

Winter Fuel Availability Constraints Modeling Review

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Agenda

- **Background**
- **Winter Fuel Constraints Model Enhancements**
- **Preliminary Impact Analysis**
- **Ongoing Analysis**
- **Next Steps/Timeline**

Background

- **The 2026 winter fuel availability constraints whitepaper effort is intended to assess and propose potential enhancements to the fuel availability constraints model for the 2027-2028 installed reserve margin (IRM) study and future IRM study years**
 - The NYISO presented a review of the 2026-2027 Capability Year firm fuel characteristic elections at the 1/22/2026 ICS meeting
 - At the 4/28/2026 ICS meeting, the NYISO reviewed considerations from the 2025 ICF winter fuel constraints study and Winter 2025-2026 cold weather operating experience
- **At the 4/28/2026 ICS and 5/8/2026 EC meetings, the NYISO identified the plan for updating the analysis used to inform the “available oil” and “available gas” assumptions for the winter fuel availability constraints model**
- **This presentation provides an overview of the NYISO’s initial recommendations, including supporting rationale and an impact assessment of the full set of initial recommendations**
 - Additionally, the presentation highlights the model assumptions that can be considered for the 2027-2028 IRM study Preliminary Base Case (PBC) sensitivity cases

2026-2027 IRM Winter Fuel Availability Constraints Model

- The current winter fuel availability constraints model represents varying levels of generation availability at different load levels reflecting higher gas demand to serve heating loads and potential challenges acquiring fuel (gas and/or oil) for electricity generation
 - The table below represents the winter fuel availability constraints modeled in the 2026-2027 IRM Final Base Case (FBC) Special Sensitivity Case

Tier	NYCA Load Conditions (MW)	Available Gas (MW)	Available Oil (MW)	Total Available Fuel (MW)	Modeled UCAP (MW)	Derate (%) ¹
				(Gas + Oil)		
1	>26,000	300	11,700	12,000	19,720	39%
2	25,000 - 26,000	600		12,300		38%
3	24,000 - 25,000	2,550		14,250		28%
4	23,000 - 24,000	4,200		15,900		19%
5	22,000 - 23,000	5,575		17,275		12%
6	<22,000	No Constraint				No Constraint

Note 1: Values represent aggregate level derate. Actual derate % applied on each unit may vary.

Potential Areas of Enhancements

- **Affected Load Zones**
 - Current approach: Winter fuel availability constraints are currently applied to Load Zones F-K
 - Potential enhancement: Evaluate whether winter fuel availability constraints should be extended to additional Load Zones
- **Trigger conditions**
 - Current approach: Daily peak load serves as the proxy for triggering winter fuel availability constraints. The current thresholds were established in 2024 during Phase 1 of this initiative
 - Potential enhancement: Reassess the definition of triggering conditions for winter fuel availability constraints
- **Refine available fuel assumptions**
 - “Available Gas”
 - Current approach: Historical hourly gas production during peak hours of December, January and February from Winter 2016-2017 through 2024-2025 was used to develop available gas assumptions at different triggering load conditions
 - Potential enhancement: Consider data updates to capture most recent winter and potential pipeline expansions
 - “Available Oil”
 - Current approach: Weekly fuel survey data during the months of December, January and February from Winter 2019-2020 through 2024-2025 was used to estimate the available oil storage levels to sustain generator output for 56 hours
 - Potential enhancement: Consider data updates to capture most recent winter
- **Improve the allocation of available fuel**
 - Current approach: The available fuel is allocated proportionally to gas-only and dual fuel units in Load Zone F-K based on unit capacity and fuel type
 - Potential enhancement: Consider firm fuel election data to inform the allocation of available fuel

Affected Load Zones

- **The initial application of winter fuel availability constraints to Load Zones F-K was based on the assessment of gas availability constraints in Eastern New York conducted by the NYISO's independent market monitor¹**
 - The 2025 ICF study also identified that the main impact of gas constraints are in Load Zones F-K, for both 2025 and 2035
- **The NYISO recommends continuing the application of winter fuel availability constraints in Load Zones F-K for the 2027-2028 IRM study**
 - The NYISO will continue monitoring winter operational constraints and evaluating potential expansion of winter fuel availability constraints modeling beyond Load Zones F-K in future IRM study years (i.e., potentially extend to all or portions of Load Zones A-E, as warranted)

