. When the study is done and all deliverables are provided, the Primary RTO Subcommittee will be responsible for providing a report to the GC including any recommendations related to the results of the study. At a minimum, there should be a recommendation that the GC accept the performance of the study. The GC will determine how to proceed with the recommendations and any study or process issued from the SR.

8.2. ACTION ON SPP

The TSA should record the SR completion at the appropriate stage above as part of its reporting process to the GC.

9. ADDITIONAL STEPS

Saved for future use if needed.

RTO Committee	Doc ID	Document Title	Current Version	Current Rev Date
Technical Subcommittee	BP0301	Study Request Process	1.0	05/08/2026

Revision History

Version Number	Revision Date	Effective Date	By	Summary of Changes
1.0	05/08/2026	TBD	Technical Subcommittee	Initial Draft Recommendation to GC

Approval:

Governance Committee Meeting:

XXXXXX XX, 202X

EXHIBIT A – STUDY REQUEST SUBMISSION FORM

RTO STAFF TO COMPLETE

SR Number: *Click or tap here to enter text.*

Date: *Click or tap to enter a date.*

SR Title: *Click or tap here to enter text.*

NOATT requirement? No Yes

Business Practice requirement? No Yes

Comprehensive Roadmap:

Prioritization Needed? No Yes

SR Submitter TO COMPLETE

Submitter Information

Name: *Click or tap here to enter text.*

Company: *Click or tap here to enter text.*

Email: *Click or tap here to enter text.*

Phone: *Click or tap here to enter text.*

Submitter must be a Qualified Entity. Please select the applicable entity:

Type of Qualified Entity: *Choose an item.*

SR Details

Requested study timing: Normal Expedited

Reason for expedited timing: *Click or tap here to enter text.*

SR objectives

What is the objective of this SR?

Click or tap here to enter text.

How would the SR addresses the objectives:

Click or tap here to enter text.

Benefits SR will provide:

Click or tap here to enter text.

NOATT or BP requirement for the SR:

Click or tap here to enter text.

Special Considerations for the SR:

Click or tap here to enter text.

RISK DRIVERS

Are there existing risks to the RTO, one or more RTO members, or the Backbone Transmission System driving the need for this SR? No Yes

If yes, explain the risk and associated timelines:

- Compliance (RTO Tariff, RRC, other): *Click or tap here to enter text.*
- Reliability/Operations: *Click or tap here to enter text.*
- Financial: *Click or tap here to enter text.*

Railbelt Transmission Organization

**NONDISCRIMINATORY OPEN ACCESS
TRANSMISSION TARIFF**

Business Practice 0100

Update & Changes to NOATT and BPs

Version 1.0

MAINTAINED BY

The Railbelt Transmission Organization

PUBLISHED: XX/XX/XXXX

LATEST REVISION: XX/XX/XXXX

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1. PURPOSE

This Business Practice (BP) describes the methods and process to propose and make updates and changes to the Nondiscriminatory Open Access Transmission Tariff (NOATT) and the Railbelt Transmission Organization's (RTO) Business Practices.

2. PROPOSING CHANGES

This section describes how to propose changes to the NOATT or BPs, which are called Revision Requests (RR). This would include updates that are required based on the terms and conditions of the NOATT or information for Business Practices. It also includes suggested modifications or changes to improve or correct the NOATT or BPs.

2.1. WHO CAN PROPOSE CHANGES

The RTO accepts proposed RRs from Transmission Owners, Network Customer, and Eligible Customers as defined in the NOATT and the Railbelt Reliability Council (RRC) as a member of the RTO Governance Committee. AEA will be the default entity to draft any RRs for changes required by the Regulatory Commission of Alaska.

2.2. HOW TO PROPOSE CHANGES

The submitter of a request shall complete the required sections of the RR submission form as shown in Exhibit A. The Transmission Service Administrator (TSA) may provide suggested language if requested by the submitter.

2.3. SUBMITTING CHANGES

The submitter will give the completed RR to the TSA by emailing the information to information to RTO@akenergyauthority.org. The submitter's information will include both reasons for the change as well as proposed language to the document. The TSA will fill out the RTO's required sections of the RR, including assigning an internal tracking number to the RR. The TSA will review the RR and work with the submitter regarding any missing, incomplete, or unclear information. The RR will not be considered complete or active until the RR has been filled out and all necessary information has been provided, completed, or clarified. The TSA will maintain a list of RRs that are active and report this information to the Governance Committee at regular or special public meetings.

3. ASSIGNMENT OF REVISION REQUESTS

This section describes which RTO Subcommittee will be primary on the work evaluating and determining the recommended disposition of the RR.

