

New Capacity Zone (NCZ) Study Results

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Agenda

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- Background
- Schedule
- Study Results
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Previous Discussion

Previous Discussion

Date	Working Group	Discussion Points and Links to Materials
September 18, 2023	ICAPWG	New Capacity Zone Study: Inputs and Assumptions: https://www.nyiso.com/documents/20142/40044890/6%20New%20Capacity%20Zones%20Study%20Inputs%20and%20Assumptions%20-%20ICAPWG%2009-18.pdf/90acb80c-8aeb-f14f-b77c-92892d0f1f1c

Background

Background

- **The New Capacity Zone (NCZ) Study is performed to determine whether any Highway interface(s) are constrained, which would require establishment of new capacity zone(s)**
 - The NCZ Study is conducted in conjunction with each quadrennial ICAP Demand Curve reset (DCR). The 2025-2029 DCR is currently underway and will result in filing proposed results with FERC on or before November 30, 2024
- **The NCZ Study is a deliverability study primarily utilizing the Deliverability test methodology (Attachment S of the OATT)**

Background

- **The NCZ Study obligations/requirements are set in Section 5.16 of the Market Administration and Control Area Services Tariff (MST)**
 - The scope of the NCZ Study is limited to the evaluation of Deliverability across the Highways, and not Byways in accordance with Section 5.16.1 of the MST
- **The previous (2019/2020) NCZ Study did not find any Highway interfaces constrained that would trigger the need to establish a NCZ**

Schedule

NCZ Study Schedule

- **On or before October 1, 2023, the NYISO must review the inputs and assumptions for the NCZ Study with stakeholders**
 - The NYISO reviewed the study inputs and assumptions at the September 18, 2023 ICAPWG meeting
- **The NYISO must conduct the NCZ Study and provide a written report of the results to stakeholders on or before January 15, 2024**
 - The NCZ Study Report is posted with the presentation as part of the meeting materials for today's meeting
- **If the NCZ Study determines a need for a New Capacity Zone, the NYISO must determine an Indicative NCZ Locational Minimum Installed Capacity Requirement on or before March 1, 2024**
 - Given the study results, this step will not be undertaken

NCZ Study Schedule (cont.)

- **On or before March 31, 2024:**
 - The NYISO must submit an informational filing to inform FERC of the study results
- **The NYISO is also required to provide an opportunity for the Market Monitoring Unit (MMU) to review and comment on the NCZ Study and, if applicable, any proposed tariff revisions to establish New Capacity Zone(s)**
 - The NYISO has provided a copy of the study report to the MMU for its review/comment

Study Results

Study Results

- **Deliverability tests were performed for each of the five Highway interfaces located within the Rest of State (ROS) Capacity Region (Load Zones A through F) and for the UPNY-ConEd Highway interface located within the Lower Hudson Valley (LHV) Capacity Region (Load Zones G through I)**
 - The deliverability tests within the ROS Capacity Region are evaluated from west-to-east and north-to-south by exporting from one (or more) zones (exporting zones) to the remaining zone(s) within the ROS Capacity Region.
 - The deliverability test for the UPNY-ConEd Highway within the LHV Capacity Region is evaluated by exporting from Load Zone G to Load Zones H and I

Study Results (cont.)

- The level of deliverability across each Highway interface is measured as either “additional transmission capacity” (i.e., deliverability “headroom”), or “bottled generation capacity” (i.e., deliverability “constraint”), which is calculated as the “first contingency incremental transfer capability” (FCITC) of the interface less the amount of net available capacity in the exporting zone(s)
- As shown on the next slide, all Highway interfaces were found to have positive additional transmission capacity indicating that none of the Highway interfaces were found to be constrained

Study Results (cont.)

Highway Deliverability Test Results

Interface	Source	Sink	FCITC* (MW) [a]	Net Available Capacity@ (MW) [b]	Transmission (+) or Bottled (-) Capacity (MW) [c=a-b]	Constraint
West Central	AB	CDEF	2,214	352	1,862	(1)
Dysinger East	A	BCDEF	1,950	267	1,683	(2)
Moses South	D	ABCEF	2,019	106	1,913	(3)
Volney East	ABC	DEF	4,140	813	3,327	(4)
Total East	ABCDE	F	5,766	963	4,803	(5)
UPNY-ConEd	G	HI	2,644	1,784	861	(6)

Notes:

*FCITC is the incremental transfer limit corresponding to the most limiting constraint in the Highway interface analysis

@“Net Available Capacity” is the excess UCAP in the exporting zone(s) available for export

(1) Mortimer – Lawler 115 kV ckt 2 @ STE 158 MW L/O Mortimer – Lawler 115 kV ckt 1

(2) Lockport – Telegraph Rd 115 kV ckt 1 @ STE 180 MW L/O Lockport – Shel-113 115 kV ckt 1

(3) Colton - Flat Rock 115 kV ckt 1 @ STE 154 MW L/O Colton – Higley 115 kV ckt 1

(4) JA Fitzpatrick – Edic 345 kV ckt 1 @ STE 1661 L/O Volney – Marcy 345 19

(5) Edic - Gordon Rd 345 kV ckt 1 @ Norm 1331 MW Base Case

(6) Buchanan S – Lovett ST 345 kV ckt 1 @ Norm 1793 MW Base Case

Study Results

- None of the Highway interfaces were found to be constrained
- The conclusion of the 2023/2024 NCZ Study is that there is no need to establish a NCZ at this time

Next Steps

Next Steps

- The NYISO will submit an informational filing to FERC on or before **March 31, 2024** to inform FERC of the results of the 2023/2024 NCZ Study

Questions?

Our Mission & Vision



Mission

Ensure power system reliability and competitive markets for New York in a clean energy future



Vision

Working together with stakeholders to build the cleanest, most reliable electric system in the nation