

**Avista Corporation Transmission Services**

**Transmission Reliability Margin Implementation Document (TRMID)**

***Posted:*** March 1, 2013

***Effective:*** April 1, 2013

***Revision No.:*** 2

**Section 1 – NERC defined terms:**

**TRM** is the Transmission Reliability Margin for the ATC Path during that period.

**TRMU** is the Transmission Reliability Margin for the ATC Path that has not been released for sale (unreleased) as non-firm capacity by the Transmission Service Provider during that period.

**Section 2 – Avista Application of defined terms:**

**TRM** is currently defined as zero in all cases. Avista does not use or reserve TRM capacity for any paths. Should Avista begin to provide such service or decide to include TRM in its ATC calculations, this TRMID and the applicable calculations will be revised within 30 days.

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**Section 3 – Requirement 1.1[[1]](#footnote-1) (Identification of Unknown Components in TRM):**

As Avista does not currently use or have set aside any TRM capacity on any of its paths, no additional identification or description of unknown components in the calculation is needed.

**Section 4 – Requirement 1.2[[2]](#footnote-2) (Description of Method Used to Allocate Among Paths):**

As Avista does not currently use or have set aside any TRM capacity on any of its paths, no additional identification or description of allocation among paths is needed.

**Section 5 – Requirement 1.3[[3]](#footnote-3) (Identification of TRM Calculation by Period):**

As Avista does not currently use or have set aside any TRM capacity on any of its paths, no additional identification or description of TRM calculation by period is needed.

**Section 6 – Changes and Notification of Changes to TRMID**

 **6.1 Availability of TRMID to Parties**

Avista will maintain a current copy of its TRMID on its OASIS site. Avista will also make available a copy of its TRMID, and if requested, applicable underlying documentation used to determine TRM upon request within 30 days. .Additionally, Avista will supply an electronic copy to all parties listed in requirement R3 on or before the effective date of change of the TRMID. Notification will be made via email to the manager of each party’s compliance department, or other similarly positioned employee.

1. Identification of (on each of its respective ATC Paths or Flowgates) each of the following components of uncertainty if used in establishing TRM, and a description of how that component is used to establish a TRM value:

	* Aggregate Load forecast.
	* Load distribution uncertainty.
	* Forecast uncertainty in Transmission system topology (including, but not limited to, forced or unplanned outages and maintenance outages).
	* Allowances for parallel path (loop flow) impacts.
	* Allowances for simultaneous path interactions.
	* Variations in generation dispatch (including, but not limited to, forced or unplanned outages, maintenance outages and location of future generation).
	* Short-term System Operator response (Operating Reserve actions ).
	* Reserve sharing requirements.
	* Inertial response and frequency bias. [↑](#footnote-ref-1)
2. The description of the method used to allocate TRM across ATC Paths or Flowgates. [↑](#footnote-ref-2)
3. The identification of the TRM calculation used for the following time periods:

	* + - Same day and real-time.
			- Day-ahead and pre-schedule.
			- Beyond day-ahead and pre-schedule, up to thirteen months ahead. [↑](#footnote-ref-3)