

RTO Car Talk – May 7, 2001

The attachment compares the recent FERC order on RTO West's stage 1 filing with PPC's comments on the filing.

RRG MEETING

FERC order discussed. Mike Coleman of FERC was present. He couldn't get into merits of the order because of ex parte restrictions, but said he thought that a "seamless" set of RTOs is fine. There is substantial flexibility in how the west gets to "seamlessness" in the western interconnection; a west-wide RTO isn't the sole solution. [Ed. note: it sounds as if he is at odds with FERC Commissioner Hebert.]

Carl Imperato [Ed. note: don't know who he is or represents. Will find out and report.] insisted on four key items: (1) there should be a single RTO in the West to facilitate competitive markets; (2) least-cost solutions rather than "wires only" solutions to transmission problems must be part of the RTO West/TransConnect planning proposal; (3) most or all transmission facilities should be included in RTO West regardless of voltage and (4) an independent Board should be selected ASAP so long as the filing schedule isn't compromised. Stakeholders generally supported the FERC language that that transmission facilities used for wholesale transactions, regardless of voltage, ought be included in RTO West. Stakeholders were also generally pleased that FERC insisted on clarification of how planning should be shared between RTO West and TransConnect.

CONGESTION MANAGEMENT

Just a status report of everything to date [Ed. note: which, as noted in last week's Car Talk, is pretty much nothing].

SEAMS

Talks with Desert STAR are progressing. A memorandum dated 04/13/01 affirms that DSTAR and RTO West will pursue discussions of seams issues and will memorialize the results in a future agreement. Talks with California are not going far because of California's more immediate concerns. Talks with Canada have begun; one Canadian entity was troubled that recent activity was effectively halted because of congestion management.

CALENDAR -- FILING AND MEETINGS

A stage 2 filing will be made in mid-July as scheduled with a later stage 2b filing [Ed. note: better yet, why not call it, "Not 2b" filing?] with the rest of the material. The summer stage 2 will likely be limited to congestion, facilities, pricing and company rates. Several folks said it was essential that planning be addressed early because congestion management and planning are so tightly linked. More to come. Where do we go next? A schedule of meetings is expected shortly.



[RTOWestOrderPPCComparison1.doc](#)

More...

Carl Imparato (corrected spelling) represents a coalition of power marketers at RTO meetings. (He was with PGandE for many years before becoming a consultant.) Needless to say, power marketers' wants and needs may not necessarily coincide with public power's best interests.