### Appendix H-2

**2010 DEFERRAL ACCOUNT CUSTOMER ALLOCATIONS - TOTAL YEAR**

As of December 31, 2011

#### Deferral Account Balances

<table>
<thead>
<tr>
<th>Revenue Collected</th>
<th>Costs Paid</th>
<th>Deferral Balances (pre-Riders)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DTS</strong></td>
<td><strong>Total</strong></td>
<td><strong>DTS</strong></td>
</tr>
<tr>
<td>Interconnection charge</td>
<td>583,886,352</td>
<td>583,886,352</td>
</tr>
<tr>
<td>Operating reserve charge</td>
<td>136,295,486</td>
<td>136,295,486</td>
</tr>
<tr>
<td>Other system support services charge</td>
<td>6,813,732</td>
<td>6,813,732</td>
</tr>
<tr>
<td>Voltage Control</td>
<td>34,957,171</td>
<td>34,957,171</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>758,952,741</td>
<td>758,952,741</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>13,443,197</td>
<td>13,443,197</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>772,395,938</td>
<td>772,395,938</td>
</tr>
</tbody>
</table>

#### Deferral Account Balances (DTS CUSTOMERS)

<table>
<thead>
<tr>
<th>DTS Customers</th>
<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
<th>Total Refund (Charge) to Customer</th>
</tr>
</thead>
<tbody>
<tr>
<td>APL</td>
<td>119,243,420 (25,676,081)</td>
<td>25,764,352 (95,026)</td>
<td>1,157,821 (85,803)</td>
<td>6,758,300</td>
<td>152,925,893 (24,787,447)</td>
</tr>
<tr>
<td>Operating reserve charge</td>
<td>29,784,352</td>
<td>25,859,379 (2,178,694)</td>
<td>2,179,708</td>
<td>5,688,836</td>
<td>(1,110,244)</td>
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<tr>
<td>Other system support services charge</td>
<td>1,157,821</td>
<td>1,243,624 (59,550)</td>
<td>1,243,624</td>
<td>1,243,624</td>
<td>(2,273,546)</td>
</tr>
<tr>
<td>Voltage Control</td>
<td>6,758,300</td>
<td>1,069,464</td>
<td>2,834,796</td>
<td></td>
<td>(2,273,546)</td>
</tr>
<tr>
<td><strong>Total refund (charge) to customer</strong></td>
<td>152,925,893</td>
<td>(24,787,447)</td>
<td>177,713,340</td>
<td>(19,931,776)</td>
<td>(4,855,671)</td>
</tr>
<tr>
<td>CCES</td>
<td>90,784,720 (19,550,462)</td>
<td>24,901,586 (95,026)</td>
<td>1,160,149 (88,385)</td>
<td>6,086,870</td>
<td>122,933,325 (24,787,447)</td>
</tr>
<tr>
<td>Operating reserve charge</td>
<td>24,901,586</td>
<td>25,368,831 (1,691,282)</td>
<td>1,069,464</td>
<td>970,290</td>
<td>(2,288,138)</td>
</tr>
<tr>
<td>Other system support services charge</td>
<td>1,160,149</td>
<td>1,245,534 (24,517)</td>
<td>1,245,534</td>
<td>1,245,534</td>
<td>(95,494)</td>
</tr>
<tr>
<td>Voltage Control</td>
<td>6,086,870</td>
<td>970,290</td>
<td>717,386</td>
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<td>(95,494)</td>
</tr>
<tr>
<td><strong>Total refund (charge) to customer</strong></td>
<td>122,933,325</td>
<td>(24,787,447)</td>
<td>142,069,127</td>
<td>(18,249,917)</td>
<td>(885,860)</td>
</tr>
<tr>
<td>EPDI</td>
<td>66,626,889 (14,352,178)</td>
<td>19,505,246 (95,026)</td>
<td>894,514 (88,146)</td>
<td>4,805,158</td>
<td>91,831,807 (13,974,139)</td>
</tr>
<tr>
<td>Interconnection charge</td>
<td>66,626,889</td>
<td>80,979,067 (17,240,561)</td>
<td>962,660 (16,096)</td>
<td>768,080</td>
<td>105,805,947 (14,463,875)</td>
</tr>
<tr>
<td>Operating reserve charge</td>
<td>19,505,246</td>
<td>19,827,141 (1,270,684)</td>
<td>1,928,968 (1,522,098)</td>
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<td>(2,288,138)</td>
</tr>
<tr>
<td>Other system support services charge</td>
<td>894,514</td>
<td>962,660 (52,049)</td>
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<td></td>
<td>(52,049)</td>
</tr>
<tr>
<td>Voltage Control</td>
<td>4,805,158</td>
<td>1,522,098 (754,016)</td>
<td></td>
<td></td>
<td>(754,016)</td>
</tr>
<tr>
<td><strong>Total refund (charge) to customer</strong></td>
<td>91,831,807</td>
<td>(13,974,139)</td>
<td>105,805,947</td>
<td>(2,288,138)</td>
<td>489,736</td>
</tr>
</tbody>
</table>

