



CBPI Call – Path Updates

September 20, 2023



Agenda

1. North of Pearl Implementation
2. Modeling Change

North of Pearl Implementation

1. BPA is implementing the North of Pearl path to manage reliability concerns in the Portland metro area
2. North of Pearl path details:
 - a. Path includes the lines of Pearl-Keeler #1 500-kV (BPA-owned), McLoughlin-Sherwood-Pearl Tap #1 230-kV (BPA/PGE jointly owned), and Pearl-Sherwood #1 & #2 230-kV (BPA/PGE jointly owned)
 - b. Path is being added in both the NERC time horizon (0-13 months) and the Planning time period (beyond 13 months)
 - c. Path is flow-based
 - d. The implementation of this path will not change the customer interface or scheduling practices on the flow-based or 1:1 paths (no new scheduling points)
3. BPA will add the North of Pearl path to OASIS on October 18th, 2023, with an effective date of November 1st, 2023

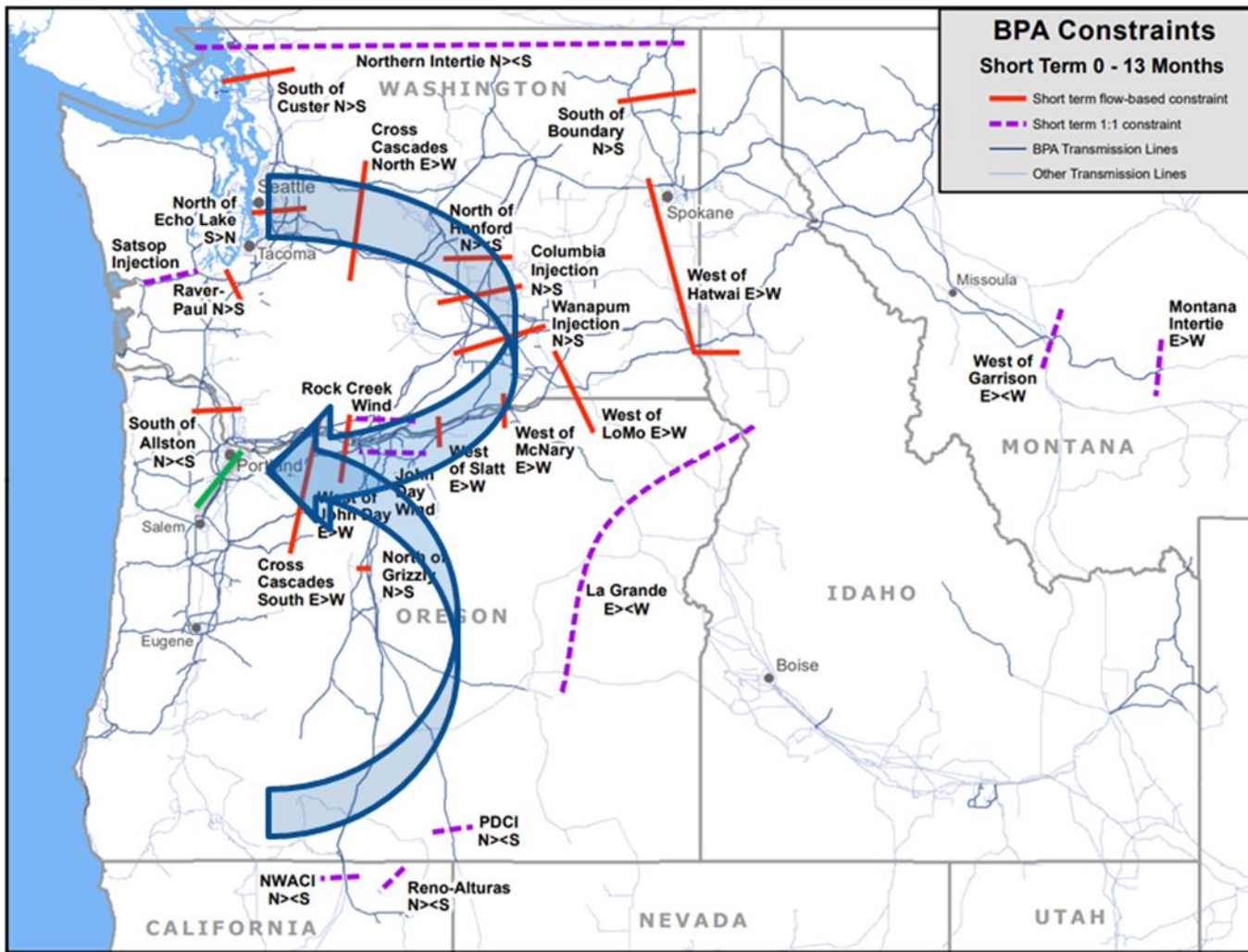
North of Pearl Implementation (cont.)

