RAILBELT TRANSMISSION ORGANIZATION (RTO)
GOVERNANCE COMMITTEE
MEETING AGENDA - UPDATED
August 14, 2026, 10:00 AM
MEMBERS OF THE PUBLIC Participate by dialing:
(907) 621-6701, Conf Code 764 732 398#

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 – July 24, 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. NEW BUSINESS
    - A. Business Practice and Policy Presentation
        - i. Budget Policy
        - ii. Budget Process Business Practice
        - iii. Extended Interruptions Business Practice
9. 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.
10. MEMBERS COMMENTS
11. NEXT MEETING DATE – TBD
12. ADJOURNMENT

RAILBELT TRANSMISSION ORGANIZATION (RTO)
GOVERNANCE COMMITTEE
MEETING MINUTES
July 24, 2026

1. CALL TO ORDER

Chair Million, GVEA, called the Railbelt Transmission Organization Governance Committee meeting to order at 1:00 p.m. A quorum was established.

2. ROLL CALL (for Committee members)

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

3. PUBLIC ROLL CALL (for all others present)

Jennifer Bertolini (AEA); Karen Bell (AEA); Bill Price (AEA); Vienna Vaden (AEA); Matt Clarkson (CEA); Jessica Spuhler (HEA); David Pease (MEA); Jon Sinclair (MEA); Tony Zellers (MEA); Kim Henkel (MEA); Kody George (City of Seward); Daniel Heckman (GVEA); Hans Thompson (RRC); Tina Grovier (Stoel Rives, RTO); 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. Thayer.

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

5. PUBLIC COMMENTS

There were no public comments.

6. ANNUAL MEETING - ELECTION OF OFFICERS

Chair Million stated he provided email notice seven days in advance to all members of the Governance Committee and opened nominations for 72 hours. After 72 hours, he notified members that the only nominations were to re-elect the current officers on the Committee. Despite this, the bylaws are very specific and the election must take place. Chair Million suggested the Committee may want to consider modifications to the bylaws to allow some flexibility in the future. He requested the Committee members on Teams submit votes by text message. He said the nominations were for Travis Million as Chair, Tony Izzo as Vice Chair, and Curtis Thayer as

Secretary / Treasurer.

MOTION: A motion was made by Mr. Thayer that the Committee approve Travis Million as Chair, Tony Izzo as Vice Chair, and Curtis Thayer as Secretary /Treasurer.

Chair Million announced the elected officers: Travis Million as Chair; Tony Izzo as Vice Chair, and Curtis Thayer as Secretary / Treasurer.

7. APPROVAL OF THE MEETING MINUTES – June 26, 2026

MOTION: A motion was made by Mr. Izzo to approve June 26, 2026, meeting minutes as presented. Motion seconded by Thayer.

A roll call vote was taken, and the motion to approve June 26, 2026, minutes passed unanimously.

8. OLD BUSINESS

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

Tina Grovier, Stoel Rives, reported there have been no substantive filings or orders issued in the docket since the Committee's last meeting.

Ms. Grovier said there are matters related draft business practices, RFP, service contracts, and next steps related to the OATT to discuss with you in executive session the immediate knowledge of which could have an adverse effect on the legal or financial position of the RTO or the committee members, or that are protected by or confidential under state, federal, or local law.

B. Technical Subcommittee Update

Jon Sinclair, MEA, said the Technical Subcommittee continues to work on business practices. The subcommittee has been focusing on the extended interruption business practice and the 12 CP business practice. He explained NDAs have been executed, which will help move the 12 CP business practice along. The Secondary Service business practice will be considered later today.

C. Tariff Subcommittee Update

Daniel Heckman, GVEA, said the Tariff Subcommittee is currently working on a draft confidential information business practice. Later this quarter the subcommittee will be working on a billing procedures business practice for the RTO and how it would work with other utilities that are paying that portion of the RTO costs.

D. Finance Subcommittee Update

Karen Bell, AEA, said the Finance Subcommittee continues to work on business practices with the focus on developing a recommendation for the RTO budget process. Currently the subcommittee is in the process of incorporating feedback from legal and anticipates bringing that business practice to the Governance Committee in August. Then the subcommittee will move onto billing procedures and credit review. The Finance Subcommittee and Tariff Subcommittee will be looking at the billing business practice together because it impacts both.

