

2026-2027 Installed Reserve Margin (IRM) Study - Sensitivity Cases

Case	Description	IRM (%)	NYC (%)	LI (%)	IRM (%) Change from Base	Winter LOLE (%)	Summer LOLE (%)	LOLH (hrs/yr)	EUE (MWh/yr)
0	2026-2027 IRM Preliminary Base Case (PBC)	27.300	80.621	106.917	-	13.84%	86.16%	0.354	172.836
	These are the Base Case technical results derived from knee of the IRM-LCR curve								
1	NYCA Isolated	32.076	84.297	111.518	4.776	18.52%	81.48%	0.308	179.97
	Track Total New York Control Area (NYCA) Emergency Assistance (EA) – NYCA system is isolated and receives no emergency assistance from neighboring control areas (New England, Ontario, Quebec, and PJM). Unforced Capacity Deliverability Rights (UDRs) are allowed								
2	No Internal NYCA transmission constraints	25.086	78.917	104.784	-2.214	24.71%	75.29%	0.326	259.921
	Track level of NYCA congestion with respect to the IRM model – eliminates internal transmission constraints and measures the impact of transmission constraints on statewide IRM requirements								
3	No Load Forecast Uncertainty	21.714	76.322	101.536	-5.586	5.74%	94.26%	0.296	77.479
	Shows sensitivity of IRM to load uncertainty, if the forecast peak loads for NYCA have a 100% probability of occurring								
4	No Wind Capacity	20.529	81.803	105.967	-6.771	19.09%	80.91%	0.348	182.06
	Shows wind impact for both land-based and off-shore wind units and can be used to understand Equivalent Demand Forced Outage Rate (EFORd) sensitivity								
5	No SCR Capacity	24.095	77.379	107.69	-3.205	12.85%	87.15%	0.348	183.301
	Shows sensitivity of IRM to the Special Case Resource (SCR) program								

Case	Description	IRM (%)	NYC (%)	LI (%)	IRM (%) Change from Base	Winter LOLE (%)	Summer LOLE (%)	LOLH (hrs/yr)	EUE (MWh/yr)
6	No Winter Fuel Availability Constraints (Tan45)	25.500	79.565	107.442	-1.800	0.00%	100.00%	0.377	221.147
	Shows the level of winter reliability risk due to the winter fuel availability constraints								
7a	Barges + No CHPE (Tan45)	26.500	77.429	108.912	-0.800	3.71%	96.29%	0.381	201.191
	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 								
7b	Barges + CHPE both included (Tan45)	27.800	81.866	106.468	0.500	15.16%	84.84%	0.353	167.108
	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, this sensitivity will include both CHPE and the barges in-service to understand their combined impact 								

Note: All results are calculated by adding/removing capacity from Load Zones A - K unless otherwise noted

2025-2026 and 2026-2027 IRM Study - Sensitivity Cases Comparison[†]

Results based on Preliminary Base Case	IRM (%)	NYC (%)	LI (%)	IRM% Change from Base
Case 0				
2025-2026	23.6	76.0	102.5	-
2026-2027	27.3	80.6	106.9	-
<i>Delta</i>	3.7	4.6	4.4	-
Case 1: NYCA Isolated				
2025-2026	29.1	79.8	107.6	5.5
2026-2027	32.1	84.3	111.5	4.8
<i>Delta</i>	3.0	4.5	3.9	-0.7
Case 2: No Internal NYCA Transmission Constraints				
2025-2026	21.7	74.7	100.8	-1.9
2026-2027	25.1	78.9	104.8	-2.2
<i>Delta</i>	3.3	4.2	4.0	-0.4
Case 3: No Load Forecast Uncertainty				
2025-2026	18.5	72.4	97.8	-5.1
2026-2027	21.7	76.3	101.5	-5.6
<i>Delta</i>	3.2	3.9	3.7	-0.5
Case 4: No Wind Capacity				
2025-2026	17.0	77.0	101.2	-6.6
2026-2027	20.5	81.8	106.0	-6.8
<i>Delta</i>	3.6	4.8	4.8	-0.1
Case 5: No SCR Capacity				
2025-2026	21.3	73.2	103.4	-2.4
2026-2027	24.1	77.4	107.7	-3.2
<i>Delta</i>	2.8	4.2	4.3	-0.9

[†] The comparison is only for sensitivity cases 0-5.

IRM Trends: A Three-Year Historical Comparison