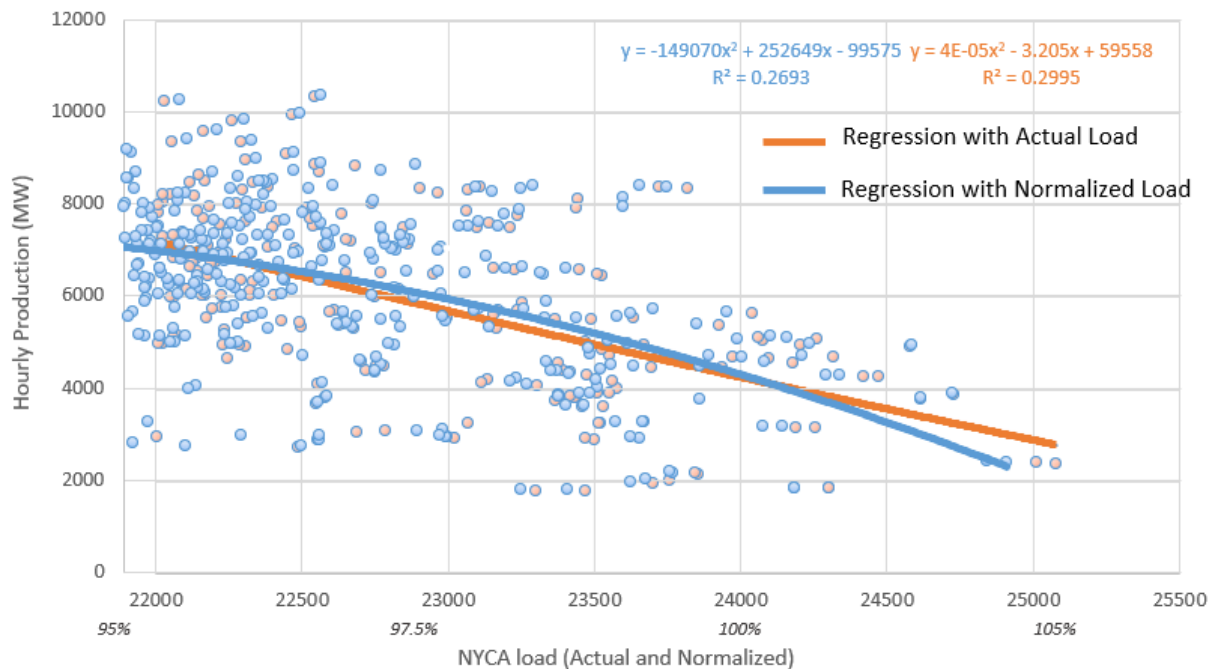
1. [MMU Analysis of Gas Availability in Eastern New York](#)

Trigger Conditions

- **The current winter fuel availability constraints model uses NYCA load levels as triggering conditions to represent potential weather impacts on available fuel**
 - Fuel availability is weather condition dependent; as temperature decreases, heating demand increases and the gas supply availability for electric generation tightens
 - To represent this weather-fuel relationship in GE MARS, system load level is used as a proxy for temperature, with higher winter load levels representing lower temperatures
- **The NYCA system may transition from a summer-peaking system to a dual-peaking or winter-peaking system over the coming decades, driven by growing winter demand due to electrification especially in the building and transportation sectors. Therefore, higher future winter loads may not be representative of the same extreme weather conditions as historical loads of similar magnitude.**
- **The NYISO recommends transitioning to a normalized load definition for triggering conditions (as a proxy for weather conditions), using the baseline(50/50) peak load forecast for the IRM study year**
 - With this recommended enhancement, historical load continues to be a primary input to the winter fuel availability constraints model
 - Instead of using the historical load directly, the hourly load data will be divided by the corresponding weather-normalized peak load for the respective winter (sourced from Table I-19 of the NYISO Load & Capacity Data report (Gold Book)).
 - The weather normalized load represents the estimated actual peak load level for a given winter under normal (i.e., average, projected) weather conditions
 - To construct the inputs into GE MARS simulation, for each IRM study, $\geq 95\%$ of the peak load forecast will serve as the new triggering conditions of the winter fuel availability constraints model
- **Primary benefits of the updated approach:**
 - Normalized loads of 100% correspond to average winter peak conditions which is a more appropriate representation of weather and temperature differences
 - Corrects for historical and forecast non-weather related changes in load level, ensuring a consistent and comparable basis across years
 - All historical (daily winter peaks in the regression) and forecast (daily winter peaks in the MARS model) data points are directly comparable
- **The recommended enhancement provides a more appropriate definition for triggering conditions, and enables a more flexible, time-adaptive framework that better captures fuel availability risk as the system evolves, improving alignment with current and future operating conditions**

Trigger Conditions (cont.)