9. NEW BUSINESS

A. Business Practice for Secondary Service

Mr. Sinclair said there is one business practice for Governance Committee review and approval today, Secondary Service. He said is it short and straight forward outlining the process of requesting secondary service, and the requirements regarding duration and capacity.

Mr. Miller asked how it was named "secondary service" because it leads him to think of delivery of a secondary service voltage level.

Mr. Monroe said the "secondary service" came from the original FERC 888 tariff.

Mr. Million asked if it would be useful to include a definition of the secondary service within the business practice.

Ms. Lambe asked the length of time secondary service would be provided and if it is a long-term commitment.

Mr. Sinclair clarified the business practice does not specify duration but could be for an extended period if it is agreed upon. He explained it is secondary, not primary. If the capacity is available, it could be for a long term, but if the capacity is not available, it could be interrupted if the system requires that interruption to ensure network resources reach network loads.

Mr. Jenkin asked if secondary service is a defined term in the tariff.

Mr. Monroe said secondary service is defined in the tariff. He said the RTO could reference the tariff for the definition, or the definition could be included in the business practice but cautioned if the definition is in the tariff and the business practice, they must be consistent.

Mr. Jenkin suggested the secondary service be defined in the business practice by simply reference to the definition in the tariff.

Mr. Million agreed.

MOTION: A motion was made by Mr. Izzo to approve the Secondary Service Business Practice including a reference to the tariff definition to be effective at the time as the RTO's non-discriminatory open access transmission tariff goes into effect; and further, Chair Million will work with RTO counsel to finalize the draft with the understanding that no material changes will be made without bringing the business practice back to the Committee. Motion seconded by Mr. Thayer.

A roll call vote was taken, and the motion to approve the Secondary Service Business Practice, with a reference to the tariff definition passed unanimously.

MOTION: A motion was made by Mr. Miller to enter into executive session to discuss confidential matters related to the RTO finances and/or its legal strategy as described by and for the reasons outlined by counsel, which is consistent with the RTO's bylaws. Motion seconded by Mr. Izzo.

A roll call vote was taken and the motion to enter into executive session passed unanimously.

9. EXECUTIVE SESSION – 1:25 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 1:39 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.

10. MEMBER COMMENTS

Mr. Izzo thanked the Chair for a brief and efficient meeting. He appreciated AEA, Karen and the staff that support this effort, and looks forward to the RCA Order.

Mr. Thayer echoed Mr. Izzo's comments and said he is optimistic about the RCA Order.

Mr. Miller agreed with the comments.

Mr. Jenkin noted that ancillary services are addressed under TO tariffs, not BA tariffs. He said it is not material but that edit should be made to the Business Practice for Secondary Service.

Ms. Lambe thanked the staff and all the various committee members for keeping the process moving forward.

Mr. Million echoed all comments. He said it is nice to see the business practices continuously moving forward. He recognized and appreciated the work of people outside of their normal jobs.

11. NEXT MEETING DATE – August 14, 2026

Chair Million stated the next meeting date is Friday, August 14, 2026.

12. ADJOURNMENT

There being no further business for the Committee, the meeting adjourned at 1:42 p.m.

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Travis Million, Chair

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Curtis W. Thayer, Secretary

Railbelt Transmission Organization

August 2026 Business Practice and Policy Review

RTO Budget Policy

- Purpose – Outlines the process for adopting and revising the Railbelt Transmission Organization's (RTO) annual budget to ensure transparency, compliance, and timely cash flow.
- Pursuant to the RTO's Bylaws and the Resolution No. 25-01
- The Policy outlines
  - Timing of the annual budget
  - Scope of budget
  - Authority and responsibility
  - Budget amendments
  - Reporting

RTO Business Practice - Budget Process for the Tariff Administration Service Charge

- Schedule 1-A of the RTO's proposed Tariff includes a Tariff Administration Service charge
- Purpose – supports the RTO's obligations under Schedule 1-A of the proposed Tariff to establish the costs for Tariff Administration Service charge based on the budget approved by the RTO that is reconciled to actuals each fiscal year
- BP outlines
  - Actions taken for a budget deficit
  - Actions taken for a budget surplus
  - Filing of the proposed charge with the RCA

