

Summary of Energy Cost Adjustment Structures

ECA Structure	Xcel Energy		Minnesota Power
Jurisdiction/Operating Company	PS Colorado	Northern States Power (Minnesota)	Minnesota
Rider Title	Electric Commodity Adjustment (ECA)	Fuel Clause Rider	Resource Adjustment
Periodicity for cost and load measurement effective date	<i>quarterly</i> <i>first day of calendar quarter</i>	monthly 1st of each month	monthly
Rolling average	no	no	first two of preceding three months
Within-period adjustment	<i>short-term sales margin adjustment on 4/1; deferred accounting threshold of +/- \$40 million removed due to increased frequency of use</i>	none	none
Time frame (historical/forecast)	forecast	forecast	historical
Frequency of change	<i>quarterly</i>	monthly	monthly
Voltage level differentiation	yes	not mentioned in tariff	<i>none, but just introduced differentiation based on customer class and marginal cost-based load profile</i>
Environmental costs	separate Air Quality Improvement Rider; Commission-approved costs, levelized annual historical costs, with over/under recovery, per forecasted sales; effective 1/1, measured 6/30	separate Environmental Improvement Rider; levelized annual historical costs, with true-up by 5/1, per forecasted sales; effective 1/1	not mentioned
Off-system sales	not distinguished from conventional sales, but see incentive text below	fuel-related costs recovered through intersystem sales are deducted from energy costs	fuel-related costs recovered through intersystem sales are deducted from energy costs
Other costs included/excluded	includes fuel risk management; separate purchased capacity cost rider; <i>PCCR revised to be zero based in rates; i.e. all recovery through rider</i>	includes small "tracker"-based factors for state energy policy cost recovery and for transmission costs associated with mandated renewable projects.	
RTO cost recovery	not mentioned in tariff	not mentioned in tariff	provisional: recovery of MISO Day 2 energy market costs
Incentive mechanisms	<i>Deferred account incentives removed; full recovery now; Additional incentives introduced: 1) Base Load Energy Benefit: incentive to shift generation toward base load, 20% of savings; 2) Economic Purchase Benefit: 20% of savings from purchasing instead of generating.</i>	full recovery	partial recovery
	short-term sales margins: negative margins not recovered, positive margins shared with customers; <i>weights changed</i>		
True-up Mechanisms	true-up aims to recover deferred account balance (DAB) fully from coming quarter's consumption. DAB of month t applies to months t+2, 3&4.	monthly recalculation with one-month lag.	No true-up clause. MP reports overages and underages to the MPUC.
Multiple jurisdictions	<i>correction: RJA was retail vs. wholesale only, not multiple jurisdiction.</i>	<i>not applicable</i>	not applicable

Summary of Energy Cost Adjustment Structures

ECA Structure	Oklahoma Gas & Electric		Entergy
Jurisdiction/Operating Company	Oklahoma	Arkansas	Entergy Arkansas, Inc.
Rider Title	Rider for Fuel Cost Adjustment (FCA)	Energy Cost Recovery Rider (ECR)	Energy Cost Recovery Rider (ECR)
Periodicity for cost and load measurement effective date	annual 1/1	annual 4/1	annual 4/1
Rolling average	no	no	no
Within-period adjustment	quarterly at most; triggered by forecast of permanent cost change or collected amounts >+/- 5% of jurisdictional fuel cost	interim revisions possible, initiated by either OG&E or PSC staff; collected amounts >+/- 10% of historical energy cost	interim revisions possible, initiated by either EAI or PSC staff; collected amounts >+/-10% of historical energy cost
Time frame (historical/forecast)	historical	forecast	forecast
Frequency of change	annual	annual	annual
Voltage level differentiation	yes - computation is by service level	yes - computation is by service level	not known
Environmental costs	not mentioned	not mentioned	not mentioned
Off-system sales	separate rider -OSSE, Off-System Sales of Electricity; appears to vary monthly but based on annual data	not mentioned	not mentioned
Other costs included/excluded			Nuclear Refueling Outage Adjustment to cover natural gas cost of energy replacement
RTO cost recovery	not mentioned in tariff	not mentioned in tariff	not mentioned
Incentive mechanisms	full recovery	full recovery	full recovery
	OSSE includes profit sharing; after three years share will be 80:20 customers:shareholders		
True-up Mechanisms	true-up aims to recover all of previous year's (through October) error, in following calendar year	true-up aims to recover all of previous year's (through December) error, in following year beginning April 1	true-up aims to recover all of previous year's (through December) error, in following year beginning April 1
Multiple jurisdictions	no mention	no mention	no mention