¹ These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year-end deferral balance combined with the new year quarterly deferral estimate. A hundred percent of Rider C refunds/(charges) are applied in the deferral reconciliation process.

This percentage allocation associates the Rider C amount to different production years as required.
<table>
<thead>
<tr>
<th></th>
<th>Actual Revenue Collected</th>
<th>Current Deferral Revenue Allocation: Refund/Charge</th>
<th>Total Customer Revenue Requirement</th>
<th>2010 Rider C Related to 2010 Refund/Charge</th>
<th>Current Deferral Alloc and 2010 Rider C Refund/Charge</th>
<th>2011 Rider C Refund/Charge</th>
<th>% related to 2010¹</th>
<th>2011 Rider C Related to 2010 Refund/Charge</th>
<th>Total Refunded/(Charged)</th>
</tr>
</thead>
<tbody>
<tr>
<td>LTH Internconnection charge</td>
<td>8,442,032 (1,881,794)</td>
<td>10,393,816 (1,779,758)</td>
<td>(82,026) (801,693)</td>
<td>0.00</td>
<td>0 (82,026)</td>
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<td></td>
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</tr>
<tr>
<td>Operating reserve charge</td>
<td>2,037,820 (37,365)</td>
<td>2,075,385 123,686 (161,433)</td>
<td>232,979</td>
<td>0.00</td>
<td>0 (161,433)</td>
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<tr>
<td>Other system support services charge</td>
<td>95,962 (7,119)</td>
<td>103,081 (1,601)</td>
<td>(5,518) 2,028</td>
<td>0.00</td>
<td>0 (5,518)</td>
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<td></td>
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</tr>
<tr>
<td>Voltage Control</td>
<td>496,218 79,466</td>
<td>416,753 157,222 (77,757)</td>
<td>58,751</td>
<td>0.00</td>
<td>0 (77,757)</td>
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</tr>
<tr>
<td>Total refund/(charge) to customer</td>
<td>11,272,032 (1,827,002)</td>
<td>13,099,034 (1,500,268)</td>
<td>(82,026) (601,693)</td>
<td>0 (82,026)</td>
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<tr>
<td>RDR Internconnection charge</td>
<td>7,371,075 (1,585,554)</td>
<td>8,955,429 (1,774,042)</td>
<td>188,668</td>
<td>0.00</td>
<td>0 (188,668)</td>
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</tr>
<tr>
<td>Operating reserve charge</td>
<td>2,037,163 (34,723)</td>
<td>2,071,886 147,128 (181,850)</td>
<td>238,813</td>
<td>0.00</td>
<td>0 (181,850)</td>
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</tr>
<tr>
<td>Other system support services charge</td>
<td>92,301 (6,783)</td>
<td>99,084 (1,727)</td>
<td>(5,056) 2,077</td>
<td>0.00</td>
<td>0 (5,056)</td>
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</tr>
<tr>
<td>Voltage Control</td>
<td>495,145 78,228</td>
<td>416,918 159,447 (81,219)</td>
<td>60,223</td>
<td>0.00</td>
<td>0 (81,219)</td>
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<tr>
<td>Total refund/(charge) to customer</td>
<td>9,995,684 (1,548,632)</td>
<td>11,544,316 (1,469,194)</td>
<td>(79,438) (315,649)</td>
<td>0 (79,438)</td>
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<tr>
<td>UNCA Internconnection charge</td>
<td>249,810,228 (53,805,884)</td>