RTO Business Practice – Extended Interruptions

- Section 7.4 of the RTO's proposed Tariff requires an adjustment be made to a Network Customer's invoice to account for extended interruptions (EIs) that isolate one geographic area of the Backbone Transmission System from another for more than 24 consecutive hours
- Purpose – establishes the procedures to meet the RTO's requirements in Section 7.4 of the proposed Tariff
- BP outlines
  - Identification and reporting of an EI
  - Calculation for the percentage of load isolated in an EI
  - Calculation for the percentage of time in an EI
  - Calculation of the ATRR to account for time in and out of EIs
  - Calculation of the adjustment to the Cost of Service for EIs

Railbelt Transmission Organization
Alaska

"For Illustrative Purposes Only"

Extended Interruptions (EIs) EXAMPLE ONLY
for the RTO meeting on August 14, 2026

Calculation of Monthly Cost of Service (COS) With No EIs

	Railbelt Utilities						
	Chugach	GVEA	HEA	MEA	Seward	AEA	Total
MONTHLY BTS ATRR	$ 2,122,029	$ 706,713	$ 633,197	$ 433,153	$ 128,310		$4,023,402
Net ATRR Share	52.7%	17.6%	15.7%	10.8%	3.2%	0.0%	100.0%
Allocation to Regional ATRR	10%	10%	10%	10%	10%		
Utility Regional ATRR	$212,203	$70,671	$63,320	$43,315	$12,831	$0	$402,340
Regional Allocation (12CP)	43.762%	26.280%	10.522%	18.251%	1.185%	0.0%	100.0%
Utility Reallocated Regional ATRR	$176,072	$105,736	$42,332	$73,430	$4,770	$0	$402,340
Local ATRR	$ 1,909,826	$ 636,042	$ 569,878	$ 389,838	$ 115,479	$ -	$3,621,062
Network Customer Cost of Service	$ 2,085,898	$ 741,778	$ 612,210	$ 463,268	$ 120,248	$ -	$4,023,402

Calculation of Monthly Cost of Service With EIs

% Total Time in EIs for the Month (TotalTime% BP Section 3.2)	**29.91%**

Calculation of Monthly COS for Portion of Month with No EIs	**(BP Section 3.3)**						
Utility ATRR	$1,487,315	$495,330	$443,803	$303,594	$89,931	$0	$2,819,974
Local ATRR	$1,338,583	$445,797	$399,423	$273,234	$80,938	$0	$2,537,977
Utility Regional ATRR	$148,731	$49,533	$44,380	$30,359	$8,993	$0	$281,997
Utility Reallocated Regional ATRR	$123,408	$74,110	$29,671	$51,467	$3,343	$0	$281,997

EIs	**Calculation of Monthly COS for Portion of Month with EIs**	**(BP Section 3.4)**						
#1	**%Time in Extended Outage (Time% BP Section 3.2)**	**3.72%**						
	% of Load in Isolated Area (Load% BP Section 3.1)	2.000%	0.000%	100.000%	0.000%	0.000%		
	Utility BTS ATRR for Time in Extended EI	$78,945	$26,291	$23,556	$16,114	$4,773	$0	$149,680
	Local ATRR for Load in Extended Interruption (%Local)	$1,579	$0	$23,556	$0	$0	$0	$25,135
	Utility BTS ATRR for Load not impacted by EI	$77,366	$26,291	$0	$16,114	$4,773	$0	$124,545
	Total Local ATRR	$71,208	$23,662	$23,556	$14,503	$4,296	$0	$137,226
	Utility Regional ATRR	$7,737	$2,629	$0	$1,611	$477	$0	$12,454
	Adjusted Regional Allocation for Load In Isolated Area	42.89%	26.28%	0.00%	18.25%	1.19%	0.00%	88.60%
	Adjusted Regional Allocation to 100% (normalized 12 CP)	48.40%	29.66%	0.00%	20.60%	1.34%	0.00%	100.00%
	Utility Reallocated Regional ATRR	$6,028	$3,694	$0	$2,565	$167	$0	$12,454
#2	**%Time in Extended Outage (Time% BP Section 3.2)**	**5.06%**						
	% of Load in Isolated Area (Load% BP Section 3.1)	1.500%	0.000%	100.000%	0.000%	100.000%	0.076%	
	Utility BTS ATRR for Time in Extended EI	$107,365	$35,756	$32,037	$21,915	$6,492	$0	$203,565
	Local ATRR for Load in Extended Interruption (%Local)	$1,610	$0	$32,037	$0	$6,492	$0	$40,139
	Utility ATRR for BTS Intact	$105,754	$35,756	$0	$21,915	$0	$0	$163,426
	Total Local ATRR	$96,789	$32,181	$32,037	$19,724	$6,492	$0	$187,222
	Utility Regional ATRR	$10,575	$3,576	$0	$2,192	$0	$0	$16,343
	Adjusted Regional Allocation	43.11%	26.28%	0.00%	18.25%	0.00%	0.00%	87.64%
	Adjusted Regional Allocation to 100% (normalized 12 CP)	49.19%	29.99%	0.00%	20.83%	0.00%	0.00%	100.00%
	Utility Reallocated Regional ATRR	$8,038	$4,901	$0	$3,403	$0	$0	$16,343

