|  |  |  |  |
| --- | --- | --- | --- |
| NPRR Number | [996](http://www.ercot.com/mktrules/issues/NPRR996) | NPRR Title | Alignment of Hub Bus Names Between Protocols and ERCOT Model |
| Date of Decision | August 11, 2020 |
| Action | Approved |
| Timeline | Normal |
| Effective Date | September 1, 2020 |
| Priority and Rank Assigned | Not Applicable |
| Nodal Protocol Sections Requiring Revision  | 3.5.2.1, North 345 kV Hub (North 345)3.5.2.3, Houston 345 kV Hub (Houston 345)3.5.2.4, West 345 kV Hub (West 345) |
| Related Documents Requiring Revision/Related Revision Requests | None |
| Revision Description | This Nodal Protocol Revision Request (NPRR) aligns the Hub Bus names within Protocols with the substation names within the ERCOT model. |
| Reason for Revision |  Addresses current operational issues. Meets Strategic goals (tied to the [ERCOT Strategic Plan](http://www.ercot.com/content/wcm/lists/144926/ERCOT_Strategic_Plan_2019-2023.pdf) or directed by the ERCOT Board). Market efficiencies or enhancements Administrative Regulatory requirements Other: (explain)*(please select all that apply)* |
| Business Case | This NPRR clarifies Hub Bus names between Protocols and the ERCOT model to help avoid confusion. The name change will not impact the Hub Bus treatment.  |
| Credit Work Group Review | ERCOT Credit Staff and the Credit Work Group (Credit WG) have reviewed NPRR996 and do not believe that it requires changes to credit monitoring activity or the calculation of liability. |
| PRS Decision | On 6/11/20, PRS voted unanimously via roll call to recommend approval of NPRR996 as submitted. All Market Segments were present for the vote.On 7/16/20, PRS voted unanimously via roll call to endorse and forward to TAC the 6/11/20 PRS Report and the Impact Analysis for NPRR996. All Market Segments were present for the vote. |
| Summary of PRS Discussion | On 6/11/20, there was no discussion.On 7/16/20, there was no discussion. |
| TAC Decision | On 7/29/20, TAC voted unanimously via roll call to recommend approval of NPRR996 as recommended by PRS in the 7/16/20 PRS Report. All Market Segments were present for the vote. |
| Summary of TAC Discussion  | On 7/29/20, there was no discussion. |
| ERCOT Opinion | ERCOT supports approval of NPRR996. |
| Board Decision | On 8/11/20, the ERCOT Board approved NPRR996 as recommended by TAC in the 7/29/20 TAC Report. |

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| --- |
| Sponsor |
| Name | Alfredo Moreno |
| E-mail Address | Alfredo.Moreno@ercot.com |
| Company | ERCOT |
| Phone Number | 512-248-6977 |
| Market Segment | Not applicable |

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| **Market Rules Staff Contact** |
| **Name** | Jordan Troublefield |
| **E-Mail Address** | jordan.troublefield@ercot.com |
| **Phone Number** | 512-248-6521 |

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| **Comments Received** |
| **Comment Author** | **Comment Summary** |
| None |  |

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| --- |
| Market Rules Notes |

 Please note the following NPRR(s) also propose revisions to the following section(s):

* NPRR1007, RTC – NP 3: Management Activities for the ERCOT System
	+ Section 3.5.2.1
	+ Section 3.5.2.3
	+ Section 3.5.2.4

|  |
| --- |
| Proposed Protocol Language Revision |

**3.5.2.1 North 345 kV Hub (North 345)**

(1) The North 345 kV Hub is composed of the following Hub Buses:

|  | ERCOT Operations |  |
| --- | --- | --- |
| No. | Hub Bus | kV | Hub |
| 1 | ANASW | 345 | NORTH |
| 2 | CN345 | 345 | NORTH |
| 3 | WLSH | 345 | NORTH |
| 4 | FMRVL | 345 | NORTH |
| 5 | LPCCS | 345 | NORTH |
| 6 | MNSES | 345 | NORTH |
| 7 | PRSSW | 345 | NORTH |
| 8 | SSPSW | 345 | NORTH |
| 9 | VLSES | 345 | NORTH |
| 10 | ALNSW | 345 | NORTH |
| 11 | ALLNC | 345 | NORTH |
| 12 | BNDVS | 345 | NORTH |
| 13 | BNBSW | 345 | NORTH |
| 14 | BBSES | 345 | NORTH |
| 15 | BOSQUESW | 345 | NORTH |
| 16 | CDHSW | 345 | NORTH |
| 17 | CNTRY | 345 | NORTH |
| 18 | CRLNW | 345 | NORTH |
| 19 | CMNSW | 345 | NORTH |
| 20 | CNRSW | 345 | NORTH |
| 21 | CRTLD | 345 | NORTH |
| 22 | DCSES | 345 | NORTH |
| 23 | EMSES | 345 | NORTH |
| 24 | ELKTN | 345 | NORTH |
| 25 | ELMOT | 345 | NORTH |
| 26 | EVRSW | 345 | NORTH |
| 27 | KWASS | 345 | NORTH |
| 28 | FGRSW | 345 | NORTH |
| 29 | FORSW | 345 | NORTH |
| 30 | FRNYPP | 345 | NORTH |
| 31 | GIBCRK | 345 | NORTH |
| 32 | HKBRY | 345 | NORTH |
| 33 | VLYRN | 345 | NORTH |
| 34 | JEWET | 345 | NORTH |
| 35 | KNEDL | 345 | NORTH |
| 36 | KLNSW | 345 | NORTH |
| 37 | LCSES | 345 | NORTH |
| 38 | LIGSW | 345 | NORTH |
| 39 | LEG  | 345 | NORTH |
| 40 | LFKSW | 345 | NORTH |
| 41 | LWSSW | 345 | NORTH |
| 42 | MLSES | 345 | NORTH |
| 43 | MCCREE | 345 | NORTH |
| 44 | MDANP | 345 | NORTH |
| 45 | ENTPR | 345 | NORTH |
| 46 | NCDSE | 345 | NORTH |
| 47 | NORSW | 345 | NORTH |
| 48 | NUCOR | 345 | NORTH |
| 49 | PKRSW | 345 | NORTH |
| 50 | KMCHI | 345 | NORTH |
| 51 | PTENN | 345 | NORTH |
| 52 | RENSW | 345 | NORTH |
| 53 | RCHBR | 345 | NORTH |
| 54 | RNKSW | 345 | NORTH |
| 55 | RKCRK | 345 | NORTH |
| 56 | RYSSW | 345 | NORTH |
| 57 | SGVSW | 345 | NORTH |
| 58 | SHBSW | 345 | NORTH |
| 59 | SHRSW | 345 | NORTH |
| 60 | SCSES | 345 | NORTH |
| 61 | SYCRK | 345 | NORTH |
| 62 | THSES | 345 | NORTH |
| 63 | TMPSW | 345 | NORTH |
| 64 | TNP\_ONE | 345 | NORTH |
| 65 | TRCNR | 345 | NORTH |
| 66 | TRSES | 345 | NORTH |
| 67 | TOKSW | 345 | NORTH |
| 68 | VENSW | 345 | NORTH |
| 69 | WLVEE | 345 | NORTH |
| 70 | W\_DENT | 345 | NORTH |
| 71 | WTRML | 345 | NORTH |
| 72 | WCSWS | 345 | NORTH |
| 73 | WEBBS | 345 | NORTH |
| 74 | WHTNY | 345 | NORTH |
| 75 | WCPP | 345 | NORTH |

(2) The North 345 kV Hub Price uses the aggregated Shift Factors of the Hub Buses for each hour of the Settlement Interval of the Day-Ahead Market (DAM) in the Day-Ahead and is the simple average of the time-weighted Hub Bus prices for each 15-minute Settlement Interval in Real-Time, for each Hub Bus included in this Hub.