<td>303,616,111 (54,319,016)</td>
<td>513,132 (18,488,386)</td>
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<td>0 (513,132)</td>
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<tr>
<td>Operating reserve charge</td>
<td>57,726,724 (94,090)</td>
<td>57,820,817 4,174,822 (4,268,914)</td>
<td>7,158,292</td>
<td>0.00</td>
<td>0 (4,268,914)</td>
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</tr>
<tr>
<td>Other system support services charge</td>
<td>2,717,034 (204,043)</td>
<td>2,921,077 (49,953)</td>
<td>62,138</td>
<td>0.00</td>
<td>0 (45,953)</td>
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<td></td>
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</tr>
<tr>
<td>Voltage Control</td>
<td>15,159,169 2,407,362</td>
<td>12,751,807 4,830,048 (2,422,686)</td>
<td>1,806,560</td>
<td>0.00</td>
<td>0 (2,422,686)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Total refund/(charge) to customer</td>
<td>325,413,155 (51,696,657)</td>
<td>377,109,812 (45,364,098)</td>
<td>(6,332,558) (9,461,391)</td>
<td>0 (6,332,558)</td>
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<td></td>
</tr>
<tr>
<td>DTS Customer 1 Internconnection charge</td>
<td>118,385 (25,426)</td>
<td>143,810 (104) (25,322) (43)</td>
<td>0.00</td>
<td>0 (25,322)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating reserve charge</td>
<td>161 (18)</td>
<td>179 7 (25) 17</td>
<td>0.00</td>
<td>0 (25)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other system support services charge</td>
<td>1,619 (104)</td>
<td>1,723 0 (104)</td>
<td>0</td>
<td>0.00</td>
<td>0 (104)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Voltage Control</td>
<td>26 6</td>
<td>21 8 (2)</td>
<td>4</td>
<td>0.00</td>
<td>0 (2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total refund/(charge) to customer</td>
<td>120,191 (25,542)</td>
<td>145,733 (89) (25,453) (22)</td>
<td>0 (25,453)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>DTS Customer 2 Internconnection charge</td>
<td>1,746,773 (381,797)</td>
<td>2,128,560 (58,846) (324,941) (13,454)</td>
<td>0.00</td>
<td>0 (324,941)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating reserve charge</td>
<td>43,932 5,580</td>
<td>38,352 22,584 (17,005) 5,190</td>
<td>0.00</td>
<td>0 (17,005)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other system support services charge</td>
<td>38,895 (450)</td>
<td>39,345 (686) 236</td>
<td>46</td>
<td>0.00</td>
<td>0 (236)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Voltage Control</td>
<td>11,735 1,839</td>
<td>9,896 2,554 (715) 1,309</td>
<td>0.00</td>
<td>0 (715)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total refund/(charge) to customer</td>
<td>1,841,330 (374,816)</td>
<td>2,216,153 (32,384) (342,424) (6,860)</td>
<td>0 (342,424)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

¹ These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimate. A hundred percent of Rider C refunds/charges are applied in the deferral reconciliation process.

This percentage allocation associates the Rider C amount to different production years as required.

