

(Initial Draft: ICS Approval Item for August)

2026-27 IRM Study - Sensitivity Cases (based on PBC)

Case	Description	Reason
0	2026-27 IRM Preliminary Base Case	These are the Base Case technical results derived from knee of the IRM-LCR curve
<i>IRM Impacts of Key MARS Study Parameters</i>		
1	NYCA Isolated	Track Total NYCA Emergency Assistance – NYCA system is isolated and receives no emergency assistance from neighboring control areas (New England, Ontario, Quebec, and PJM). UDRs are allowed
2	No Internal NYCA transmission constraints	Track level of NYCA congestion with respect to the IRM model – internal transmission constraints are eliminated and the impact of transmission constraints on statewide IRM requirements is measured
3	No Load Forecast Uncertainty	Shows sensitivity of IRM to load uncertainty, assuming that the forecast peak loads for NYCA have a 100% probability of occurring
4	No Wind Capacity – All Wind Units	Shows wind impact for both land-based and off-shore wind units and can be used to understand EFORD sensitivity
5	No SCR Capacity	Shows sensitivity of IRM to Special Case Resource (SCR) program
<i>IRM Impacts of Base Case Assumptions Changes</i>		
6	No Winter Fuel Availability Constraints (Tan45)	Shows the level of winter reliability risk due to the winter fuel availability constraints
7	CHPE + Barges Alternative Assumptions (Tan45)	Show impact of modeling alternative assumptions for the status of CHPE and the Gowanus/Narrows barges <ul style="list-style-type: none">With the PBC assuming that CHPE is included and barges are out-of-service, the sensitivity will exclude CHPE and include the barges

All results are calculated by shifting capacity from Load Zones A - K unless otherwise noted