

Orlando Utilities Commission (OUC) TRMID is created in response to NERC reliability standard MOD-008. OUC will be phasing this new version into effect over the next two weeks.

**OUC uses the following components of uncertainty to establish TRM: (R1.1)**

- Short-Term System Operator Response
- Reserve Sharing Requirement

**OUC does not use the following components of uncertainty to establish TRM: (R1.1)**

- 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}

**Description of how “Short-Term System Operator Response” is used to establish the TRM Value:**

The Florida Transfer Capability Determination Group (FTCDG) uses an online engine to calculate Incremental Transfer Capability (ITC) and TRMe. This TR Me is determined by calculating the ITC using a more restrictive set of line ratings (Rate B) and comparing that calculation against the regular ITC Calculation. The difference between those ITC runs becomes the TRMe value. The utilities that utilize this function as of July 31<sup>st</sup> 2012 declare it as representing a “Short-Term System Operator Response”.

OUC doesn't currently have the engine calculate TRMe for its facilities but there are others who do. OUC is obligated as a member of the FTCDG to include this value in its calculation. OUC is also obligated to use this value since the utility has identified that this is how they want their system operating limits handled with respect to transactions. This value can change with every execution of the FTCDG engine, although it is most often zero. The engine automatically pushes this value to all FTCDG members.

**Description of how “Reserve Sharing Requirements” are used to establish the TRM Value:**

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 full value of reserves that the Florida Municipal Power Pool (FMPP) of which OUC is a member could be required to deliver. For Import paths the TRM is the reserves OUC can expect to receive from that Point of Receipt based replacing OUC's largest unit. This is referred to as TRMr or TRM Reserves.

## Description of how TRMe and TRMr become TRM:

The MOD 028 requires that TTC be the lesser of:

- The sum of the ITC and the Impact of Firm Transmission Service
- The sum of Facility Ratings of all ties comprising the ATC Path

MOD 28 also requires for ATC Paths whose capacity uses jointly-owned or allocated Facilities that the TTC be limited to not exceed the contractual rights.

TTC<sub>e</sub> is the Sum of ITC and the Impact of the Firm Transmission Service, it is a value calculated by the engine.

TTC<sub>s</sub> is the lesser of the “sum of facility ratings” or “contractual rights” and is a value set by OUC.

TRMe and TRMr are determined based on the description above and generally combined to create the TRM Value applied to the calculation. These values are then applied ATC calculation as TRM Based on the following guidelines.

If  $TTC_e \leq TTC_s$  then  $TRM_e + TRM_r = TRM$

If  $(TRM_e + TRM_r) > (TTC_e - TTC_s)$  then  $(TRM_e + TRM_r) - (TTC_e - TTC_s) = TRM$

If  $(TRM_e + TRM_r) < (TTC_e - TTC_s)$  then  $TRM = 0$

### 1.2. The description of the method used to allocate TRM across ATC Paths or Flowgates.

OUC applies the TRM value to all OUC Import and Export paths. The TRM calculations inherently provides a unique per path value and that entire value is used in the calculation.

#### 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 TRM described above to all OUC Import and Export paths in the FIRM ATC calculation which includes the day ahead and beyond day ahead time frame.

OUC does not use any additional components of uncertainty beyond those listed above and does not include any components of Capacity Benefit Margin (CBM) in the TRM calculation.

OUC's TRMID is available on OASIS website and is also sent out electronically to members of the FTCDG when it is changed.

OUC establishes TRM values in accordance with this document at least every 13 months (for TRMr) and uses the TRMe provide by the engine when the engine runs and finds such a value.

OUC is its own Transmission Operator, Transmission Service Provider and Transmission Planner and is aware of any changes in TRM values.