Winter Gas Production Regression Comparison
(Actual Load vs. Normalized Load)



- This graph compares the gas production regression using actual NYCA load vs the recommended weather-normalized load approach
- The scatter points are gas production from resources in Load Zones F-K during peak load hours against NYCA actual load and weather normalized load
- The two regression curves are closely aligned overall
- The normalized regression shifts the curve left, reflecting load relative to each winter's baseline peak load forecast

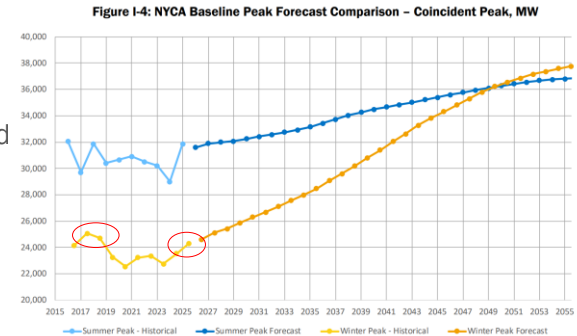
Trigger Conditions (cont.)

Tiers	Percentage of Forecasted NYCA Peak Load (%)
Tier 1	>105%
Tier 2	102.5% - 105%
Tier 3	100% - 102.5%
Tier 4	97.5% - 100%
Tier 5	95% - 97.5%
Tier 6	<95%

- The recommended updates to the trigger conditions are such that Tier 3 corresponds to a range that is a close representation of the forecasted 50/50 weather condition
 - Encompasses winter peak load levels between the baseline forecast and 2.5% greater than the baseline forecast
- For example, if the baseline forecast for Winter 2027-2028 were 25,000 MW, Tier 3 would correspond to loads between 25,000 MW – 25,625 MW

Available Gas Assumptions: Data Update

- **The current approach to the available gas assumptions rely on a growing dataset dating back to Winter 2016–2017**
 - As additional years of data are added without removing old data, the older data can potentially dilute the regression and mask the trend of more recent gas-fired production during winter
 - At the same time, removing old data can result in removing actual operating experience during representative cold winter conditions, impacting the robustness of the regression analysis
- **Therefore, the NYISO recommends updating the available gas dataset on a rolling ten-year basis**
 - Based on reviewing the historical winter peak load data, a ten-year period is expected to capture at least one occurrence of a cold winter
- **Under this recommended approach, the available gas assumption for the 2027-2028 IRM study would include a dataset covering the ten prior winters:**
 - Winter 2016-2017 to Winter 2025-2026
- **The proposed methodology supports having more recent data to inform the model assumption while seeking to retain relevant data for cold weather operating experience**
 - Monitoring winter weather trends is also recommended to ensure the rolling ten-year historical data continues to support the modeling objective



Available Gas Assumptions: Consideration of Pipeline Expansion

- **Based on the 2025 ICF study and additional relevant information, the Northeast Supply Enhancement (NESE) pipeline appears to be the only expansion that may be completed prior to or during the 2027–2028 Capability Year**
 - The NESE pipeline project is currently targeted for an in-service date of Q4 2027
 - The 2025 ICF study does not include a forecast of local distribution company (LDC) retail gas demand, introducing additional uncertainty in supply-demand dynamics
- **Due to the uncertainty of future LDC retail gas demand growth, the NYISO does not recommend including any specific adjustments to potential gas availability for electric generation relating to the NESE pipeline expansion for the 2027–2028 IRM study**
 - Any incremental gas availability from the NESE pipeline project or other pipeline expansions should be captured empirically through generator production data and incorporated into the winter fuel availability constraints model in future IRM study cycles

