

Difference in Present Value Revenue Requirement (PVRR) of the Other Alternatives Relative to the A-W Alternative Over a 40-Year Time Period (See Item G in Updated Table 4-8)¹

Docket No. 05-CE-113

Exh. _____ (DWB-9)

Page 1 of 1

Present Value Factor (PSCW-Approved 5.5% Real Discount Rate is Used)	Delay Cost- Diesel Leasing ²	Delay Cost- Missed LMP Savings ³	Alternatives						
			2	3	4	5	6	7	
0.948	\$48.08	\$57.68	74.38	52.6	50.2	81.6	135.2	737.2	
0.898	\$32.49	\$54.67	57.43	49.8	47.5	77.4	128.2	698.8	
0.852	\$70.61	\$51.82	94.25	47.2	45.1	73.3	121.5	662.4	
0.807	\$54.47	\$49.12	76.87	44.8	42.7	69.5	115.1	627.8	
0.765			-6.99	42.4	40.5	65.9	109.1	595.1	
0.725			-6.63	40.2	38.4	62.5	103.5	564.1	
0.687			-6.28	38.1	36.4	59.2	98.1	534.7	
0.652			-5.96	36.1	34.5	56.1	92.9	506.8	
0.618			-5.65	34.3	32.7	53.2	88.1	480.4	
0.585			-5.35	32.5	31.0	50.4	83.5	455.3	
0.555			-5.07	30.8	29.4	47.8	79.2	431.6	
0.526			-4.81	29.2	27.8	45.3	75.0	409.1	
0.499			-4.56	27.6	26.4	42.9	71.1	387.8	
0.473			-4.32	26.2	25.0	40.7	67.4	367.6	
0.448			-4.09	24.8	23.7	38.6	63.9	348.4	
0.425			-3.88	23.5	22.5	36.6	60.6	330.2	
0.402			-3.68	22.3	21.3	34.7	57.4	313.0	
0.381			-3.49	21.2	20.2	32.9	54.4	296.7	
0.362			-3.31	20.1	19.1	31.1	51.6	281.2	
0.343			-3.13	19.0	18.1	29.5	48.9	266.6	
0.325			-2.97	18.0	17.2	28.0	46.3	252.7	
0.308			-2.81	17.1	16.3	26.5	43.9	239.5	
0.292			-2.67	16.2	15.4	25.1	41.6	227.0	
0.277			-2.53	15.3	14.6	23.8	39.5	215.2	
0.262			-2.40	14.5	13.9	22.6	37.4	204.0	
0.249			-2.27	13.8	13.2	21.4	35.5	193.3	
0.236			-2.15	13.1	12.5	20.3	33.6	183.2	
0.223			-2.04	12.4	11.8	19.2	31.9	173.7	
0.212			-1.94	11.7	11.2	18.2	30.2	164.6	
0.201			-1.83	11.1	10.6	17.3	28.6	156.1	
0.190			-1.74	10.5	10.1	16.4	27.1	147.9	
0.180			-1.65	10.0	9.5	15.5	25.7	140.2	
0.171			-1.56	9.5	9.0	14.7	24.4	132.9	
0.162			-1.48	9.0	8.6	13.9	23.1	126.0	
0.154			-1.40	8.5	8.1	13.2	21.9	119.4	
0.146			-1.33	8.1	7.7	12.5	20.8	113.2	
0.138			-1.26	7.6	7.3	11.9	19.7	107.3	
0.131			-1.20	7.3	6.9	11.3	18.6	101.7	
0.124			-1.13	6.9	6.6	10.7	17.7	96.4	
0.117			-1.07	6.5	6.2	10.1	16.8	91.4	
PVRR Relative to the A-W Alternative (millions \$)			188.3	889.8	849.2	1,382.0	2,288.9	12,480.3	

¹ The difference in the "Total yearly costs" between the A-W Alternative and each of the other alternatives is calculated. This yearly difference is discounted using a 5.5% real discount rate (the PSCW-approved value from Advance Plan 8) over 40 years. This is the same approach as used in the A-W FEIS, P. 160.

²

³ The distributed generation and associated missed opportunity for LMP savings is a proxy for the diesel generation because they are both of small size and assumed to be widely distributed throughout the transmission system. Using distributed generation as a proxy is conservative because the operating and maintenance costs of the diesel generation would be higher than the distributed generation.