

Description of Meeting:	NTTG Stakeholder Meeting
Meeting Date:	Tuesday, July 10, 2007
Meeting Minutes Prepared By:	Jorma Meriaho

**Transmission Use Committee
Available Transfer Capability
Phase 1**

Presenters:

Brian Weber, PacifiCorp (Chair)
John Canavan, NorthWestern Energy
Pat Monon, Idaho Power Company
Jim Tucker, Deseret Power Electric Cooperative

1. Overview

The NTTG Standard of Conduct and Anti-trust policies were read.

The Northern Tier charter development and approval process was described and the Phase 1 deliverables were reviewed. Brian Weber, ATC Committee Chair, noted that the ATC information on the NTTG website is valid only at a point in time and should not be relied on as current ATC. He stressed that all transmission business should be conducted on the individual OASIS sites using the ATC information posted on those sites.

A representative from each of the Transmission Owners provided an overview on the company specific TRM and CBM:

- Idaho Power – Pat Monson
- Northwestern Energy – John Canavan
- PacifiCorp – Brian Weber
- Deseret Power Electric Coop – Jim Tucker

After a question and answer period, documented below, potential deliverables for the next phase were discussed and stakeholder input sought. It was noted that NTTG is currently working with WECC/TEPPC to determine the roles and responsibilities for economic studies.

Results of Stakeholder input on Phase 2 Charter:

- Narratives for congestion (zero ATC)
 - Historical data needs
 - Transmission queue activity
 - Cost of delivery (e.g. MidC to PDX) \$, #Mw, etc. – high level detail
- Use existing data and processes - make existing data transparent.

Stakeholder response to priorities for ATC Phase 3 Charter:

- It would be good to see how often/how long negative ATC lasts. People may choose to use service if the negative ATC was minimal and of short duration.
- Information on demand. Zero ATC may not be a bad thing if there is no demand. What is asked by the market place?
- Information on what it costs to deliver this service.



- It would be nice to have high level info on the web for market decisions.
- More high level information should be available. Leave details out.
- There are a lot of things that have been done before but not published.
- Information on what would be available in 3 years.
- High level cost associated with power usage.
- Schedule information.
- Seasonal usage would be good to see.
- Point to point service info.
- Contractual world vs. actual world info.
- Chronological info.
- Find if an old study is available that could be used as a starting point

Stakeholders determined that the above topics could be compartmentalized into the following five categories. In person participants then voted identifying their first choice and second choice:

Stakeholder Voting Summary for Phase 3

#	Topic/Project	First Choice Votes	Second Choice Votes
1	Historical Usage	5	3
2	Transparency to ATC	0	2
3	Ease of Use	0	0
4	Wind	1	2
5	Transparent queue requests	4	3

Results:

Historical Usage and Transparency to queue requests received the most votes.

2. Summary or Questions/Answers

Q: Can you go online and find who the customer is for transmission queue requests?

A: PacifiCorp – yes the OASIS site has this information. Others may not have ownership information.

Q: On page 2 (spreadsheet), path 14, there is 400 on TRM column which implies this is required for reliability. Does this mean it cannot be even scheduled and/or you can't do firm scheduling on this?

A: PacifiCorp can schedule only on a non-firm basis, as there is not an accepted rating for this direction.

Q: Question on Oasis segment: If I were to add the three segments, on what would scheduling be based on?

A: Scheduling would be based on TRM. Depending on season the rating would vary.

Q: Are there seasonal studies like on Yellow Tail to Hot Springs?

A: Yes,

Q: On Garrison Townsen path, did you show 157? This path has not been rated West East direction. We have 0 allocated to patrons in that direction so I really question this.

A: We need to look at it. I got it noted here.

Q: Garrison – Townsen path is noted as 1160 , while the segments of Garrison, Bethel and Troutdale. System don't add to this TTC.

A: There are mechanisms in the PacifiCorp OASIS that restrict how this is scheduled to avoid TTC violations.



Q: System to System is still 1160? Does this mean that there is still more work to be done on this?

A: It's not that intuitive on the ATC sheet. PAC can look into if this can be made transparent.

Q: Simple solution would be to make system to system transfers (like in Montana) or is this not possible?

A: That may not be possible, but PAC will look into this.

Q: The map doesn't show Walla-Walla - North Lewiston?

A: That may have been missed on the map, as it is a new path. That is one of the difficulties of trying to keep a snapshot up to date.

Q: What does negative ATC mean?

A: Negative ATC means the line is over subscribed.

Q: Does PacifiCorp sell TRM as nonfirm?

A: Yes, in general TRM are sold as non-firm.

Q: What are you going to do about negative ATC?

A: PacifiCorp has projects to correct the negative ATC and will redispatch power in the short term to satisfy the near term commitments. We will be exercising redispatch to take care of negative ATC.

Q: Before the Pace-Red Butte, TRM of 160 – could you explain what that is?

A: Nomograms with TO2B and TO2C. We have compilation of nomograms behind those numbers and target is to get them on OASIS hopefully by July 13th.

Q: Could you describe the Wasatch front south?

A: It is a cut-off point for all the imports and exports to/from south to Salt Lake City area.

Q: You have different ratings for PACE and Borah Brady (BoBr). Is there another drop off?

A: PACE is not a substation. BOBR-PACE has drop-offs to southern Idaho.

Q: Could you give a definition on Total Transfer Capability?

A: TTC is variable quantity. We try to use long term TTC. Oasis will have TTC #s that vary in short term. As soon as NERC comes up with a new definition on this we will incorporate into a new definition document.

Q: It seems you should use re-dispatch to increase your TTC to take care of ATC?

A: We don't want show increases in TTC in OASIS to hide oversubscribed lines.

Q: Why is Mill Creek on the Map?

A: That is used to schedule if the north end of the Hot Springs path is down.

Q: TRM for Yellow Tail to system?

A: We will be posting this part of 890 of monograms on OASIS probably by Friday.

Q: What is the starting point for 6 month update of ATC?

A: July 13th is set as the starting point for the 6 month study.

3. Decisions and Next Steps

- The baseline for establishing recurring 6 month customer input meeting on ATC will be July 13. Thus, the next ATC meetings will be scheduled for January.