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### Appendix H-2
#### 2010 DEFERRAL ACCOUNT CUSTOMER ALLOCATIONS - TOTAL YEAR
As of December 31, 2011

<table>
<thead>
<tr>
<th>Customer</th>
<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
<th>Total refund (charge) to customer</th>
</tr>
</thead>
<tbody>
<tr>
<td>DTS Customer 3</td>
<td>$2,659,350</td>
<td>$(574,550)</td>
<td>$3,233,900</td>
<td>$(912,589)</td>
<td>338,036</td>
</tr>
<tr>
<td></td>
<td>$963,154</td>
<td>$(11,260)</td>
<td>$974,414</td>
<td>$(48,810)</td>
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<tr>
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<td>$36,658</td>
<td>$2,843</td>
<td>$39,502</td>
<td>$(154)</td>
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<tr>
<td></td>
<td>$254,221</td>
<td>$41,200</td>
<td>$213,020</td>
<td>$(77,408)</td>
<td>28,889</td>
</tr>
<tr>
<td>DTS Customer 4</td>
<td>$22,969</td>
<td>$(4,887)</td>
<td>$27,857</td>
<td>$(2,114)</td>
<td>$(2,773)</td>
</tr>
<tr>
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<td>$2,679</td>
<td>$251</td>
<td>$2,428</td>
<td>$(12)</td>
<td>$(12)</td>
</tr>
<tr>
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<td>$5,655</td>
<td>$(271)</td>
<td>$5,927</td>
<td>$(272)</td>
<td>$(272)</td>
</tr>
<tr>
<td></td>
<td>$620</td>
<td>$72</td>
<td>$547</td>
<td>$(140)</td>
<td>$(140)</td>
</tr>
<tr>
<td>DTS Customer 5</td>
<td>$58,415</td>
<td>$(10,605)</td>
<td>$69,320</td>
<td>$(1,311)</td>
<td>$(10,904)</td>
</tr>
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<td>$508</td>
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<td>0</td>
</tr>
<tr>
<td>DTS Customer 6</td>
<td>$718,120</td>
<td>$(157,058)</td>
<td>$875,178</td>
<td>$(22,496)</td>
<td>$(134,602)</td>
</tr>
<tr>
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<td>$15,692</td>
<td>$2,645</td>
<td>$13,047</td>
<td>$(2,829)</td>
<td>5,474</td>
</tr>
<tr>
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<td>$36,132</td>
<td>$(4,771)</td>
<td>$40,902</td>
<td>$(4,659)</td>
<td>$(4,659)</td>
</tr>
<tr>
<td></td>
<td>$5,526</td>
<td>$406</td>
<td>$5,120</td>
<td>$(449)</td>
<td>196</td>
</tr>
<tr>
<td>DTS Customer 7</td>
<td>$753,440</td>
<td>$(162,786)</td>
<td>$916,229</td>
<td>$(249,126)</td>
<td>$(285,557)</td>
</tr>
<tr>
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<td>$268,463</td>
<td>$(17,708)</td>
<td>$286,191</td>
<td>$(19,987)</td>
<td>$(19,987)</td>
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<tr>
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<td>$15,908</td>
<td>$(1,178)</td>
<td>$17,114</td>
<td>$(854)</td>
<td>$(854)</td>
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<tr>
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<td>$67,961</td>
<td>$11,295</td>
<td>$58,667</td>
<td>$(9,779)</td>
<td>5,713</td>
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<tr>
<td>DTS Customer 8</td>
<td>$1,105,821</td>
<td>$(170,386)</td>
<td>$1,276,201</td>
<td>$(220,097)</td>
<td>$(29,943)</td>
</tr>
</tbody>
</table>

1. These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimate. A hundred percent of Rider C refund/(charge) are applied in the deferral reconciliation process. This percentage allocation associates the Rider C amount to different production years as required.
### 2010 DEFERRAL ACCOUNT CUSTOMER ALLOCATIONS - TOTAL YEAR