3.1. ASSIGNMENT

The TSA will assign the completed RR to a Primary RTO Subcommittee responsible for evaluating the RR. The Primary RTO Subcommittee may request assistance from other RTO Subcommittees to evaluate and develop the recommendation for disposition of the RR. The Primary RTO Subcommittee may also request additional information from the submitter to complete its responsibilities.

3.2. EXPEDITED REVISION REQUESTS

The submitter may request that the RR be considered for expedited review when the submitter is requesting action on an RR that either is urgent or if an existing BP or NOATT provision is causing or could imminently cause a significant issue in administration of the NOATT. The Primary RTO Subcommittee must consider the request for expedited review and develop a recommendation whether the Governance Committee (GC) should treat an RR with expedited review status or not. If approved for expedited review, the RR will be treated either the same as any other with an expedited status or given priority high enough to ensure implementation within the timeline necessary to mitigate concerns under the unmodified language, or any other significant issues identified in the RR. The TSA shall submit an expedited review request at the next scheduled GC meeting that allows for sufficient notice.

4. ACTIONS BY PRIMARY RTO SUBCOMMITTEE

This section describes the various actions that can be taken by the Primary RTO Subcommittee.

4.1. REVIEW PROCESS

The Primary RTO Subcommittee will be responsible for reviewing the requested changes, updates, and/or information that is being proposed by the RR. It is expected that the Primary RTO Subcommittee will coordinate with other RTO Subcommittees that may need to provide input about the RR. This could entail recommendations or suggested modifications from those RTO Subcommittees on the RR. These modifications will be reviewed by the Primary RTO Subcommittee and provided to the submitter for feedback. The Primary RTO Subcommittee may also allow written comments submitted by its members for consideration in its work. Also, the Primary RTO Subcommittee may include an impact analysis to estimate the schedule and cost to implement the change, if requested by the GC. The Primary RTO Subcommittee will review all the suggestions and information provided and in its determination of the disposition of the RR. Note that the submitter may modify the RR before the Primary RTO Subcommittee makes its recommendation. For all RRs that recommend changes to the NOATT, the Tariff Subcommittee will provide a final review of the proposed changes and recommendations before the RR is provided to the GC.

4.2. ACTIONS FOR DISPOSITION OF THE RR

The Primary RTO Subcommittee is responsible for making a recommendation to the GC on each RR after its review process is complete. The recommendation will include the reasons and rationale for the recommendation. Each type of disposition is explained in the following sections.

4.2.1. RECOMMEND TO THE GC FOR APPROVAL

The Primary RTO Subcommittee may recommend approving the RR as submitted or with modifications based on the review process. A recommendation to approve requires that the RR is sent to the GC for their consideration and action.

4.2.2. RECOMMEND TO THE GC FOR REJECTION

The Primary RTO Subcommittee may recommend rejecting the RR. In such circumstances the Primary RTO Subcommittee will include a rationale explaining the issues or concerns with the RR. Any recommendation rejecting an RR will be presented to the GC for final determination.

4.2.3. REASSIGNMENT

The Primary RTO Subcommittee may ask that the RR be assigned to a different RTO Subcommittee. Such requests must be supported with a rationale explaining the issues or concerns that the Primary RTO Subcommittee had with reviewing the RR and why a different RTO Subcommittee should be Primary. If the new Primary RTO Subcommittee accepts the reassignment, then that RTO Subcommittee will become the Primary and proceed with the review process. If the other RTO Subcommittee does not accept the reassignment, the GC shall then make the final determination of which RTO Subcommittee will be Primary, or if other action should be taken.

4.2.4. WITHDRAWAL

The submitter can withdraw the RR until the time that Primary RTO Subcommittee provides a formal recommendation to the GC.

5. ACTIONS BY GOVERNANCE COMMITTEE

Recommendations by the Primary Subcommittee shall be submitted to the GC for consideration at a regular or special meeting. The GC may approve the recommendation, approve the recommendation with modifications, reject the recommendation, remand it to the Primary RTO Subcommittee or another subcommittee, or take other action as it deems necessary. Approval of a recommendation for changes to the NOATT shall follow the process set for in BP 0101: RCA Filings. Approval of recommendations for changes to BPs do not require additional approvals to take effect.

6. ADDITIONAL STEPS

For future use if needed.

RTO Committee	Doc ID	Document Title	Current Version	Current Rev Date
Tariff Subcommittee	BP0100	Updates & Changes to the NOATT and BPs	1.0	05/08/2026!