(3) The Day-Ahead Settlement Point Price of the Hub for a given Operating Hour is calculated as follows:

**DASPP** *North345* **= DASL –** $\begin{array}{c}Σ\\c\end{array}$**(DAHUBSF***North345, c***\* DASP** *c***),**

 **if HBBC***North345***≠0**

**DASPP** *North345* **= DASPP** *ERCOT345Bus***, if HBBC***North345***=0**

Where:

DAHUBSF *North345, c =* $\begin{array}{c}Σ\\hb\end{array}$(HUBDF *hb, North345, c* \* DAHBSF *hb, North345, c*)

DAHBSF *hb, North345, c =* $\begin{array}{c}Σ\\pb\end{array}$(HBDF *pb, hb, North345, c* \* DASF *pb, hb, North345, c*)

HUBDF *hb, North345, c =* IF(HB*North345, c*=0, 0, 1 **/** HB *North345, c*)

HBDF *pb, hb, North345, c =* IF(PB*hb, North345, c*=0, 0, 1 **/** PB *hb, North345, c*)

The above variables are defined as follows:

| **Variable** | **Unit** | **Definition** |
| --- | --- | --- |
| DASPP *North345* | $/MWh | *Day-Ahead Settlement Point Price*⎯The DAM Settlement Point Price at the Hub, for the hour. |
| DASL | $/MWh | *Day-Ahead System Lambda*⎯The DAM Shadow Price for the system power balance constraint for the hour. |
| DASP *c* | $/MWh | *Day-Ahead Shadow Price for a binding transmission constraint*⎯The DAM Shadow Price for the constraint *c* for the hour. |
| DAHUBSF *North345,c* | none | *Day-Ahead Shift Factor of the Hub ⎯*The DAM aggregated Shift Factor of a Hub for the constraint *c* for the hour. |
| DAHBSF *hb,North345,c* | none | *Day-Ahead Shift Factor of the Hub Bus⎯*The DAM aggregated Shift Factor of a Hub Bus *hb* for the constraint *c* for the hour. |
| DASF *pb,hb,North345,c* | none | *Day-Ahead Shift Factor of the power flow bus⎯*The DAM Shift Factor of a power flow bus *pb* that is a component of Hub Bus *hb* for the constraint *c* for the hour. |
| HUBDF *hb, North345,c* | none | *Hub Distribution Factor per Hub Bus in a constraint*⎯The distribution factor of Hub Bus *hb* for the constraint *c* for the hour.  |
| HBDF *pb, hb, North345,c* | none | *Hub Bus Distribution Factor per power flow bus of Hub Bus in a constraint*⎯The distribution factor of power flow bus *pb* that is a component of Hub Bus *hb* for the constraint *c* for the hour.  |
| *pb* | none | An energized power flow bus that is a component of a Hub Bus for the constraint *c*. |
| PB *hb, North345,c* | none | The total number of energized power flow buses in Hub Bus *hb* for the constraint *c*. |
| *hb* | none | A Hub Bus that is a component of the Hub with at least one energized power flow bus for the constraint *c*. |
| HBBC *North345* | none | The total number of Hub Buses in the Hub with at least one energized component in each Hub Bus in base case. |
| HB *North345,c* | none | The total number of Hub Buses in the Hub with at least one energized component in each Hub Bus for the constraint *c*. |
| *c* | none | A DAM binding transmission constraint for the hour caused by either base case or a contingency. |

(4) The Real-Time Settlement Point Price of the Hub for a given 15-minute Settlement Interval is calculated as follows:

**RTSPP***North345* **= Max [-$251, (RTRSVPOR + RTRDP +**

 **(HUBDF** *hb, North345* **\* ((RTHBP** *hb, North345, y* **\***

 **TLMP** *y***) / (TLMP** *y***))))], if HB***North345***≠0**

**RTSPP** *North345* **= RTSPP** *ERCOT345Bus***, if HB***North345***=0**

Where:

RTRSVPOR = (RNWF *y* \* RTORPA *y*)

RTRDP = (RNWF *y* \* RTORDPA *y*)

RNWF *y* = TLMP *y* / TLMP *y*

RTHBP *hb, North345, y* = (HBDF *b, hb, North345* \* RTLMP *b, hb, North345, y*)

HUBDF *hb, North345* = IF(HB*North345*=0, 0, 1 **/** HB *North345*)

HBDF *b, hb, North345* = IF(B*hb, North345*=0, 0, 1 **/** B *hb, North345*)

