

Table 7.1. 2026-2027 Installed Reserve Margin (IRM) Study - Sensitivity Cases

Case	Description	IRM (%)	NYC (%)	LI (%)	IRM (%) Change from Base	LOLH (hrs/yr)	EUE (MWh/yr)
0	2026-2027 IRM Final Base Case (FBC)	25.30	79.20	106.73	-	0.36	169.51
	These are the Base Case technical results derived from knee of the IRM-LCR curve						
1	NYCA Isolated	30.08	82.88	111.33	4.78	0.31	176.64
	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	23.09	77.50	104.60	-2.21	0.33	256.59
	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	19.71	74.90	101.35	-5.59	0.30	74.15
	Shows sensitivity of IRM to load uncertainty, if the forecast peak loads for NYCA have a 100% probability of occurring						
4	No Wind Capacity	18.53	80.38	105.78	-6.77	0.36	178.73
	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	22.10	75.96	107.50	-3.20	0.36	179.97
	Shows sensitivity of IRM to the Special Case Resource (SCR) program						

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6	No Winter Fuel Availability Constraints (Tan45)	23.50	78.14	107.26	-1.80	0.38	217.82
	Shows the level of winter reliability risk due to the winter fuel availability constraints						
7a	Barges + No CHPE (Tan45)	24.50	76.01	108.73	-0.80	0.39	197.86
	Show impact of modeling alternative assumptions for the status of CHPE and the Gowanus/Narrows barges <ul style="list-style-type: none"> • With the FBC 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)	25.80	80.44	106.28	0.50	0.36	163.78
	Show impact of modeling alternative assumptions for the status of CHPE and the Gowanus/Narrows barges <ul style="list-style-type: none"> • With the FBC 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