Available Oil Assumptions: Data Update

- **The current available oil assumptions are based on generator fuel survey data starting with Winter 2019-2020, when the survey was first launched.**
- **In the longer-term, the NYISO recommends seeking to better align the datasets used to inform available gas and available oil assumptions by considering use of a rolling 10-year dataset to inform both fuel availability assumptions**
 - A full 10-year history of winter oil inventory data from generator fuel surveys is not yet available
- **As a near-term approach, the NYISO recommends using all available weekly fuel survey information regarding oil inventory data from Winter 2019-2020 onwards**
 - This approach ensures the analysis leverages the full available dataset and is updated to add the most recent fuel survey data each year
- **Once 10-years of fuel survey data regarding oil inventories is available, the NYISO recommends reassessing the recommendation to implement a rolling 10-year dataset for informing available oil assumptions**
 - Similar to the consideration for the available gas assumption data, monitoring winter weather trends is also recommended to ensure the rolling ten-year historical data continues to support the modeling objective

Zonal Allocation of Available Fuel Assumptions

- **Currently, when fuel availability constraints are triggered, derates are applied to gas-only and dual fuel units in Load Zones F-K proportionally, based on total available fuel in each tier and total affected UCAP**
 - “Available Oil” within each tier is first allocated to dual fuel units
 - “Available Gas” in each tier is allocated to gas-only and dual fuel units proportional to the UCAP of all gas-only units in Load Zones F-K and remaining UCAP of dual fuel units after the allocation of “available oil”
- **Starting with the 2026-2027 Capability Year, the NYISO implemented new market rules for ICAP Suppliers making a firm fuel characteristic election for capacity accreditation (Firm Fuel Characteristic Election)**
 - Refer to the Appendix for additional details comparing the 2026-2027 Capability Year Firm Fuel Characteristic Elections to the 2026-2027 winter fuel availability constraints model assumptions
- **With the Firm Fuel Characteristic Election expected by August 1, the NYISO recommends leveraging the elections information to inform the allocation of available fuel to resources in Load Zones F-K**
 - The Firm Fuel Characteristic Election information will be considered on a zonal aggregated basis
 - The NYISO recommends allocating available fuel first to elected firm fuel MW in each zone and then allocating any remaining assumed available fuel to the remaining affected UCAP MW in each zone
 - Refer to the Appendix for additional details regarding the proposed allocation methodology

Firm Fuel Characteristic Elections

- **The Firm Fuel Characteristic Elections represent ICAP Suppliers in Load Zones F-K taking on the firm fuel obligations for the months of December, January, and February of the subject Capability Year (Winter Performance Period).**
 - The first set of Firm Fuel Characteristic Elections apply for the Winter Performance Period from December 2026 through February 2027
- **As the performance period has not occurred with the current set of Firm Fuel Characteristic Elections, there is currently no operational experience with these elections. Therefore, the NYISO does not recommend direct adoption of the Firm Fuel Characteristic Elections at this time.**
- **In addition, the NYISO recommends a standing sensitivity case on the PBC starting with the 2027-2028 IRM study, using Firm Fuel Characteristic Election data directly to derate the available capacity during winter by the amount of the non-firm MW.**
 - Firm Fuel Characteristic Elections will be aggregated at the Load Zone level and thermal units within each Load Zone will be derated by the ratio of total firm fuel ICAP to the total modeled ICAP of the applicable Load Zone
 - Based on the Firm Fuel Characteristic Elections, one single derate will be applied in the sensitivity case
 - The derates will apply to December, January and February months
 - The results of this sensitivity case will be monitored for potential consideration of future enhancements to the use of Firm Fuel Characteristic Election data in the winter fuel availability constraints model

Impact Analysis

- The Tan 45 cases run to assess the potential impact of the NYISO's initial recommendations using the 2026-2027 IRM FBC Special Sensitivity Case
 - Case 1 incorporates all the recommended winter fuel availability constraint modeling enhancements
 - Case 2 incorporates the load forecast update for 2027-2028 IRM PBC
 - Case 3 incorporates all the recommended winter fuel availability constraint modeling enhancements and the load forecast update for 2027-2028 IRM PBC

