

Short-Term Available Transfer Capability (ST ATC) Customer Meeting

May 24, 2023



Purpose

1. BPA received several customer comments in response to the improvements discussed at the April 12th, 2023 ST ATC Project Update and April 19th, 2023 Customer Business Process Improvement (CBPI) meeting
2. Customer comments focused on the following improvements:
 - a. BPA's proposal to only model the BPA-owned lines when calculating Power Transfer Distribution Factors (PTDFs) for the Cross Cascades North, Columbia Injection, and Wanapum Injection paths in the NERC time horizon (0-13 months)
 - b. North of Grizzly path curtailments
 - c. New paths additions
3. At this meeting, BPA will:
 - a. Review customer comments
 - b. Provide BPA's responses
 - c. Take additional questions and comments

ATC Improvement – PTDFs

1. The definitions for the Cross Cascades North, Columbia Injection and Wanapum Injection paths include both BPA-owned lines and lines that are not owned by BPA
2. Effective May 17th, 2023, BPA has modified how the PTDFs used in the commercial ST ATC calculations for these paths are calculated
 - a. BPA is now only modeling BPA-owned lines when calculating the PTDFs for use in ST ATC calculations for these paths
 - b. Previously, BPA modeled all lines in the path definition, including those not owned by BPA, when calculating the PTDFs for use in ST ATC calculations for these paths

Customer Comments – PTDFs

1. Modeling and operating transmission paths by using PTDFs that are based on only the BPA facilities does not reflect the actual power flows of the transmission system
2. Change may have unintended consequences and may negatively impact existing transmission rights holders

BPA Response – PTDFs

1. BPA has only modified how the PTDFs used in the commercial ST ATC calculations for these paths are calculated; the calculation of PTDFs used operationally has not changed
2. By modeling only the BPA-owned lines when calculating the PTDFs used in the commercial ST ATC calculations across these paths, BPA is reflecting BPA's share of these paths in all components of the commercial ST ATC calculation:
 - a. The TTCs reflect BPA's share of these paths
 - b. The base Existing Transmission Commitments reflect flows on only the BPA-owned lines
 - c. The PTDFs used in the ST ATC calculation are based on the BPA-owned lines in the path definitions for these paths

BPA Response – PTDFs (cont.)

3. Modeling only the BPA-owned lines when calculating the PTDFs used in the commercial ST ATC calculation results in encumbering more appropriately across BPA's share of these paths
4. This change respects customers' existing transmission rights, while making surplus transmission capacity available to the market
5. BPA's System Operators will monitor flows for the full path definitions of Cross Cascades North, Columbia Injection and Wanapum Injection (not only the BPA-owned lines)
6. If curtailments are necessary, BPA's System Operators will curtail transactions using PTDFs based on the full path definition

Additional Questions or Comments on PTDFs?

ATC Improvement – North of Grizzly

1. BPA's studies have identified future congestion and reliability issues in the central Oregon area, due to load growth and increased use of Path 75 (Hemingway-Summer Lake) in the W>E direction
2. The North of Grizzly path (GRZN N>S) has been added to proactively deal with these anticipated issues
 - a. North of Grizzly is a flow-based path
 - b. Path has been added in both the NERC time horizon (0-13 months) and the Planning time period (beyond 13 months)

Customer Comments – North of Grizzly

1. Will North of Grizzly curtailments impact scheduling rights of customers that hold AC Intertie capacity (either short-term or long-term)?
2. How will the AC Intertie and North of Grizzly be intertwined in BPA's systems?
3. How will AC Intertie rights be accounted for so restrictions on North of Grizzly do not hinder AC Intertie usage?
4. When North of Grizzly was originally proposed by BPA, the AC Intertie owners were assured that the North of Grizzly path would only be used to control local transmission congestion issues. As presented in the recent CBPI meeting, both AC Intertie schedules and North of Grizzly schedules will be curtailed for North of Grizzly congestion.

