

Transmission Reliability Margin (TRM)

TRM provides a reasonable level of assurance of meeting transmission commitments under a broad range of uncertainties in system conditions.

- TRM Methodology

- If planning ATC > contract/accounting ATC, then TRM = 30% of the delta.
- If contract-accounting ATC > planning, then ATC TRM = 0.

- General assumptions

- Review TRM at least annually by flow gate.
- Loads: 1 in 2 weather conditions.
- Netting & Diversity: need to account for inherent uncertainty in loads and generation patterns.
- Loop flow: may make adjustments to minimize loop flow affects on neighboring systems (additional sensitivity analysis under way).
- WECC allows for TRM adjustments due to nomograms.

Sept 18 2003 Pre-decisional preliminary work product. For illustrative ATC discussion purposes only, final results subject to change.

TRM Methodology Exceptions

- Special cases

- Raver-Paul (netting adjustment)
 - For Spring/Summer seasons (assuming 1 unit at Centralia and Chehalis off-line), **TRM = 300 MW**
 - Other seasons, standard TRM methodology applies
- Cross Cascades N/S (extreme weather adjustment)
 - Using 1 in 20 loads for winter season to set ATC, **TRM = 0**.
 - Other seasons, standard TRM methodology applies.
- North of John Day (only listed flow gate affected by nomogram)
 - Nomogram adjustment for NJD of 200 MW in addition to standard TRM methodology.
 - **TRM = (30% of delta or 0) + 200 MW**

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