

BIC - Action Item List

Dear Business Issues Committee Members,

Please review the attached Business Issues Committee Action Item List.

Items marked “**Pending Closure**” in the Status Field are considered complete by the NYISO and will be closed after this BIC meeting if no comments are received to the contrary.

Items marked “**Complete**” are action items that the BIC agreed could be closed when they were presented at our last meeting. For each BIC meeting, I will provide this report and include the items closed from the previous month for your reference.

Items marked “**Ongoing**” are tasks that are expected to span multiple months.

Please forward any comments to:

Frank Francis
NYISO Business Issues Committee Liaison
(518) 356-7606
(518) 701-1679
ffrancis@nyiso.com



All Open Items: Business Issues Committee

▼ Open

▼ Effects of TSA on DAMAP

At the January 10th BIC meeting Tim Bush and Ray Kinney asked how TSAs affected DAMAP and if the TSA allocation should include a calculation of the impact of TSAs on DAMAP.

Initial Action:

Comments: In a May 2003 LECG analysis on the methodology for calculating costs attributed to TSAs, there was no evidence that the increase in DAM Contract Balancing observed during the TSA was due to the the TSA itself.

Closing Action:

Action Item #: 88.07 *Status:* **Open**
Meeting Date: 01/10/2007 *Due Date:* **n/a**
Initial_Response: n/a *Assigned To:* **Frank_Francis**
Completion Date: n/a *Requested_By:* **Bush, Tim**

▼ HQ 7040 - Energy Sink

What would it take to sink energy across the HQ 7040 into NY?

Initial Action: In order to allow energy in excess of 1200MW to sink in NY, software modifications and actions by the NYS Reliability Council would need to be taken. SCUC and RTS software systems would need to be modified to be able to economically determine, with the objective of minimizing total bid production costs, the optimal 10-minute spin, 10-minute total, and 30-minute operating reserve requirements that would be a function of HQ imports to NYCA. Such interaction between HQ imports greater than 1200MW and the cost of increased NYCA operating reserves would need to be developed as an explicitly priced transmission constraint so that HQ proxy bus prices would reflect HQ proxy bus schedules. Additionally, the NYS Reliability Council Rule that defines the minimum operating reserve requirement would need to be modified to reflect the proposed economic analysis for requiring incremental 10-minute spin, 10-minute total, and 30-minute operating reserves to be maintained in excess of the most severe energy loss within the NYCA.

Comments: 1/17/2007 - There are no fatal flaws in undertaking however, a lengthy software upgrade effort would be required to accomplish this task.

Closing Action:

Action Item #: 88.03 *Status:* **Open**
Meeting Date: 07/12/2006 *Due Date:* **n/a**
Initial_Response: 12/08/2006 *Assigned To:* **Frank_Francis**
Completion Date: n/a *Requested_By:* **Franey, Bart**