As of December 31, 2011

<table>
<thead>
<tr>
<th>DTS Customer</th>
<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
<th>Total refund (charge) to customer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customer 6</td>
<td>173,135</td>
<td>210,328</td>
<td>3,735</td>
<td>6,858</td>
<td>206,685 (35,112)</td>
</tr>
<tr>
<td></td>
<td>(37,192)</td>
<td>(24,599)</td>
<td>(2,430)</td>
<td>1,018</td>
<td>0</td>
</tr>
<tr>
<td>Customer 9</td>
<td>240,678</td>
<td>293,616</td>
<td>6,574</td>
<td>6,541</td>
<td>255,149 (52,466)</td>
</tr>
<tr>
<td></td>
<td>(52,308)</td>
<td>(46,365)</td>
<td>(550)</td>
<td>614</td>
<td>0</td>
</tr>
<tr>
<td>Customer 10</td>
<td>5,491</td>
<td>4,576</td>
<td>6,015</td>
<td>1,704</td>
<td>375,081 (67,696)</td>
</tr>
<tr>
<td></td>
<td>(96)</td>
<td>(666)</td>
<td>213</td>
<td>501</td>
<td>0</td>
</tr>
<tr>
<td>Customer 11</td>
<td>352,922</td>
<td>429,503</td>
<td>1,385</td>
<td>4,941</td>
<td>2,184,683 (472,376)</td>
</tr>
<tr>
<td></td>
<td>(76,581)</td>
<td>(14,391)</td>
<td>73</td>
<td>7,615</td>
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<tr>
<td>Customer 12</td>
<td>1,208,105</td>
<td>1,470,886</td>
<td>1,265</td>
<td>44,984</td>
<td>2,16,156 (473,132)</td>
</tr>
<tr>
<td></td>
<td>(262,781)</td>
<td>(56,272)</td>
<td>(2,341)</td>
<td>3,072</td>
<td>0</td>
</tr>
</tbody>
</table>

### 2010 Rider C Related to 2010 Refunded/(Charged)

- **D** = Actual Revenue Collected
- **E** = Current Deferral Balance Allocation
- **F** = Refund/(Charge)
- **G** = Current Deferral and 2010 Rider C refund(Charge)
- **H** = 2011 Rider C Refunded/(Charged)
- **I** = Total Refunded/(Charged)

### 2010 Rider C Related to 2010 Refunded/(Charged) Calculations

- **C = A - B**
- **D = C - F**
- **E = B - G**
- **F = H**
- **G = E - H**

### Notes

1. These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimate. A hundred percent of Rider C refunds/(charges) are applied in the deferral reconciliation process.

This percentage allocation associates the Rider C amount to different production years as required.
## Appendix H-2

### 2010 DEFERRAL ACCOUNT CUSTOMER ALLOCATIONS - TOTAL YEAR

As of December 31, 2011

<table>
<thead>
<tr>
<th>DTS</th>
<th>Customer</th>
<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
<th>Total refund (charge) to customer</th>
<th>% related to 2010¹</th>
<th>Total refunded/(charged)</th>
</tr>
</thead>
<tbody>
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¹ These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimate. A hundred percent of Rider C refunds/(charges) are applied in the deferral reconciliation process. This percentage allocation associates the Rider C amount to different production years as required.
<table>
<thead>
<tr>
<th>DTS</th>
<th>Customer</th>
<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
<th>Total refund (charge) to customer</th>
<th>2011 Rider C Refunded/(Charged)</th>
<th>% related to 2011F</th>
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</tr>
</tbody>
</table>

¹ These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimate. A hundred percent of Rider C refund/(charges) are applied in the deferral reconciliation process. This percentage allocation associates the Rider C amount to different production years as required.
### 2010 DEFERRAL ACCOUNT CUSTOMER ALLOCATIONS - TOTAL YEAR

As of December 31, 2011

<table>
<thead>
<tr>
<th>Customer</th>
<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
<th>Total refund (charge) to customer</th>
</tr>
</thead>
<tbody>
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<td>(15,751)</td>
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<td>(3,238)</td>
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</table>

\[ C = A + B \]

\[ D = E + F \]

\[ G = H + I \]

\[ J = K + L \]

\[ M = N + O \]

\[ P = Q + R \]

\[ Q = S + T \]

\[ R = U + V \]

\[ S = W + X \]

\[ T = Y + Z \]

\[ U = A + B \]

\[ V = C + D \]

\[ W = E + F \]

\[ X = G + H \]

\[ Y = I + J \]

\[ Z = K + L \]

\[ A' = D' = E' = H' = I' = \] These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimates. A hundred percent of Rider C refunds/(charges) are applied in the deferral reconciliation process.