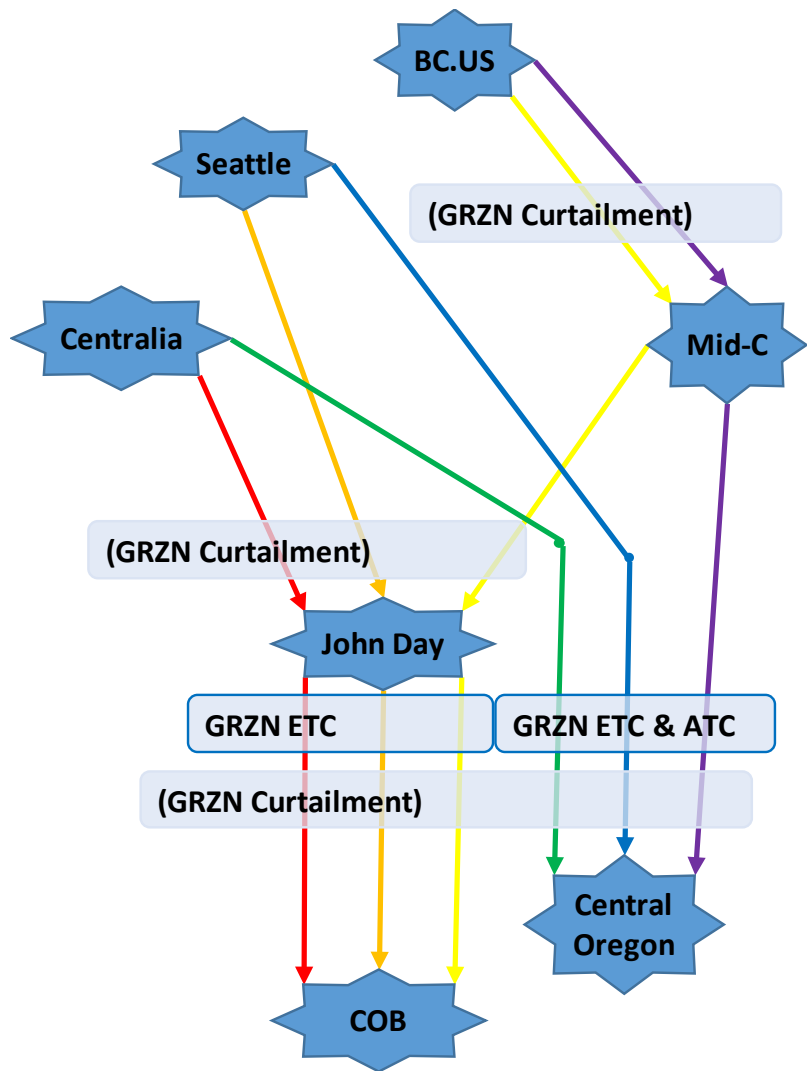
BPA Response – North of Grizzly

1. BPA is fully encumbering capacity for existing transmission commitments and limiting new TSRs to the studied ATC limits across the North of Grizzly path
2. **New** TSRs across the network paths are being evaluated for ATC across North of Grizzly for service June 1st, 2023 and forward
3. TSRs continue to be evaluated independently across the AC Intertie (NWACI) and network paths
4. There are no changes to how BPA accounts for transmission and scheduling rights on the AC Intertie (NWACI) – customers have the same rights as they had before BPA added the North of Grizzly path

BPA Response – North of Grizzly

5. Starting June 1st, 2023, North of Grizzly will be an additional path that could be curtailed by BPA, and those curtailments could impact schedules with AC Intertie (NWACI) segments
 - a. BPA will perform a PTDF analysis from the Source/POR to the Sink/POD of all tags
 - b. If the resulting PTDF impact of a tag is greater than 0.1 across North of Grizzly, the tag will go into the pool considered for curtailment – these tags might have AC Intertie (NWACI) segments
6. For the North of Grizzly path, intertie and non-intertie e-Tag transmission segments will be considered when setting the curtailment priority of the entire schedule
 - a. On other flow-based (FB) paths, only non-intertie transmission segments are considered when setting the curtailment priority of the entire schedule
 - b. The lowest priority segment will set the priority for the whole schedule
 - c. Curtailments will be issued pro-rata according to curtailment priority

Example: North of Grizzly Curtailment



Schedule Priority		Segment Priority	GRZN Priority	Other FB Path Priority
1 Red				
Centralia	John Day	2-NH	2	2
John Day	COB	7-F		
2 Orange				
Seattle	John Day	7-F	7	7
John Day	COB	7-F		
3 Yellow				
BC.US	Mid-C	7-F	1	2
Mid-C	John Day	2-NH		
John Day	COB	1-NS		
4 Green				
Centralia	Central Oregon	7-F	7	7
5 Blue				
Seattle	Central Oregon	6-NN	6	6
6 Purple				
BC.US	Mid-C	7-F	1	1
Mid-C	Central Oregon	1-NS		

BPA Response – North of Grizzly (cont.)

7. Why will curtailment priority across North of Grizzly be set differently?
 - a. Geographically, North of Grizzly is located between John Day and the California-Oregon Border (COB)
 - b. Both AC Intertie (NWACI) and central Oregon schedules impact the transmission system in central Oregon
 - c. Due to the geographical location of the North of Grizzly path, BPA needs to consider both the intertie and non-intertie segments to set curtailment priority for schedules in order for North of Grizzly curtailments to be more equitable

BPA Response – North of Grizzly (cont.)

8. The North of Grizzly path provides the following benefits to users of both the transmission system in central Oregon and the AC Intertie (NWACI):
 - a. Provides BPA with a tool to address congestion and reliability issues in central Oregon, by limiting new sales to the posted ATC for the path
 - b. Provides BPA with a tool to mitigate congestion and reliability issues in central Oregon, when they arise
9. Without North of Grizzly, BPA would need to mitigate issues in central Oregon by limiting schedules on AC Intertie (NWACI)
 - a. With the addition of the North of Grizzly path, AC Intertie (NWACI) rights will be respected as BPA has a better tool to mitigate congestion and reliability issues in central Oregon
10. Once the North of Grizzly path is implemented on June 1st, 2023, BPA will monitor the interaction of this path with the AC Intertie (NWACI) to ensure that firm rights are being respected

Additional Questions or Comments on North of Grizzly?

ATC Improvement – New Path Additions

1. BPA's studies have identified reliability concerns in the Portland metro and the Goldendale area
 - a. BPA will be adding a new path in the Portland metro area, called North of Pearl
 - b. BPA is still evaluating the best option to manage the transmission system in the Goldendale area

Customer Comments – New Path Additions

1. Paths should be implemented in a manner that respects existing transmission rights while providing BPA the ability to reliably operate the system

BPA Response – New Path Additions

1. BPA will implement any new paths in a manner that respects customers' existing transmission rights
2. BPA will fully encumber capacity for existing transmission commitments and limit new TSRs to the studied ATC limits across any new paths that are added
3. BPA will continue to share information and hold customer meetings to seek feedback

Additional Questions or Comments on New Path Additions?

Wrap up

1. BPA appreciates customer engagement on these topics, and thanks customers for submitting comments
2. Please send any questions/comments on today's presentation to techforum@bpa.gov, with a copy to your Transmission Account Executive