Case	Tan 45 Cases	IRM (%)	J LCR (%)	K LCR (%)	G-J LCR (%)	Summer Risk (%)	Winter Risk (%)	EOP Activations
Base	2026-2027 IRM FBC Special Sensitivity Case (CHPE In)	25.6	79.8	107.5	89.2	85.2	14.8	6.2 days
1	Winter fuel availability constraint recommendations	25.142	79.891	107.623	89.254	87.28	12.72	5.9 days
	<i>Delta from the Base</i>	-0.46	0.09	0.12	0.054	2.08	-2.08	-0.3
2	2027-2028 IRM PBC Load Forecast Update only	26.145	80.427	107.470	88.889	81.12	18.88	6.3 days
	<i>Delta from the Base</i>	0.55	0.63	-0.03	-0.311	-4.08	4.08	0.1
3	Winter fuel availability constraint full recommendations + 2027-2028 IRM PBC Load Forecast Update	25.723	80.339	107.519	88.826	83.87	16.13	5.9 days
	<i>Delta from the Base</i>	0.12	0.54	0.02	-0.374	-1.33	1.33	-0.3

Summary of Initial Recommendations

- **The NYISO recommends the following enhancements to the winter fuel availability constraints model beginning with the 2027-2028 IRM study :**
 - Revise the winter fuel availability constraints trigger conditions to be a percentage of the baseline winter peak load forecast, ranging from less than 95% to greater than 105% of the baseline forecast
 - Update the “available gas” regression analysis to use a rolling 10-year dataset
 - Refine the allocation of assumed available fuel by leveraging Firm Fuel Characteristic Elections and conduct the application of derates zonally rather than in aggregate across all affected zones
- **The NYISO recommends retaining the following features from the 2026-2027 winter fuel availability constraints model:**
 - Continue applying fuel availability constraints to gas-only and dual fuel units in Load Zones F-K
 - Relying on historical production data to capture any increases in gas supply to power generators due to potential future pipeline expansions
 - Maintaining the use of weekly generator fuel survey data dating back to Winter 2019-2020 to inform the “available oil” assumptions
- **The NYISO recommends conducting a sensitivity case using Firm Fuel Characteristic Election data starting from the 2027-2028 IRM PBC**

Summary of Initial Recommendations: Updated Model for the 2027-2028 IRM Study

- The recommended winter fuel availability constraints model represents varying levels of generation availability at different load levels compared to the baseline winter peak load forecast, reflecting higher gas demand to serve heating loads and potential challenges acquiring fuel (gas and/or oil) for electricity generation
 - The table below represents the recommended winter fuel availability constraints model for the 2027-2028 IRM study

Tier	Percentage of NYCA Forecasted Winter Peak Load (MW)	Available Gas (MW)	Available Oil (MW)	Total Available Fuel (MW) (Gas + Oil)	Modeled UCAP (MW)	Derate(%) ¹
1	>105%	675	11,550	12,225	19,723	38%
2	102.5% - 105%	1,350		12,900		35%
3	100% - 102.5%	2,775		14,325		27%
4	97.5% - 100%	4,000		15,550		21%
5	95% - 97.5%	5,050		16,600		16%
6	<95%	No Constraint				No Constraint

1. Note: Values represent aggregate level derate. Actual derate % applied varies depending on the zone and fuel type (i.e. gas vs dual fuel) of each unit

Summary of Initial Recommendations: Annual Model Update Process

- **The NYISO recommends annual updating of the winter fuel availability constraints model, with updated data and assumptions occurring in both PBC and FBC.**

- **During the development of the PBC:**
 - Update the “Available Gas” assumptions:
 - Update the regression analysis to include gas production data from the most recent winter (using a rolling 10-year dataset)
 - Update the regression analysis with the winter load forecast from the latest Gold Book
 - Update the “Available Oil” assumptions using the weekly generator fuel survey data from the most recent winter period
 - Update total assumed available fuel based on the PBC inclusion/deactivation assumptions for gas-only and dual fuel units
 - Update the zonal allocation of the total assumed available fuel using the updated DMNC values from the latest Gold Book and prior year’s Firm Fuel Characteristic Elections

- **During the development of the FBC:**
 - Update the “Available Gas” assumptions with the regression analysis using the final IRM winter load forecast
 - Update total assumed available fuel based on the FBC inclusion/deactivation assumptions for gas-only and dual fuel units
 - Update the zonal allocation of the total assumed available fuel using the most recent Firm Fuel Characteristic Election for the upcoming Capability Year (due by August 1).

