(Final Draft: Proposed by ICS during August 06 meeting)

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
IRM Impacts of Key MARS Study Parameters		
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
IRM Impacts of Base Case Assumptions Changes		
6	No Winter Fuel Availability Constraints (Tan45)	Shows the level of winter reliability risk due to the winter fuel availability constraints
7a	Barges + No CHPE (Tan45)	Show impact of modeling alternative assumptions for the status of CHPE and the Gowanus/Narrows barges • 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)	Show impact of modeling alternative assumptions for the status of CHPE and the Gowanus/Narrows barges • 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

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