The above variables are defined as follows:

|  |  |  |
| --- | --- | --- |
| **Variable** | **Unit** | **Description** |
| RTSPP *North345* | $/MWh | *Real-Time Settlement Point Price*⎯The Real-Time Settlement Point Price at the Hub, for the 15-minute Settlement Interval. |
| RTHBP *hb, North345, y* | $/MWh | *Real-Time Hub Bus Price at Hub Bus per Security-Constrained Economic Dispatch* (*SCED) interval*⎯The Real-Time energy price at Hub Bus *hb* for the SCED interval *y*. |
| RTRSVPOR | $/MWh | *Real-Time Reserve Price for On-Line Reserves*⎯The Real-Time Reserve Price for On-Line Reserves for the 15-minute Settlement Interval. |
| RTORPA*y* | $/MWh | *Real-Time On-Line Reserve Price Adder per interval*⎯The Real-Time price adder for On-Line Reserves for the SCED interval *y*. |
| RTRDP | $/MWh | *Real-Time On-Line Reliability Deployment Price*⎯The Real-Time price for the 15-minute Settlement Interval, reflecting the impact of reliability deployments on energy prices that are calculated from the Real-Time On-Line Reliability Deployment Price Adder.  |
| RTORDPA *y* | $/MWh | *Real-Time On-Line Reliability Deployment Price Adder*⎯The Real-Time price adder that captures the impact of reliability deployments on energy prices for the SCED interval *y.*  |
| RNWF *y* | none | *Resource Node Weighting Factor per interval*⎯The weight used in the Resource Node Settlement Point Price calculation for the portion of the SCED interval *y* within the Settlement Interval. |
| RTLMP *b, hb, North345, y* | $/MWh | *Real-Time Locational Marginal Price at Electrical Bus of Hub Bus per interval*⎯The Real-Time LMP at Electrical Bus *b* that is a component of Hub Bus *hb*, for the SCED interval *y*. |
| TLMP *y* | second | *Duration of SCED interval per interval*⎯The duration of the portion of the SCED interval *y* within the 15-minute Settlement Interval |
| HUBDF *hb, North345* | none | *Hub Distribution Factor per Hub Bus*⎯The distribution factor of Hub Bus *hb*.  |
| HBDF *b, hb, North345* | none | *Hub Bus Distribution Factor per Electrical Bus of Hub Bus*⎯The distribution factor of Electrical Bus *b* that is a component of Hub Bus *hb*.  |
| *y* | none | A SCED interval in the 15-minute Settlement Interval. The summation is over the total number of SCED runs that cover the 15-minute Settlement Interval. |
| *b* | none | An energized Electrical Bus that is a component of a Hub Bus. |
| B *hb, North345* | none | The total number of energized Electrical Buses in Hub Bus *hb*. |
| *hb* | none | A Hub Bus that is a component of the Hub. |
| HB*North345* | none | The total number of Hub Buses in the Hub with at least one energized component in each Hub Bus. |

**3.5.2.3 Houston 345 kV Hub (Houston 345)**

(1) The Houston 345 kV Hub is composed of the following listed Hub Buses:

|  | ERCOT Operations |  |
| --- | --- | --- |
| No. | Hub Bus | kV | Hub |
| 1 | ADK | 345 | HOUSTON |
| 2 | BI | 345 | HOUSTON |
| 3 | CBY | 345 | HOUSTON |
| 4 | CTR | 345 | HOUSTON |
| 5 | CHB | 345 | HOUSTON |
| 6 | DPW | 345 | HOUSTON |
| 7 | DOW | 345 | HOUSTON |
| 8 | RNS | 345 | HOUSTON |
| 9 | GBY | 345 | HOUSTON |
| 10 | JN | 345 | HOUSTON |
| 11 | KG | 345 | HOUSTON |
| 12 | KDL | 345 | HOUSTON |
| 13 | NB | 345 | HOUSTON |
| 14 | OB | 345 | HOUSTON |
| 15 | PHR | 345 | HOUSTON |
| 16 | SDN | 345 | HOUSTON |
| 17 | SMITHERS | 345 | HOUSTON |
| 18 | THW | 345 | HOUSTON |
| 19 | WAP | 345 | HOUSTON |
| 20 | WO | 345 | HOUSTON |

(2) The Houston 345 kV Hub Price uses the aggregated Shift Factors of the Hub Buses for each hour of the Settlement Interval of the DAM in the Day-Ahead and is the simple average of the time-weighted Hub Bus prices for each 15-minute Settlement Interval in Real-Time, for each Hub Bus included in this Hub.