Revision History

Version Number	Revision Date	Effective Date	Prepared By	Summary of Changes
1.0	05/08/2026	TBD	Tariff Subcommittee	Initial Draft Recommendation to GC

Approval:

Governance Committee Meeting:

XXXXX XX, 202X

EXHIBIT A – REVISION REQUEST (RR) SUBMISSION FORM

1. RTO TO COMPLETE

RR Number: *Click or tap here to enter text.*

Date: *Click or tap to enter a date.*

RR Title: *Click or tap here to enter text.*

RTO System changes? No Yes

Process changes? No Yes

Impact Analysis required? No Yes

If no, but system or process changes are expected, please explain why an Impact Analysis will not be performed. (e.g. Work included in another Impact Analysis for a related RR):

Comprehensive Roadmap:

Priority #: *Click or tap here to enter text.*

Prioritization Needed? No Yes

2. RR SUBMITTER TO COMPLETE

Submitter Information

Name: *Click or tap here to enter text.*

Company: *Click or tap here to enter text.*

Email: *Click or tap here to enter text.*

Phone: *Click or tap here to enter text.*

Submitter must be an Eligible Customer, Network Customer, Transmission Owner, or RRC.

RR Details

Requested resolution timing: Normal Expedited

Reason for expedited resolution: *Click or tap here to enter text.*

Type of revision (select all that apply):

- Correction** *(revising language that is erroneous or needs clean-up for grammatical errors or inconsistency across governing documents; no changes to intent or policy)*
- Clarification** *(revising language to better represent existing intent; no changes to functionality or policy)*
- Enhancement** *(revising language to expand on existing intent or functionality)*
- New Business Practice, Tariff** *(new language to accommodate new functionality or policy not existing today)*

RRC Standard impact / RRC tariff update (If revision relates to/or impacts RRC Standards, describe and list standard(s))

RCA mandate (list order number(s)) _____

RR objectives

What is the objective of this RR?

Click or tap here to enter text.

How RR addresses the objectives:

Click or tap here to enter text.

Benefits RR will provide:

- Market benefits: *Click or tap here to enter text.*
- Reliability benefits: *Click or tap here to enter text.*
- Administrative benefits: *Click or tap here to enter text.*
- Other qualitative or quantitative benefits: *Click or tap here to enter text.*

RISK DRIVERS

Are there existing risks to one or more RTO members or the Backbone Transmission System driving the need for this RR? No Yes

If yes, explain the risk and associated timelines:

- Compliance (RTO Tariff, RRC, other): *Click or tap here to enter text.*
- Reliability/Operations: *Click or tap here to enter text.*
- Financial: *Click or tap here to enter text.*

Documents requiring revision

Select all documents impacted by this RR and indicate the section of the document being revised.

- Tariff** Section:
- Business Practice** Number:

Document Revisions

In the appropriate sections below, please provide the language from the current document(s) for which you are requesting revision(s), with all proposed revisions included in redlined/editable format.

RTO OPEN ACCESS TRANSMISSION TARIFF

RTO BUSINESS PRACTICES

DRAFT

Railbelt Transmission Organization

**NONDISCRIMINATORY OPEN ACCESS
TRANSMISSION TARIFF**

Business Practice 0101

Tariff Filings

Version 1.0

MAINTAINED BY

The Railbelt Transmission Organization

PUBLISHED: XX/XX/XXXX

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DRAFT

1. PURPOSE

The purpose of this Business Practice (BP) is to describe the Regulatory Commission of Alaska (RCA) filings required by the Non-Discriminatory Open Access Transmission Tariff (NOATT) and to describe the process for how those filings will be created and approved by the Governance Committee (GC) before submission to RCA.

2. REQUIRED FILINGS

This section describes the filings that are anticipated for the Railbelt Transmission Organization (RTO) based on the NOATT or other BPs.

2.1. NOATT CHANGES

Business Practice 0100 documents the process for proposing Revision Requests (RRs) to the NOATT that will need to be submitted to the RCA for approval. Proposed changes to the NOATT approved by the GC will be filed with the RCA as part of a Tariff Advice Letter following the procedures set forth in the NOATT.

2.2. ANNUAL COST OF SERVICE CHANGE

NOATT Attachment M (Transmission Owner (TO) Annual Transmission Revenue Requirement (ATRR) Approval Process) requires that the RTO make an annual filing with the RCA as a result of any changes to the RTO Cost of Service for Network Customers based on the annual submission of each TO's ATRR and the calculation of Attachment D (Annual Transmission Revenue Requirement for Network Integration Transmission Service). These annual filings shall be subject to review and approval by the GC prior to filing, using the current form of the ATRR Template and the Attachment D format provided in the NOATT. Each proposed change to the NOATT cost of service approved by the GC will be filed with the RCA as part of a Tariff Advice Letter, following the procedures set forth in the NOATT.