#3	**%Time in Extended Outage (Time% BP Section 3.2)**	**6.40%**						
	% of Load in Isolated Area (Load% BP Section 3.1)	0.000%	0.000%	100.000%	0.000%	0.000%	0.000%	
	Utility BTS ATRR for Time in Extended EI	$135,785	$45,221	$40,517	$27,717	$8,210	$0	$257,450
	Local ATRR for Load in Extended Interruption (%Local)	$0	$0	$40,517	$0	$0	$0	$40,517
	Utility ATRR for BTS Intact	$135,785	$45,221	$0	$27,717	$8,210	$0	$216,933
	Total Local ATRR	$122,206	$40,699	$40,517	$24,945	$7,389	$0	$235,757
	Utility Regional ATRR	$13,578	$4,522	$0	$2,772	$821	$0	$21,693
	Adjusted Regional Allocation	43.76%	26.28%	0.00%	18.25%	1.19%	0.00%	89.48%
	Adjusted Regional Allocation to 100% (normalized 12 CP)	48.91%	29.37%	0.00%	20.40%	1.32%	0.00%	100.00%
	Utility Reallocated Regional ATRR	$10,610	$6,371	$0	$4,425	$287	$0	$21,693
#4	**%Time in Extended Outage (Time% BP Section 3.2)**	**5.51%**						
	% of Load in Isolated Area (Load% BP Section 3.1)	0.000%	100.000%	0.000%	0.000%	0.000%	0.000%	
	Utility BTS ATRR for Time in Extended EI	$116,838	$38,911	$34,864	$23,849	$7,065	$0	$221,527
	Local ATRR for Load in Extended Interruption (%Local)	$0	$38,911	$0	$0	$0	$0	$38,911
	Utility ATRR for BTS Intact	$116,838	$0	$34,864	$23,849	$7,065	$0	$182,615
	Total Local ATRR	$105,154	$38,911	$31,377	$21,464	$6,358	$0	$203,265
	Utility Regional ATRR	$11,684	$0	$3,486	$2,385	$706	$0	$18,262
	Adjusted Regional Allocation	43.76%	0.00%	10.52%	18.25%	1.19%	0.00%	73.72%
	Adjusted Regional Allocation to 100% (normalized 12 CP)	59.36%	0.00%	14.27%	24.76%	1.61%	0.00%	100.00%
	Utility Reallocated Regional ATRR	$10,841	$0	$2,606	$4,521	$294	$0	$18,262
#5	**%Time in Extended Outage (Time% BP Section 3.2)**	**4.17%**						
	% of Load in Isolated Area (Load% BP Section 3.1)	0.000%	100.000%	0.000%	0.500%	0.000%	0.000%	
	Utility BTS ATRR for Time in Extended EI	$88,418	$29,446	$26,383	$18,048	$5,346	$0	$167,642
	Local ATRR for Load in Extended Interruption (%Local)	$0	$29,446	$0	$90	$0	$0	$29,537
	Utility ATRR for BTS Intact	$88,418	$0	$26,383	$17,958	$5,346	$0	$138,105
	Total Local ATRR	$79,576	$29,446	$23,745	$16,252	$4,812	$0	$153,831
	Utility Regional ATRR	$8,842	$0	$2,638	$1,796	$535	$0	$13,811
	Adjusted Regional Allocation	43.76%	0.00%	10.52%	18.16%	1.19%	0.00%	73.63%
	Adjusted Regional Allocation to 100% (normalized 12 CP)	59.44%	0.00%	14.29%	24.66%	1.61%	0.00%	100.00%
	Utility Reallocated Regional ATRR	$8,208	$0	$1,974	$3,406	$222	$0	$13,811
#6	**%Time in Extended Outage (Time% BP Section 3.2)**	**5.06%**						
	% of Load in Isolated Area (Load% BP Section 3.1)	0.000%	99.000%	0.000%	0.000%	0.000%	0.000%	
	Utility BTS ATRR for Time in Extended EI	$107,365	$35,756	$32,037	$21,915	$6,492	$0	$203,565
	Local ATRR for Load in Extended Interruption (%Local)	$0	$35,399	$0	$0	$0	$0	$35,399
	Utility ATRR for BTS Intact	$107,365	$358	$32,037	$21,915	$6,492	$0	$168,166
	Total Local ATRR	$96,628	$35,721	$28,833	$19,724	$5,843	$0	$186,748
	Utility Regional ATRR	$10,736	$36	$3,204	$2,192	$649	$0	$16,817
	Adjusted Regional Allocation	43.76%	0.26%	10.52%	18.25%	1.19%	0.00%	73.98%
	Adjusted Regional Allocation to 100% (normalized 12 CP)	59.15%	0.36%	14.22%	24.67%	1.60%	0.00%	100.00%
	Utility Reallocated Regional ATRR	$9,947	$60	$2,392	$4,148	$269	$0	$16,817