This percentage allocation associates the Rider C amount to different production years as required.

---

March 20, 2013

Page 7 of 11

APPENDIX H-2 2010 CUSTOMER ALLOCATION DETAIL

TOTAL YEAR - 2010

DEFERRAL ACCOUNT CUSTOMER ALLOCATIONS
### 2010 DEFERRAL ACCOUNT CUSTOMER ALLOCATIONS - TOTAL YEAR
As of December 31, 2011

<table>
<thead>
<tr>
<th>DTS Customer</th>
<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
<th>Total refund (charge) to customer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customer 28</td>
<td>738,158 (159,823)</td>
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</table>

1. These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimates. A hundred percent of Rider C refunds/(charges) are applied in the deferral reconciliation process. This percentage allocation associates the Rider C amount to different production years as required.
### 2010 DEFERRAL ACCOUNT CUSTOMER ALLOCATIONS - TOTAL YEAR
As of December 31, 2011

<table>
<thead>
<tr>
<th>DTS Customer</th>
<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
<th>Total refund (charge) to customer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customer 33</td>
<td>338,001 (72,595)</td>
<td>62,805 11,813</td>
<td>11,416 (880)</td>
<td>14,423 799</td>
<td>426,646 (60,863)</td>
</tr>
<tr>
<td>Customer 34</td>
<td>208,771 (45,521)</td>
<td>8,927 266</td>
<td>5,895 (451)</td>
<td>2,185 178</td>
<td>225,778 (46,060)</td>
</tr>
<tr>
<td>Customer 35</td>
<td>950,855 (208,375)</td>
<td>112,151 (12,473)</td>
<td>9,477 (862)</td>
<td>27,394 5,229</td>
<td>1,099,878 (216,481)</td>
</tr>
<tr>
<td>Customer 36</td>
<td>395,182 (85,464)</td>
<td>8,264 159</td>
<td>13,715 (927)</td>
<td>2,226 294</td>
<td>419,388 (85,938)</td>
</tr>
<tr>
<td>Customer 37</td>
<td>2,643,916 (578,846)</td>
<td>8,264 159</td>
<td>13,715 (927)</td>
<td>2,226 294</td>
<td>4,173,802 (858,938)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
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<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
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1 These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimate. A hundred percent of Rider C refunds/(charges) are applied in the deferral reconciliation process. This percentage allocation associates the Rider C amount to different production years as required.

---

**Appendix H.2**

2010 Customer Allocation Detail
Total Production Year

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**March 26, 2012**

Page 8 of 11
<table>
<thead>
<tr>
<th>DTS Customer 38</th>
<th>Interconnection charge</th>
<th>Operating reserve charge</th>
<th>Other system support services charge</th>
<th>Voltage Control</th>
<th>Total refund (charge) to customer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,524,461</td>
<td>(325,340)</td>
<td>1,849,801</td>
<td>(64,967)</td>
<td>(260,374)</td>
</tr>
<tr>
<td>DTS Customer 39</td>
<td>Interconnection charge</td>
<td>Operating reserve charge</td>
<td>Other system support services charge</td>
<td>Voltage Control</td>
<td>Total refund (charge) to customer</td>
</tr>
<tr>
<td></td>
<td>10,049</td>
<td>(2,168)</td>
<td>12,217</td>
<td>(176)</td>
<td>(1,962)</td>
</tr>
<tr>
<td>DTS Customer 40</td>
<td>Interconnection charge</td>
<td>Operating reserve charge</td>
<td>Other system support services charge</td>
<td>Voltage Control</td>
<td>Total refund (charge) to customer</td>
</tr>
<tr>
<td></td>
<td>195,992</td>
<td>(42,409)</td>
<td>238,401</td>
<td>(2,567)</td>
<td>(39,842)</td>
</tr>
<tr>
<td>DTS Customer 41</td>
<td>Interconnection charge</td>
<td>Operating reserve charge</td>
<td>Other system support services charge</td>
<td>Voltage Control</td>
<td>Total refund (charge) to customer</td>
</tr>
<tr>
<td></td>
<td>5,869,706</td>
<td>(1,270,624)</td>
<td>7,140,330</td>
<td>(795,200)</td>
<td>(648,880)</td>
</tr>
<tr>
<td>DTS Customer 42</td>
<td>Interconnection charge</td>
<td>Operating reserve charge</td>
<td>Other system support services charge</td>
<td>Voltage Control</td>
<td>Total refund (charge) to customer</td>
</tr>
<tr>
<td></td>
<td>705,080</td>
<td>(147,176)</td>
<td>852,259</td>
<td>(66,655)</td>
<td>(80,523)</td>
</tr>
</tbody>
</table>