4. ATC impacts upon path addition to OASIS on October 18th, 2023:
 - a. Customers will see North of Pearl ST ATC values in OASIS for October 18th and beyond
 - b. Since the path will not be effective until November 1st, the North of Pearl ST ATC values for October 18th to November 1st will be adjusted upwards so new Transmission Service Requests (TSRs) that span these dates are not refused due to a lack of ST ATC on this path during the October 18th to November 1st time frame
 - c. Once the path is added to OASIS, any portion of any new TSR requiring service for November 1st and beyond will require ST ATC, as posted to OASIS
 - d. BPA will not calculate or post ATC across the flow-based paths for the Planning time period (beyond 13 months) starting October 1st, 2023 – new long-term TSRs that impact flow-based paths will be evaluated via the new study process that will be effective October 1st, 2023

North of Pearl Implementation (cont.)

5. Congestion management tools across North of Pearl were implemented on August 11th, 2023
 - a. These tools were implemented early in order to support reliability during the heat wave in the region in mid-August 2023

North of Pearl Implementation (cont.)



North of Pearl Implementation (cont.)

6. BPA has added North of Pearl to the following Short-Term Available Transfer Capability tools posted to [Transmission Availability - Bonneville Power Administration \(bpa.gov\)](#)
 - a. Short-Term Original Transmission Service Request Calculator
 - b. Short-Term Redirect Transmission Service Request Calculator
 - c. Short-Term PTDF Table
7. Updates to the ATC Implementation Document, constraint maps, and remaining customer tools posted to [Acquiring Transmission - Bonneville Power Administration \(bpa.gov\)](#) will be ready for the November 1st, 2023 path go-live date