TOTALS - MONTHLY COST OF SERVICE WITH EIs	**(BP Section 3.5)**						
Total Local ATRR	$1,910,145	$646,418	$579,489	$389,847	$116,128	$0	
Total Reallocated Regional ATRR	$177,081	$89,136	$36,642	$73,936	$4,582	$0	
Network Customer Cost of Service	$2,087,225	$735,553	$616,131	$463,783	$120,710	$0	$4,023,402

BILLING ADJUSTMENT - IMPACT of EIs	$1,327	($6,225)	$3,921	$515	$462	$0	$0

Days of Month 28
Hours in Month 672

Extended Interruptions (EIs) EXAMPLE ONLY
for the RTO meeting on August 14, 2026

Extended Interruption	Hours in EI	Start Date/Time	Load MWHs in Isolated Area, Railbelt Utilities: Chugach	GVEA	HEA	MEA	Seward	Total Load MWHs, Railbelt Utilities: Chugach	GVEA	HEA	MEA	Seward	Calculation of Percentage of Load in the Isolated Area (Load% BP Section 3.1), Railbelt Utilities: Chugach	GVEA	HEA	MEA	Seward	Percentage ATRR in Isolated Area, Railbelt Utilities: Chugach	GVEA	HEA	MEA	Seward
1	25	2/5/24 22:00	133.80	-	1,655.19	-	-	6,690.09	4,234.34	1,655.19	2,904.41	190.02	2%	0%	100%	0%	0%	0.074%	0.000%	3.720%	0.000%	0.000%
2	34	2/6/24 22:00	129.32	-	2,157.84	-	243.15	8,621.05	5,439.90	2,157.84	3,728.48	243.15	2%	0%	100%	0%	100%	0.076%	0.000%	5.060%	0.000%	5.060%
3	43	2/11/2024 1:00	-	-	2,645.04	-	-	10,507.98	7,028.32	2,645.04	4,540.58	284.60	0%	0%	100%	0%	0%	0.000%	0.000%	6.399%	0.000%	0.000%
4	37	2/16/2024 2:00	-	5,593.06	-	-	-	8,945.05	5,593.06	2,176.69	3,861.34	237.66	0%	100%	0%	0%	0%	0.000%	5.506%	0.000%	0.000%	0.000%
5	28	2/20/2024 20:00	-	3,767.65	-	14.34	-	6,737.45	3,767.65	1,700.16	2,867.87	188.36	0%	100%	0%	1%	0%	0.000%	4.167%	0.000%	0.021%	0.000%
6	34	2/26/24 2:00	-	5,626.97	-	-	-	8,678.88	5,683.80	2,167.93	3,770.06	239.43	0%	99%	0%	0%	0%	0.000%	5.009%	0.000%	0.000%	0.000%
Totals when in EI	201																	0.150%	14.682%	15.179%	0.021%	5.060%
	30%																					

Note: These values are for illustrative purposes only and do not reflect actual interruptions.