2.3. TARIFF ADMINISTRATION SERVICE CHARGE

NOATT Schedule 1-A (Tariff Administration Service) requires a Tariff Advice Letter filing with the RCA for proposed changes to the Tariff Administration Service Charge, which will follow the procedures set forth in the NOATT. These filings shall be subject to review and approval by the GC prior to filing with the RCA, and will include information supporting the amount of the charge.

2.4. NON-PROFORMA SERVICE AGREEMENTS

Pursuant to NOATT Section 13.6 (Filing of Service Agreement), if a Network Customer's Service Agreement deviates substantially from the "pro-forma" Service Agreement found in Attachment C of the NOATT but is approved by the GC, it will be filed with the RCA following the procedures

set forth in the NOATT. The filing will include documentation supporting the GC's approval of the Service Agreement, as well as that of the parties to the service agreement. The parties to the service agreement may file comments and participate in any docket the RCA opens to consider the non-proforma service agreement.

3. FILING PROCESS

This section describes the process the Tariff Subcommittee will use to create the filing documents as well as necessary approvals.

3.1. DEVELOPMENT OF FILING MATERIALS

The Tariff Subcommittee initiates the development of filing materials based on the work it receives from the GC and/or the RTO Subcommittee responsible for initially evaluating the filing. The Tariff Subcommittee shall coordinate with the other subcommittees on any applicable changes and provide updates to the GC on its progress and solicit feedback from it. RTO counsel shall review all filings prior to the pre-filing review by the GC.

3.2. GOVERNANCE COMMITTEE ACTIONS

The Tariff Subcommittee will provide the proposed RCA filing stating its support and reasoning for the filing to the GC, who will review the package and then determine next steps, if any. As part of the possible actions the GC can take, the GC may approve the package for filing to the RCA, approve the package with modifications, reject the package, or remand it to the Tariff Subcommittee or another subcommittee with comments on issues requiring resolution prior to further consideration. The GC shall approve submissions to the RCA at a regular or special meeting of the GC.

3.3. RTO ACTIONS AFTER FILING

The RTO Program Manager and RTO counsel shall be the points of contact for the filing while it is pending before the RCA. Working with the Tariff Subcommittee and the RTO counsel, the RTO Program Manager shall monitor the filing and be responsible for supporting any needs from the RTO as the filing progresses through the RCA process. This may include coordinating: the development of additional testimony, responses to data requests, the generation of data requests, and providing responses to any RCA orders, as well as supporting hearing needs, and providing any other support or coordination needed from the RTO.

3.4. POSTINGS

The RTO will post the RCA's notice of the pending filing as well as a link to the pending docket consistent with Section 5 of the OATT on the RTO's website hosted by the Alaska Energy Authority

at <https://www.akenergyauthority.org> and accessed via the following path: [Alaska Energy Authority > What We Do > Railbelt Energy > Railbelt Transmission Organization](#).

4. ADDITIONAL STEPS

Saved for future use if needed.

RTO Committee	Doc ID	Document Title	Current Version	Current Rev Date
Tariff Subcommittee	BP0101	Tariff Filings	1.0	05/08/2026

Revision History

Version Number	Revision Date	Effective Date	By	Summary of Changes
1.0	05/08/2026	TBD	Tariff Subcommittee	Initial Draft Recommendation to GC

Approval:

Governance Committee Meeting:

XXXXX XX, 202X

Railbelt Transmission Organization

**NONDISCRIMINATORY OPEN ACCESS
TRANSMISSION TARIFF**

Business Practice 0102

RTO Required Public Postings

Version 1.0

MAINTAINED BY

The Railbelt Transmission Organization

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DRAFT

1. PURPOSE

This Business Practice (BP) establishes a process for posting and maintaining required public postings on the Railbelt Transmission Organization's (RTO) public website to ensure transparency, regulatory compliance, and timely access to information. This BP supports the RTO's obligations under its Nondiscriminatory Open Access Transmission Tariff (NOATT) by restating what information must be posted pursuant to its tariff and explaining how it is maintained and who is responsible for providing and posting information.

