



Transmission Business Line (TBL)

NOTICE

AVAILABLE TRANSFER CAPABILITY METHODOLOGY UPDATE

February 11, 2004

In accordance with guidelines stated in its ATC Methodology, dated November 12, 2003, the Bonneville Power Administration's Transmission Business Line (TBL) is revising Appendices 1, 3, 5, 6 and 7 of the methodology to reflect updated system conditions. The revisions incorporate new results due to transmission infrastructure additions scheduled to be in service May 2006. This update reflects revised power flow base cases, updated customer load forecasts and changes to TBL transmission service contract obligations. Also a new Network Flowgate, West of Slatt (WOS), has been designated.

No modification to the ATC Methodology was made in this update.

This update is being made consistent with the procedures described in the ATC Methodology (see Section E "Modifications to ATC Methodology"). Changes to the appendices were derived from updated power flow base case studies and changes in contract accounting (see Section D "Management of ATC Between Planning Baseline Studies," ATC Methodology).

Modifications to the ATC Results (Appendix 7) are primarily the result of the following:

- New BPA transmission infrastructure currently under construction that will be in service no later than May 2006. These infrastructure additions produce revised Path Utilization Factors (PUF). See updated PUFs in Appendix 5. Specific facility additions include:
 - Shultz-Wautoma 500 kV transmission line
 - Bell-Coulee 500 kV transmission line
 - Bell series capacitors
 - Dworshak series capacitors
- Revised customer load forecasts. In the power flow base case there was a net increase in customer loads during summer months. See the updated power flow assumptions in Appendix 6.
- Changes in contract obligations. TBL obligations due to new contracts have increased.

Taken together, these changes result in small increases in ATC at some of the Network Flowgates. While some additional ATC will be available starting in May 2006 constraints on transmission facilities in the I-5 corridor and West of McNary will continue to limit TBL's ability to make significant new long-term transmission sales.

The ATC Methodology and updated appendices are available at http://www2.transmission.bpa.gov/Business/Customer_Forums_and_Feedback/ATC_Methodology/. Questions regarding this update should be submitted to the ATC/Contract Lock email address at contractlock@bpa.gov.