RAILBELT TRANSMISSION ORGANIZATION

Policy ___-___ **_________ __, 2026**

BUDGET POLICY

This Policy outlines the process for adopting and revising the Railbelt Transmission Organization's (RTO) annual budget to ensure transparency, compliance, and timely cash flow.

Pursuant to the RTO's Resolution No. 25-01, the RTO Finance Subcommittee is responsible for recommending the RTO's administrative budget to the Governance Committee (GC) for approval. The budget will include expenses related to administration of the Nondiscriminatory Open Access Transmission Tariff (NOATT) by the Transmission Service Administrator (TSA). The budget will be based on the RTO's fiscal year encompassing July 1 – June 30.

SCOPE OF ANNUAL BUDGET

The scope of the RTO's annual budget will include administrative activities and contracted services performed in support of the NOATT and any other RTO functions. The following expenses associated with the RTO shall be included in the budget: the Alaska Energy Authority's RTO-related administrative expenses, RTO legal and other consulting expenses, GC costs and meeting expenses, regulatory expenses, studies authorized in accordance with Business Practice 0301: Study Request Process, subject matter experts to support the RTO, and other activities approved by the GC or required for regulatory compliance.

BUDGET METHODOLOGY AND NOTICE

Pursuant to Article 8 of the RTO Bylaws, the GC shall consider and adopt the annual budget for the RTO no later than 90 days before the beginning of the fiscal year. The GC will also determine whether any proposed changes are needed after adoption of the annual budget. Budgets will be included as agenda items and publicly noticed for regular GC meetings as needed. GC agendas are posted on the RTO's website at https://www.akenergyauthority.org and accessed via the following path: Alaska Energy Authority > What We Do > Railbelt Energy > Railbelt Transmission Organization. RTO related administrative costs and costs for contracted services of the RTO shall be recovered through the NOATT in accordance with Schedule 1-A and the RTO's Business Practice 0200: Budget Process for the Tariff Administration Service Charge.

BUDGET AUTHORITY AND RESPONSIBILITY

The RTO staff will draft a preliminary RTO budget and any draft budget amendments in consultation with the GC and the RTO Subcommittees. The preliminary draft budget will be presented to the RTO Finance Subcommittee at one of its meetings prior to March 1st of each year. Potential budget amendments will be discussed at the next scheduled RTO Finance Subcommittee Meeting. The RTO Finance Subcommittee shall develop budget recommendations to be presented to the GC for its consideration. The Finance Subcommittee Chair or their designee will present the proposed annual budget recommendation (and any subsequent recommended amendments to the budget) to the GC for its consideration and vote at a regular or special meeting.

CONTENT OF BUDGET

The annual budget or any recommended amendment to it shall include the sources of funds, categories of cost for administrative services, contractual services, and any services necessary to fulfill regulatory requirements, and year-to-year change in funding levels.

HANDLING OF CONFIDENTIAL INFORMATION

Budget information posted to the RTO's website shall not include information for which there is good cause to classify it as confidential in accordance with applicable law, the NOATT, regulatory ruling, or the RTO's BP for Confidential Information.

TIMING AND UPDATES

Pursuant to the RTO bylaws, the GC shall consider and adopt the annual budget for the RTO no later than 90 days before the beginning of the fiscal fear. If during the fiscal year the RTO anticipates exceeding its approved budget that supports the RTO, the GC may adopt changes to the budget in accordance with its bylaws.

ACCURACY, VERSION CONTROL, AND CORRECTIONS

All posted budget documents must reflect the information being presented at the GC meeting, consistent with the Bylaws. If an error is identified, the corrected budget 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.

BUDGET MONITORING AND VARIANCE REPORTING

The RTO staff or their designee will conduct day-to-day financial activities of the RTO, including monitoring the budget, calculating and reporting variances between budgeted and actuals to the GC at its regularly scheduled meetings, and preparing requests for amendments to the annual budget for the Finance Subcommittee.

