

The ISO may periodically evaluate the Transmission Shortage Cost to determine whether it is necessary to modify the Transmission Shortage Cost to avoid future operational or reliability problems. The ISO will consult with its Market Monitoring Unit after it conducts this evaluation. If the ISO determines that it is necessary to modify the Transmission Shortage Costs in order to avoid future operational or reliability problems the resolution of which would otherwise require recurring operator intervention outside normal market scheduling procedures, in order to avoid among other reliability issues, a violation of NERC Interconnection Reliability Operating Limits or System Operating Limits, it may temporarily modify it for a period of up to ninety days, provided however the NYISO shall file such change with the Commission pursuant to Section 205 of the Federal Power Act within 45 days of such modification. If circumstances reasonably allow, the ISO will consult with its Market Monitoring Unit, the Business Issues Committee, the Commission, and the PSC before implementing any such modification. In all circumstances, the ISO will: (i) consult with those entities as soon as reasonably possible after implementing a temporary modification and shall explain the reasons for the change; and (ii) notify Market Participants of any temporary modification.

The responsibilities of the ISO and the Market Monitoring Unit in evaluating and modifying the Transmission Shortage Cost, as necessary are addressed in Attachment O, Section 30.4.6.8.1 of this Market Services Tariff (“Market Monitoring Plan”).

17.1.5 Zonal LBMP Calculation Method

The computation described in Section 17.1.1 of this Attachment B is at the bus level. An eleven (11) zone model will be used for the LBMP billing related to Loads. The LBMP for a zone will be a Load weighted average of the Load bus LBMPs in the Load Zone. The Load weights which will sum to unity will be calculated from the load bus MW distribution. Each

component of the LBMP for a zone will be calculated as a Load weighted average of the Load bus LBMP components in the zone. The LBMP for a zone j can be written as:

$$\gamma_j^Z = \lambda^R + \gamma_j^{L,Z} + \gamma_j^{C,Z}$$

where:

- $\gamma_j^Z =$ LBMP for zone j ,
- $\gamma_j^{L,Z} = \sum_{i=1}^n W_i \gamma_i^L$ is the Marginal Losses Component of the LBMP for zone j ;
- $\gamma_j^{C,Z} = \sum W_i \gamma_i^L$ is the Congestion Component of the LBMP for zone j ;
- $n =$ number of Load buses in zone j for which LBMPs are calculated; and
- $W_i =$ Load weighting factor for bus i .

The NYISO also calculates and posts zonal LBMP for four (4) external zones for informational purposes only. Settlements for External Transactions are determined using the Proxy Generator Bus LBMP. Each external zonal LBMP is equal to the LBMP of the Proxy Generator Bus associated with that external zone. The table below identifies which Proxy Generator Bus LBMP is used to determine each of the posted external zonal LBMPs.

External Zone	External Zone PTID	Proxy Generator Bus	Proxy Generator Bus PTID
HQ	61844	HQ_GEN_WHEEL	23651
NPX	61845	N.E._GEN_SANDY_POND	24062
OH	61846	O.H._GEN_PROXYBRUCE	24063
PJM	61847	PJM_GEN_KEYSTONE	24065

Consistent with the ISO Services Tariff, LBMPs at Proxy Generator Buses are determined using calculated bus prices as described in this Section 17.1.

17.1.6 Real Time LBMP Calculation Methods for Proxy Generator Buses, Non-Competitive Proxy Generator Buses and Proxy Generator Buses Associated with Designated Scheduled Lines

17.1.6.1 Definitions

Interface ATC Constraint: An Interface ATC Constraint exists when proposed economic transactions over an Interface between the NYCA and the Control Area with which one or more Proxy Generator Bus(es) are associated would exceed the transfer capability for the Interface or for an associated Proxy Generator Bus.

Interface Ramp Constraint: An Interface Ramp Constraint exists when proposed interchange schedule changes pertaining to an Interface between the NYCA and the Control Area with which one or more Proxy Generator Bus(es) are associated would exceed any Ramp Capacity limit imposed by the ISO for the Interface or for an associated Proxy Generator Bus.

NYCA Ramp Constraint: A NYCA Ramp Constraint exists when proposed interchange schedule changes pertaining to the NYCA as a whole would exceed any Ramp Capacity limits in place for the NYCA as a whole.

Proxy Generator Bus Constraint: Any of an Interface ATC Constraint, an Interface Ramp Constraint, or a NYCA Ramp Constraint (individually and collectively).

External Interface Congestion: The product of: (i) the portion of the Congestion Component of the LBMP at a Proxy Generator Bus that is associated with a Proxy Generator Bus Constraint and (ii) a factor, between zero and 1, calculated pursuant to ISO Procedures.

Proxy Generator Bus Border LBMP: The LBMP at a Proxy Generator Bus minus External Interface Congestion at that Proxy Generator Bus.

Unconstrained RTD LBMP: The LBMP as calculated by RTD less any congestion associated with a Proxy Generator Bus Constraint.

17.1.6.2 General Rules

Transmission Customers and Customers with External Generators and Loads can bid into the LBMP Market or participate in Bilateral Transactions. Those with External Generators may arrange LBMP Market sales and/or Bilateral Transactions with Internal or External Loads and External Loads may arrange LBMP Market purchases and/or Bilateral Transactions with Internal Generators.

The Generator and Load locations for which LBMPs will be calculated will initially be limited to a pre-defined set of Proxy Generator Buses. LBMPs will be calculated for each Proxy