Modeling Change

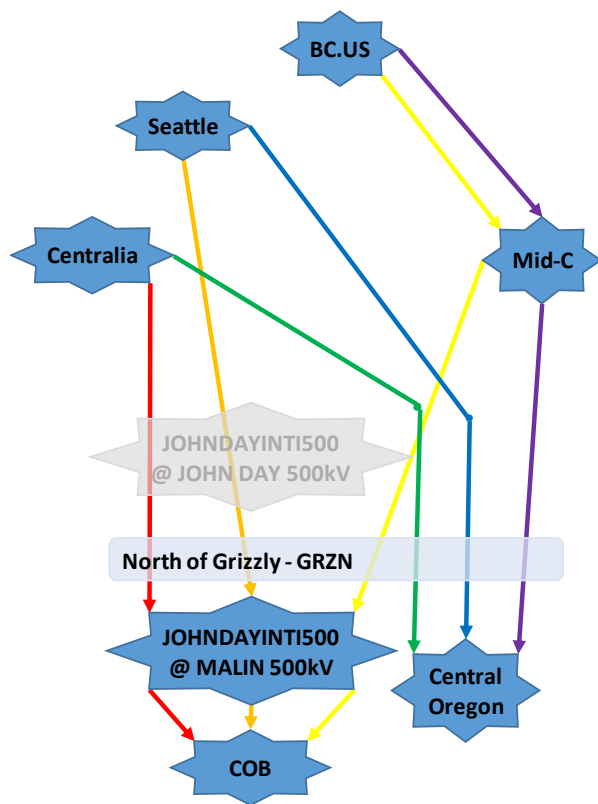


Modeling Change

1. On October 18th, 2023, BPA will change the Power Transfer Distribution Factor (PTDF) used to evaluate network TSRs with a Source/Sink of JOHNDAYINTI500 and POR/POD of JOHNDAY from the John Day 500 kV PTDF to the Malin 500 kV PTDF
2. This modeling change will allow BPA to capture the impacts of TSRs flowing over the North of Grizzly path more appropriately
 - a. The John Day 500 kV bus is located north of the North of Grizzly path
 - b. The Malin 500 kV bus is located to the south of the North of Grizzly path

Modeling Change (cont.)

- This visual illustrates the location of the John Day 500 kV and Malin 500 kV busses in relation to the North of Grizzly path, and the PTDF impacts between current and future evaluation points:



North of Grizzly PTDF Impact

Mid-C to JOHNDAYINTI500	
Status Quo	
JOHN DAY 500kV	-0.0711
Proposal	
MALIN 500 kV	0.6857

Modeling Change (cont.)

4. The PTDF impacts (.03 or greater) of this change on the evaluation of a 100 MW TSR from Mid-C to JOHNDAY are shown below:

Path	PTDF impact: current evaluation bus of John Day 500	PTDF impact: proposed evaluation bus of Malin 500	ATC impact: current evaluation bus of John Day 500	ATC impact: proposed evaluation bus of Malin 500
NORTH OF GRIZZLY N>S	-0.0711	0.6857	0 MW	69 MW
WEST OF JOHN DAY E>W	-0.362	-0.1757	0 MW	0 MW
CROSS CASCADES SOUTH E>W	-0.1296	0.0221	0 MW	2 MW (de minimis)
WEST OF HATWAI E>W	-0.0265	-0.0669	0 MW	0 MW
WEST OF MCNARY E>W	0.1863	0.1516	19 MW	15 MW
NORTH OF HANFORD S>N	-0.5883	-0.5581	0 MW	0 MW
NORTH OF HANFORD N>S	0.5883	0.5581	59 MW	56 MW

Modeling Change (cont.)

5. This change only impacts how long-term and short-term TSRs are evaluated
 - a. All existing and future long-term TSRs with a Source/Sink of JOHNDAYINTI500 and short-term TSRs with a POR/POD of JOHNDAY will be evaluated with a Malin 500 kV PTDF
 - b. The modeling change applies to all request types (e.g. Original, Redirect, etc.)
 - c. Even though BPA is moving to a study process for long-term TSRs on October 1st, 2023, PTDFs will still be used to determine impacts of long-term TSRs
6. Since the PTDF used to evaluate and calculate impacts of short-term TSRs with a POR/POD of JOHNDAY will change to Malin 500 kV, customers will see a shift in short-term ATC

Modeling Change (cont.)

7. There are no impacts to BPA's curtailment process
 - a. BPA curtails from the Source/POR to Sink/POD on each tag
 - b. BPA already uses the Malin 500 kV PTDF to perform curtailments on schedules with the JOHNDAYINTI500 Source/Sink and JOHNDAY POR/POD
8. There are no impacts to any long-term contracts, or long-term or short-term reservation or scheduling points - customers will continue to use the same points as today
9. BPA will update the appropriate customer tools located on the [Transmission Availability - Bonneville Power Administration \(bpa.gov\)](https://www.bpa.gov) page as part of this change

Wrap up

1. Thank you for engaging with BPA on issues relating to BPA's implementation of new ATC paths across BPA's transmission system
2. Please send any questions you may have about the changes discussed today to techforum@bpa.gov, with a copy to your Account Executive