Railbelt Transmission Organization

NONDISCRIMINATORY OPEN ACCESS TRANSMISSION TARIFF

Business Practice 0200

Budget Process for the Tariff Administration Service Charge

Version 1.0

EFFECTIVE DATE: XX/XX/XXXX

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1. PURPOSE

This Business Practice (BP) supports the RTO's obligations under Schedule 1-A of its Nondiscriminatory Open Access Transmission Tariff (NOATT) to establish the costs for Tariff Administration Service based on the budget approved by the RTO. The development of the budget is addressed in RTO Policy __-___.

2. TARIFF ADMINISTRATION SERVICE CHARGE

The Tariff Administration Service charge shall be calculated based on the RTO's approved budget as set forth in Schedule 1-A of the NOATT and be submitted to the Regulatory Commission of Alaska (RCA) in accordance with BP 0101: Tariff Filings. Pursuant to the NOATT, the Transmission Service Administrator (TSA) shall reconcile actuals to the RTO's approved budget figures and adjust the administration charge as described below to reflect either over or under recoveries of its costs to allow the TSA to recover its actual costs.

Any concerns that arise related to the Tariff Administration Service charge or a component of that charge would be addressed in the TA filing.

2.1. TARIFF ADMINISTRATION SERVICE CHARGE - DEFICIT

If there is a deficit of funds as compared to the budget and the GC approves a budget amendment, the updated budget will be used to recalculate the charge for Schedule 1-A and a filing will be submitted to the RCA in accordance with BP 0101: Tariff Filings.

2.2. TARIFF ADMINISTRATION SERVICE CHARGE - SURPLUS

Pursuant to Schedule 1-A of the NOATT, if a surplus exists for the RTO at the end of its fiscal year, that balance will be applied as a reduction to the budget and the calculation of the Tariff Administration Service charge for the following year. This calculation takes the prior year's audited RTO fund surplus and reduces the next year's calculated charge by that amount.

3. ADDITIONAL STEPS

Saved for future use if needed.

RTO Committee	Doc ID	Document Title	Current Version	Current Rev Date
Finance Subcommittee	BP0200	RTO Budget Process	1.0	08/11/2026

Revision History

Version Number	Revision Date	Effective Date	Prepared By	Summary of Changes
1.0	08/11/2026	TBD	Finance Subcommittee	Initial Draft Recommendation to GC

Approval:

Governance Committee Meeting: XXXXX XX, 202X

Railbelt Transmission Organization

NONDISCRIMINATORY OPEN ACCESS TRANSMISSION TARIFF

Business Practice 0302

EXTENDED INTERRUPTIONS

Version 1.0

EFFECTIVE DATE: XX/XX/XXXX

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DRAFT

1. PURPOSE

This Business Practice (BP) establishes the procedures to meet the Railbelt Transmission Organization's (RTO) requirements in Section 7.4 (Extended Interruptions) of the Nondiscriminatory Open Access Transmission Tariff (NOATT).

2. IDENTIFICATION OF AN EXTENDED INTERRUPTION

An Extended Interruption (EI) is defined in the NOATT as "the isolation of one geographic area of the Backbone Transmission System (BTS) from another for more than 24 consecutive hours." Each Transmission Owner (TO) will be responsible to monitor for isolations of their geographic area of the BTS. The TOs may delegate this responsibility to a third-party transmission operator by notifying the Transmission Service Administrator (TSA) in writing of the delegation. The TO should only report an isolation as an EI to the (TSA) if that isolation is more than 24 (twenty-four) consecutive hours[1]. Within fifteen (15) calendar days of the end of the month in which an EI has commenced or was in effect, the TO will report each EI, the date and time the EI began and its duration for that month, whether the EI has ended, the physical transmission location of the separation, and the number of hours in an EI by emailing the information to RTO@akenergyauthority.org.

In the month following an EI event, the TSA shall request that each Network Customer (NC) in the isolated area report the sum of their hourly total load for all hours of the EI and the sum of their hourly load in the isolated area for all hours of the EI. The load reported should be calculated using the same methods used to collect load in the RTO's 12CP BP. The TSA will maintain a list of reported EIs for billing purposes.