2. REQUIRED PUBLIC POSTINGS

Pursuant to Section 5.0 of the NOATT the Transmission Service Administrator (TSA) shall post to the public on its website the following items:

- The current effective tariff
- Links to RTO filings that are pending at the Regulatory Commission of Alaska (RCA)
- Approved Business Practices
- Approved policies
- Governance documents including its charter agreement and bylaws
- Valid Change Requests submitted to the Transmission Owners
- A functioning blank version of the Annual Transmission Revenue Requirement (ATRR) template
- Current public Service Agreements
- Public presentations of the RTO
- Completed system impact studies and facilities studies associated with each Change Request
- Monthly charges billed and credits issued to Network Customers

In addition to the items listed above, the TSA will post to the public on its website any information required in approved BPs or by RCA order.

2.1. ACCESS TO PUBLIC POSTINGS

All public postings will be accessible on the RTO's website, which is hosted by the Alaska Energy Authority's (AEA) website at <https://www.akenergyauthority.org> and accessed via the following path: [Alaska Energy Authority > What We Do > Railbelt Energy > Railbelt Transmission Organization](#). The content shall be organized into clearly defined sections (for example "Tariffs," "Pending Filings with the RCA," "Business Practices") to promote ease of navigation. Documents shall be posted in a format that is text searchable.

3. PUBLIC POSTING PROCESS

This section describes the process of posting and maintaining required public postings on the RTO's website.

3.1. POSTING AUTHORITY AND RESPONSIBILITY

The RTO staff is responsible for maintaining required public postings on the RTO's website. RTO staff or their designee will be responsible for publishing documents on the RTO's website.

3.2. CONTENT OF PUBLIC POSTINGS

For information that is generated by the TSA e.g. bills and RCA filings, it is the responsibility of the RTO staff to prepare this information for public posting and RTO staff will review that information for accuracy, completeness, and removal of confidential information prior to posting. However, some content that is not generated by the TSA shall be submitted by Transmission Owner(s) to the TSA to maintain required public postings. Pursuant to Section 12.2 of the NOATT, "The Transmission Owner(s) shall provide the TSA with (1) written notice of all Change Requests submitted, (2) copies of all studies completed necessary to support the Transmission Service Administrator's performance of its obligations under this tariff, and (3) any agreed to changes to the Network Customer's Service Agreement to be implemented by the Transmission Service Administrator to complete the Change Request." For content that originates from persons that are not the TSA, such as Transmission Owners, it is the responsibility of the content owners to review those items for accuracy, completeness, and removal of confidential information prior to submission to the TSA for posting. It is the responsibility of the content owners to submit this information to the TSA in a timely manner by emailing the information to RTO@akenergyauthority.org no later than two (2) business days of the Transmission Owner's receipt of that information and requesting the information be posted to the RTO's website.

3.3. HANDLING OF CONFIDENTIAL INFORMATION

Public postings shall not include information for which there is good cause to classify as confidential information in accordance with applicable law, the NOATT, and the RTO's BP for Confidential Information.

3.4. APPROVAL OF REQUIRED PUBLIC POSTINGS

RTO staff will post updates to the NOATT approved by the RCA, BPs or policies approved by the GC, links to RTO filings on the RCA website, public presentations of the TSA, public Service Agreements, charges and credits billed to Network Customers without the need for additional GC approval.

3.5. TIMING AND UPDATES

Postings must be made timely following:

- Approval of tariff changes (including the ATRR template) by the RCA
- Approval of BPs or policies by the GC
- Approval of changes to the RTO’s bylaws or charter agreement by the GC
- Submission of filings to the RCA
- Completion of studies associated with a Change Request or receipt of a valid Change Request by a Transmission Owner
- Execution of Service Agreements
- Issuance of public presentations by the TSA
- Issuance of monthly bills to Network Customers

Outdated or superseded materials must be clearly marked or removed once no longer effective, while maintaining archival access when required for transparency or compliance.

3.6. ACCURACY, VERSION CONTROL, AND CORRECTIONS

All posted documents must reflect the officially approved version. If an error is identified, the corrected document must be posted as soon as practicable, with replacement of the incorrect version. The TSA may include revision dates or version identifiers to support clarity for stakeholders. The RTO staff shall conduct periodic website content reviews for errors such as outdated information and broken links.

4. ADDITIONAL STEPS

Saved for future use if needed.

RTO Committee	Doc ID	Document Title	Current Version	Current Rev Date
Tariff Subcommittee	BP0102	RTO Required Public Postings	1.0	05/08/2026

Revision History

Version Number	Revision Date	Effective Date	Prepared By	Summary of Changes
1.0	05/08/2026	TBD	Tariff Subcommittee	Initial Draft Recommendation to GC

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Approval:

Governance Committee Meeting:

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