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ECA Structure	Empire District Electric		
	Kansas	Arkansas	Oklahoma
Jurisdiction/Operating Company			
Rider Title	Energy Cost Adjustment (Rider ECA)	Energy Cost Recovery Rider (ECR)	Fuel Adjustment (Rider FA)
Periodicity for cost and load measurement effective date	monthly	annual 4/1	monthly
Rolling average	no	no	
Within-period adjustment	no	interim revisions possible, initiated by either EDE or PSC staff; collected amounts >+/-10% of historical energy cost	
Time frame (historical/forecast)	"current month": "...month during which the energy to be billed under the adjustment will be delivered."	forecast	historical: 2nd calendar month preceding billing month
Frequency of change	monthly	annual	monthly
Voltage level differentiation	none	not known	not known
Environmental costs	cost of emissions allowances is included in ECA	not mentioned	not mentioned
Off-system sales	net interchange included, with sales revenue excluding margin; previous 12 months' margin for year ending 10/31 deducted over year beginning subsequent 1/1	not mentioned	deducted from FA
Other costs included/excluded			
RTO cost recovery	not mentioned in tariff	not mentioned in tariff	not mentioned in tariff
Incentive mechanisms	full recovery	full recovery	full recovery
True-up Mechanisms	annual settlement factor: aggregates accumulated balances for 12 months ending Oct. 31, applies annually beginning subsequent Jan.1.	true-up aims to recover all of previous year's (through December) error, in following year beginning April 1	true-up spreads historical overage/underage over projected usage for current month
Multiple jurisdictions	off-system sales computation includes weighting based on KS share of retail sales (kWh)	no mention	no mention

Summary of Energy Cost Adjustment Structures

ECA Structure	Louisville Gas & Electric	Indianapolis Power & Light	Westar Energy
Jurisdiction/Operating Company	Kentucky	Indiana	Kansas
Rider Title	Fuel Adjustment Clause (FAC)	Fuel Cost Adjustment	Retail Energy Cost Adjustment (RECA)
Periodicity for cost and load measurement effective date	monthly	quarterly approx. start of calendar month	monthly
Rolling average	no	three month average of upcoming months	
Within-period adjustment	none	none	none
Time frame (historical/forecast)	historical, two-month lag	forecast	forecast
Frequency of change	monthly	quarterly	monthly
Voltage level differentiation	not mentioned in tariff	not mentioned in tariff	not mentioned in tariff
Environmental costs	not mentioned, but LG&E also has an Environmental Cost Recovery Surcharge (ECR), a <i>percentage factor, varying monthly so as to collect a fixed amount per month, itself an average of environmental costs over the preceding 12 months</i>	not mentioned, but IPL has an Environmental Compliance Cost Recovery Adjustment, Rider No. 20, similar in form to FCA; periodicity uncertain, likely annual	includes projected emission allowance cost
Off-system sales	excludes energy from interchange deliveries	fuel-related costs recovered through intersystem sales are deducted from energy costs	deducts three-year moving average of wholesale margins from fuel adjustment; computed annually
Other costs included/excluded			
RTO cost recovery	not mentioned in tariff	not mentioned in tariff	not mentioned in tariff
Incentive mechanisms	full recovery	partial recovery	full recovery
True-up Mechanisms	none	no true-up in tariff formula. Tariff states that FCA <i>may</i> be adjusted to reflect historical differences between billed and actual fuel cost for the 2nd preceding quarter.	true-up is annual, recovering calendar year amounts in subsequent year beginning April 1; denominator is historical, not projected kWh, creating slight upward bias in rate
Multiple jurisdictions	<i>no mention</i>	not applicable	no mention