

**2026-2027 Installed Reserve Margin (IRM) Study - Sensitivity Cases and Special Sensitivity Case**

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						

Case	Description	IRM (%)	NYC (%)	LI (%)	IRM (%) Change from Base	LOLH (hrs/yr)	EUE (MWh/yr)
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
	Shows impact of modeling alternative assumptions for the status of CHPE and the Gowanus/Narrows barges <ul style="list-style-type: none"> <li>With the FBC assuming that CHPE is included and barges are out-of-service, the sensitivity will exclude CHPE and include the barges</li> </ul>						
7b	Barges + CHPE both included (Tan45)	25.80	80.44	106.28	0.50	0.36	163.78
	Shows impact of modeling alternative assumptions for the status of CHPE and the Gowanus/Narrows barges <ul style="list-style-type: none"> <li>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</li> </ul>						
8*	Special Sensitivity (Tan45)	25.60	79.85	107.50	0.30	0.36	168.50
	Shows impact of modeling certain alternative resource assumptions for the Final Base Case. The alternative resource assumptions are as follows: (1) the removal of Cassadaga Wind in Load Zone A; (2) the inclusion of Gowanus 2-1 – 2-8, Gowanus 3-1 – 3-8 (with exception of Gowanus 3-6), Narrows 1-1 – 1-8, and Narrows 2-1 – 2-8 (with exception of Narrows 2-1 and 2-7) in Load Zone J; and (3) the inclusion of Far Rockaway GT1, Far Rockaway GT2, Glenwood GT3, and Shoreham IC1 in Load Zone K. As part of the generator inclusion updates listed above for Load Zones J and K, the fuel availability constraints modeling assumptions have been updated accordingly.						

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

\*Case 8 was conducted on the Final Base Case whereas all other cases were run on the Preliminary Base Case and converted to reflect the relative impact on the Final Base Case.