¹ These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimates. A hundred percent of Rider C refunds/(charges) are applied in the deferral reconciliation process.

This percentage allocation associates the Rider C amount to different production years as required.
### Appendix H-2

**2010 DEFERRAL ACCOUNT CUSTOMER ALLOCATIONS - TOTAL YEAR**

As of December 31, 2011

```
<table>
<thead>
<tr>
<th>Actual Revenue Collected</th>
<th>Current Deferral Revenue Allocation Refund/Charge</th>
<th>Total Customer Revenue Requirement</th>
<th>2010 Rider C Related to 2010 Refunded/Charge</th>
<th>Current Def Bld Alloc and 2010 Rider C Refund/Charge</th>
<th>2011 Rider C Refunded/Charge</th>
<th>% related to 2010¹</th>
<th>2011 Rider C Related to 2010 Ref und/(Charged)</th>
<th>Total Refunded/(Charged)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C=A-B</td>
<td>D</td>
<td>E=B-D</td>
<td>F</td>
<td>G</td>
<td>H=FG</td>
<td>I=E-H</td>
</tr>
<tr>
<td>Total DTS Customers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interconnection charge</td>
<td>580,896,352</td>
<td>(125,138,632)</td>
<td>706,024,984</td>
<td>(125,506,266)</td>
<td>367,634</td>
<td>0.00</td>
<td>0</td>
<td>367,634</td>
</tr>
<tr>
<td>Operating reserve charge</td>
<td>136,295,496</td>
<td>(1,180,340)</td>
<td>137,475,826</td>
<td>(11,059,214)</td>
<td>16,595,970</td>
<td>0.00</td>
<td>0</td>
<td>(11,059,214)</td>
</tr>
<tr>
<td>Other system support services charge</td>
<td>6,813,752</td>
<td>(515,316)</td>
<td>7,329,060</td>
<td>(124,338)</td>
<td>(390,980)</td>
<td>0.00</td>
<td>0</td>
<td>(390,980)</td>
</tr>
<tr>
<td>Voltage Control</td>
<td>34,957,171</td>
<td>5,567,072</td>
<td>29,390,098</td>
<td>11,133,247</td>
<td>4,189,369</td>
<td>0.00</td>
<td>0</td>
<td>(5,566,175)</td>
</tr>
<tr>
<td>Total refund/(charge) to customer</td>
<td>758,952,741 (121,267,218)</td>
<td>880,219,959</td>
<td>(104,618,483)</td>
<td>(16,648,735)</td>
<td>(21,945,405)</td>
<td>0.00</td>
<td>0</td>
<td>(16,648,735)</td>
</tr>
</tbody>
</table>
```

¹ These percentages have been determined when the quarterly Rider C rates were assessed to refund/(charge) the estimated year end deferral balance combined with the new year quarterly deferral estimate. A hundred percent of Rider C refund/(charges) are applied in the deferral reconciliation process. This percentage allocation associates the Rider C amount to different production years as required.

March 21, 2012