Next Steps

- Refine the initial recommendation based on feedback from the ICS and EC
- Present final winter fuel availability constraints modeling recommendations at the July 2026 ICS and EC meetings
- Seek approval to implement the recommended approach starting with the current 2027-2028 IRM study

Questions?

Appendix

Table I-19: Weather Normalized Annual Energy and Seasonal Peak Demand

Historical System Weather Normalized Values

Year	Weather Normalized Energy (GWh)	Summer	Weather Normalized Peak (MW)	Winter	Weather Normalized Peak (MW)
2003	158,141	2003	31,410	2003 - 04	24,900
2004	160,843	2004	31,400	2004 - 05	25,250
2005	164,105	2005	33,068	2005 - 06	24,770
2006	163,200	2006	32,992	2006 - 07	25,030
2007	165,922	2007	33,444	2007 - 08	25,490
2008	166,950	2008	33,670	2008 - 09	25,016
2009	161,680	2009	33,063	2009 - 10	24,537
2010	161,838	2010	32,453	2010 - 11	24,452
2011	163,123	2011	33,019	2011 - 12	24,630
2012	163,081	2012	33,106	2012 - 13	24,630
2013	163,610	2013	33,497	2013 - 14	24,610
2014	161,113	2014	33,291	2014 - 15	24,500
2015	160,352	2015	33,226	2015 - 16	24,220
2016	159,203	2016	33,225	2016 - 17	24,416
2017	156,747	2017	32,914	2017 - 18	24,265
2018	158,435	2018	32,512	2018 - 19	24,114
2019	155,848	2019	32,357	2019 - 20	24,123
2020	150,310	2020	31,723	2020 - 21	23,890
2021	152,147	2021	31,528	2021 - 22	23,708
2022	152,058	2022	31,709	2022 - 23	23,674
2023	149,518	2023	31,288	2023 - 24	23,370
2024	151,556	2024	31,264	2024 - 25	24,030
2025	151,059	2025	31,405	2025 - 26	24,250

Note: Historical summer peak weather normalized values are from the ICAP forecast process, and include estimated demand response impacts added back. The NYCA aggregate design weather condition is 57th percentile summer peak day weather.

Note: Weather normalized annual energy values for all prior years have been calculated using the current methodology, and may differ slightly from values reported in prior Gold Books.

2026-2027 Winter Fuel Availability Constraints Model

Tier	NYCA Load Conditions (MW)	Available Gas (MW)	Available Oil (MW)	Bin 1 Triggers (Days)	Bin 2 Triggers (Days)
1	>26,000	300	11,700	6	1
2	25,000 - 26,000	600		14	6
3	24,000 - 25,000	2,550		26	14
4	23,000 - 24,000	4,200		27	28
5	22,000 - 23,000	5,575		7	25
6	<22,000	No Constraint		10	16

Winter Fuel Availability Constraints Model Recommendations (Before Load Forecast Update)

Tier	NYCA Load Conditions (Percentage of Forecasted Peak Load)	Available Gas (MW)	Available Oil (MW)	Bin 1 Triggers (Days)	Bin 2 Triggers (Days)
1	>105%	675		11	3
2	102.5% - 105%	1,350		5	3
3	100% - 102.5%	2,775	11,550	14	10
4	97.5% - 100%	4,000		18	9
5	95% - 97.5%	5,050		18	12
6	<95%	No Constraint		24	53

Winter Fuel Availability Constraints Model

Recommendations (After Load Forecast Update)

Tier	NYCA Load Conditions (Percentage of Forecasted Peak Load)	Available Gas (MW)	Available Oil (MW)	Bin 1 Triggers (Days)	Bin 2 Triggers (Days)
1	>105%	675		9	3
2	102.5% - 105%	1,350		7	3
3	100% - 102.5%	2,775	11,550	12	9
4	97.5% - 100%	4,000		16	5
5	95% - 97.5%	5,050		20	17
6	<95%	No Constraint		26	53

Firm Fuel Characteristic Elections Comparison to the 2026-2027 IRM Fuel Constraints Model

