

Orlando Utilities Commission (OUC) TRMID is created in response to NERC reliability standard MOD-008. The standards' requirements are at times noted herein for reference.
MOD-008-1

R1. Each Transmission Operator shall prepare and keep current a TRM Implementation Document (TRMID) that includes, as a minimum, the following information:

R1.1. 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:

OUC uses the sum of a "Short-Term System Operator Response" and "Reserve Sharing Requirement" to get the TRM That OUC applies to all of its paths.

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).

Inertial response and frequency bias. *{out of order from standard}*

OUC does not use any of the above components of uncertainty in its TRM calculation.

Short-term System Operator response (Operating Reserve actions).

Some utilities (currently only FPL) use a short-term system operator response TRM and have asked other members of the FTCDG to also use that same value in addition to their other TRM calculation. These utilities determine a TRM value representing short-term system operator response as the difference between an Incremental Transfer Capability calculated for a given path using a short term facility rating and a continuous facility rating. This calculation is done for every path and time period at the same time that the calculation for TTC is done. The TRM value from this aspect will be zero when that shift from a short term facility rating to a continuous facility rating does not result in a reduced transfer capability. This is referred to as TRMe or TRM Engine.

Reserve sharing requirements.

OUC reserves TRM based on Reserve sharing requirements in addition to using the Short-Term Operator TRM listed above. For export paths the TRM is the value of reserves that OUC is obligated to provide that Point of Delivery. For Import paths the TRM is the reserves OUC can expect to receive from that Point of Receipt. For the RRI Paths, because they share extensive common elements with OUC, the same TRM value is applied as is applied to the OUC paths since OUC providing or receiving operating reserves would affect the RRI paths. . This is referred to as TRMr or TRM Reserves.

OUC will be phasing this TRM value in between April 1st 2011 and April 15th 2011.

R1.2. The description of the method used to allocate TRM across ATC Paths or Flowgates.

OUC applies the TRM1 and TRM2 to all OUC Import and Export paths as well as the RRI export paths. The TRM1 calculation inherently provides a per path value and that entire value is used in the calculation. The TRM2 calculation is also a per path value and that entire value is used.

R1.3. The identification of the TRM calculation used for the following time periods:

R1.3.1. Same day and real-time.

R1.3.2. Day-ahead and pre-schedule.

R1.3.3. Beyond day-ahead and pre-schedule, up to thirteen months ahead.

OUC applies the TRM1 and TRM2 to all OUC and RRI Import and Export paths in the FIRM ATC calculation which includes the day ahead and beyond day ahead time frame.