



## Transmission Services

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### Proposed Dynamic Transfer Capability Pilot Evaluation Criteria

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The Requesting Access to Dynamic Transfer Capability Pilot ("DTC Pilot") is an opportunity to learn how well the methods, policies, and requirements for dynamic transfers work. The questions below represent the types of performance criteria that will be asked during an evaluation of the DTC Pilot. Refinements to the evaluation criteria may occur. Results will be reported after an evaluation of the DTC Pilot, at a time yet to be determined.

#### DTC Study/Methodology Items:

- What voltage requirements/limits are desirable to assure offering DTC does not impact system operations adversely?
- What reactive requirements/limits are desirable to assure offering DTC does not impact system operations adversely?
- How do rates of change impact voltage and reactive support?
- What are the criteria under which a dynamic transfer is considered "not dynamic enough" to need DTC?
- How did the DTC Pilot affect the voltage and what have the dispatchers done differently in controlling voltage?
- Did the Dispatchers increase the number of switching operations on reactive devices?
- Did the Dispatchers have to mitigate any reactive reserve deficiencies created by the DTC Pilot?
- Did the DTC Pilot increase the RAS Dispatcher workload in arming and disarming RAS Schemes?

#### Operations Items:

- How does increased use of dynamic transfer affect operations on constrained paths, including effects on transfer limits?
- What tools need to be developed to assure increased use of dynamic transfer does not adversely affect system operations?
- Is the visibility and control of dynamic transfer adequate for Dispatchers?
- What control center (AGC, SCADA, etc.) changes were required to provide adequate visibility and control?
- Did the participants respond to dispatcher directives in a timely manner?
- Did the use of dynamic transfer cause any path flow mitigations?
- Did the DTC Pilot uncover any operating problems not identified previously?



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### Other Items:

- Is there a conflict between increasing use of dynamic transfer (which potentially could adversely impact transmission operations) and achieving self-supply goals (which potentially benefit transmission operations)?
- How reliable are statements of intended use compared to actual use of DTC?
- How do we identify and document the historic uses that do not have an impact on DTC?
- Does the method of modeling self-supply use of DTC represent actual use of DTC by self supply?
- Are the deadlines and timelines outlined in the BP suitable for: customers' needs, Operations staff needs, AE/contracts staff needs?
- Is the processing algorithm effective in both supporting the Customer Supplied Generation Imbalance Pilot Program and optimizing use of DTC for the DTC Pilot? What is the most sustainable algorithm for long-term use?
- What are the effects of the one-year DTC awards without rollover on customer participation in this pilot?
- How will the next phase of the DTC Pilot be informed and focused by the results of the initial phase of the pilot?
- Were there any unanticipated policy, procedures, scheduling, tagging or operating impacts that resulted from implementation of the DTC pilot?