3. IMPLEMENTATION IN SETTLEMENT

In order to fulfill the responsibilities of the NOATT the following will be used by the TSA to adjust the monthly invoices to reflect the EI, such that the NC(s) that was isolated from the BTS will only pay for its portion of the BTS Annual Transmission Revenue Requirement (ATRR) for the period of that interruption. The TSA shall follow Attachment D and Schedule 8 of the NOATT to perform the monthly Cost of Service calculation. If EIs occurred during the month, the TSA shall also calculate a billing adjustment to incorporate the requirements of Section 7.4 of the NOATT into

[1] The times will be rounded to the nearest hour, under 30 minutes will be rounded down, equal to or over 30 minutes will be rounded up to the next hour.

these calculations. The adjustment shall be based on the percentage of a NC's load isolated during an EI and the duration of the EI.

3.1. Calculation of Percentage of Load in the Isolated Area

For each EI, the TSA will calculate each NC's load percentage in the isolated area (Load%) as the reported sum of the NC's hourly load in the isolated area for all hours of the EI divided by the sum of the NC's hourly total load for all hours of the EI.

3.2. Calculation of Percentage of Time in an EI

For each EI, the TSA will calculate the percentage of time in an EI (Time%) as the reported duration of the EI in hours divided by the total number of hours in the month. The TSA will calculate the percentage of total time in EIs (TotalTime%) for the month as the sum of the reported duration of each EI in hours divided by the total number of hours in that month.

3.3. Calculation of ATRR for Portion of Month with No EIs

The TSA will follow Attachment D and Schedule 8 for the portion of the month that has no EIs. The TSA will calculate the percentage of time during the month in which there were no EIs by subtracting the %TotalTime calculated in Section 3.2 from 100%. The Monthly BTS ATRR for each TO will be reduced based on the calculated percentage of time during the month in which there were no EIs. The results will be used later for the full month of NC's Cost of Service (COS) calculated in Section 3.5.

3.4. Calculation of ATRR for Each EI of the Month

For each EI, the following calculations will be performed to follow Attachment D, Schedule 8 and Section 7.4 of the NOATT. For each EI in the month, the TSA will multiply each TO's BTS ATRR for that month by the %Time for that EI and then by the %Load for that EI. The dollar value that is calculated by multiplying the TO's BTS ATRR by the %Time and %Load is the %Local and will be subtracted from the TO's monthly BTS ATRR for the month in which the EI occurred. This process will be repeated for each EI that occurred in the month and the total dollar value that is subtracted from each TO's monthly BTS ATRR for EIs in that month is the %Localtotal. The %Localtotal dollar value will be subtracted from each TO's monthly BTS ATRR and charged 100% to each NC(s) that experienced an EI as a portion of their Local ATRR.

The remaining ATRR, after subtracting the %Local, will use the calculation in Attachment D to determine each TO's Regional and remaining local ATRR for each EI. The remaining Local ATRR is added to the TO's Local ATRR calculated above. Since the NC's load in the EI is only to be charged to the NC(s) that is isolated, the 12 CP Regional Allocator should be reduced by the same Load% from Section 3.1. Then the resulting 12 CP Regional Allocators are to be normalized to 100% to ensure the full Regional ATRR is recovered. The normalized 12 CP Regional Allocators will be used to reallocate the EI Regional ATRR to the NC's Regional ATRR, or the "Utility Reallocation Regional ATRR". The result of these calculations will be an EI NC Local ATRR and NC Regional ATRR for each EI and each NC.

3.5. Calculation of Monthly Cost of Service Billing Adjustment

To calculate the total monthly COS with EIs for each NC, the Local and Regional ATRR calculated in Section 3.3 plus the sum of all EI NC Local ATRR(s) and EI NC Regional ATRR(s) calculated in Section 3.4 will need to be done. The billing adjustments for the month equals the total monthly COS with EIs calculated in the previous step less the monthly COS calculated for each NC following Attachment D and Schedule 8 of the NOATT.

4. ADDITIONAL STEPS

Saved for future use if needed.

RTO Committee	Doc ID	Document Title	Current Version	Current Rev Date
Technical Subcommittee	BP0302	Extended Interruptions	1.0	08/11/2026

Revision History

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