2026-2027 Winter Fuel Availability Constraints Model							2026-2027 Firm Fuel Characteristic Elections		
Tier	NYCA Load Conditions (MW)	Available Gas (MW)	Available Oil (MW)	Total Available Fuel (MW)	Modeled UCAP (MW)	Derate (%)	Elected Firm ICAP (MW)	Elected Firm UCAP (MW)	Derate (%)
				(Gas + Oil)					
1	> 26,000	300	11,700	12,000	19,720	39%	16,904	15,254	23%
2	25,000 - 26,000	600		12,300		38%			
3	24,000 - 25,000	2,550		14,250		28%			
4	23,000 - 24,000	4,200		15,900		19%			
5	22,000 - 23,000	5,575		17,275		12%			
6	< 22,000	No Constraint				No Constraint			

Steps to Allocate “Available Fuel” Leveraging Firm Fuel Characteristic Elections

- Elections in ICAP converted to UCAP using zonal ratios of modeled UCAP and modeled ICAP across thermal units
- After calculating the “available oil” and “available gas” MW per tier of the winter fuel availability constraints model, elected firm MW receive assumed available fuel first (steps 1-3 below), then any unused available fuel is allocated to the remaining UCAP MW (steps 4-6).
 - “Available oil” is assigned to dual fuel units, while “available gas” is assigned first to gas-only units and then to dual fuel units.
 - If “available gas” were allocated across all elected firm MW, dual fuel units would be overstated because they would receive all “available oil” and a large share of “available gas.” Giving priority to gas-only units avoids undervaluing their firm elections and prevents excessive derating. This also reflects the available election data: the NYISO cannot necessarily determine which fuel a dual fuel unit designates as firm, but a gas-only unit electing firm capacity must have access to sufficient and adequate gas supply to meet its performance obligations.
- **Step-by-step allocation:**
 - Allocate “available oil” to firm dual fuel MW of the zone proportional to total firm dual fuel MW in Load Zones F-K.
 - Allocate “available gas” to firm gas-only MW of the zone proportional to total firm gas-only MW in Load Zones F-K.
 - Allocate remaining “available gas” to firm dual fuel MW of the zone that did not receive “available oil,” proportional to total firm dual fuel MW in Load Zones F-K.
 - Allocate any remaining “available oil” to remaining dual fuel MW of each zone proportional to total non-firm dual fuel MW in Load Zones F-K
 - Allocate any remaining “available gas” to remaining gas-only MW of each zone proportional to total non-firm gas-only MW in Load Zones F-K
 - Allocate any remaining “available gas” to remaining dual fuel MW of each zone proportional to total non-firm dual fuel MW in Load Zones F-K
- **Availability calculation (same as before, but done zonally):**
 - Gas-only units: total gas allocated to firm and non-firm gas-only units in an affected zone divided by the total gas-only UCAP of the zone
 - Dual fuel units: total oil + gas allocated to firm and non-firm dual fuel units in an affected zone divided by the total dual fuel UCAP of the zone
 - Derate = 1 - Availability

Tier 1 vs. Tier 5 Derate Illustration

Tier 1:

Zone	Available Gas	Available Oil	Total Allocation By Unit Type		Availability %		Derate % (1 - Availability)	
			Gas-Only	Dual Fuel	Gas-Only	Dual Fuel	Gas-Only	Dual Fuel
F	300	11,700	300	216	12%	24%	88%	76%
G			0	2,466	0%	94%	100%	6%
J			0	6,302	0%	85%	100%	15%
K			0	2,716	0%	84%	100%	16%

Total Available Fuel	Total Allocated Fuel
300 MW Gas + 11,700 MW Oil = 12,000 MW	300 MW Gas-Only units + 11,700 MW Dual Fuel units = 12,000 MW

Tier 5:

Zone	Available Gas	Available Oil	Total Allocation By Unit Type		Availability %		Derate % (1 - Availability)	
			Gas-Only	Dual Fuel	Gas-Only	Dual Fuel	Gas-Only	Dual Fuel
F	5,575	11,700	2,420	245	100%	27%	0%	73%
G			838	2,619	55%	100%	45%	0%
J			737	7,156	55%	97%	45%	3%
K			174	3,084	55%	96%	45%	4%

Total Available Fuel	Total Allocated Fuel
5,575 MW Gas + 11,700 MW Oil = 17,275 MW	4,169 MW Gas-Only units + 13,105 MW Dual Fuel units = 17,275 MW

Our Mission and Vision



Mission

Ensure power system reliability and competitive markets for New York in a clean energy future



Vision

Working together with stakeholders to build the cleanest, most reliable electric system in the nation