(3) The Day-Ahead Settlement Point Price of the Hub for a given Operating Hour is calculated as follows:

**DASPP** *Houston345* **= DASL –** $\begin{array}{c}Σ\\c\end{array}$**(DAHUBSF***Houston345, c***\* DASP** *c***),**

 **if HBBC***Houston345***≠0**

**DASPP** *Houston345* **= DASPP** *ERCOT345Bus***, if HBBC***Houston345***=0**

Where:

DAHUBSF *Houston345, c =* $\begin{array}{c}Σ\\hb\end{array}$(HUBDF *hb, Houston345, c* \* DAHBSF *hb, Houston345, c*)

DAHBSF *hb, Houston345, c =* $\begin{array}{c}Σ\\pb\end{array}$(HBDF *pb, hb, Houston345, c* \* DASF *pb, hb, Houston345, c*)

HUBDF *hb, Houston345, c =* IF(HB*Houston345, c*=0, 0, 1 **/** HB *Houston345, c*)

HBDF *pb, hb, Houston345, c =* IF(PB*hb, Houston345, c*=0, 0, 1 **/** PB *hb, Houston345, c*)

The above variables are defined as follows:

| **Variable** | **Unit** | **Definition** |
| --- | --- | --- |
| DASPP *Houston345* | $/MWh | *Day-Ahead Settlement Point Price*⎯The DAM Settlement Point Price at the Hub, for the hour. |
| DASL | $/MWh | *Day-Ahead System Lambda*⎯The DAM Shadow Price for the system power balance constraint for the hour. |
| DASP *c* | $/MWh | *Day-Ahead Shadow Price for a binding transmission constraint*⎯The DAM Shadow Price for the constraint *c* for the hour. |
| DAHUBSF *Houston345,c* | none | *Day-Ahead Shift Factor of the Hub ⎯*The DAM aggregated Shift Factor of a Hub for the constraint *c* for the hour. |
| DAHBSF *hb,Houston345,c* | none | *Day-Ahead Shift Factor of the Hub Bus⎯*The DAM aggregated Shift Factor of a Hub Bus *hb* for the constraint *c* for the hour. |
| DASF *pb,hb,Houston345,c* | none | *Day-Ahead Shift Factor of the power flow bus⎯*The DAM Shift Factor of a power flow bus *pb* that is a component of Hub Bus *hb* for the constraint *c* for the hour. |
| HUBDF *hb, Houston345,c* | none | *Hub Distribution Factor per Hub Bus in a constraint*⎯The distribution factor of Hub Bus *hb* for the constraint *c* for the hour.  |
| HBDF *pb, hb, Houston345,c* | none | *Hub Bus Distribution Factor per power flow bus of Hub Bus in a constraint*⎯The distribution factor of power flow bus *pb* that is a component of Hub Bus *hb* for the constraint *c* for the hour.  |
| *pb* | none | An energized power flow bus that is a component of a Hub Bus for the constraint *c*. |
| PB *hb, Houston345,c* | none | The total number of energized power flow buses in Hub Bus *hb* for the constraint *c*. |
| *hb* | none | A Hub Bus that is a component of the Hub with at least one energized power flow bus for the constraint *c*. |
| HBBC *Houston345* | none | The total number of Hub Buses in the Hub with at least one energized component in each Hub Bus in base case. |
| HB *Houston345,c* | none | The total number of Hub Buses in the Hub with at least one energized component in each Hub Bus for the constraint *c*. |
| *c* | none | A DAM binding transmission constraint for the hour caused by either base case or a contingency. |

(4) The Real-Time Settlement Point Price of the Hub for a given 15-minute Settlement Interval is calculated as follows:

**RTSPP** *Houston345* **= Max [-$251, (RTRSVPOR + RTRDP +**

 **(HUBDF** *hb, Houston345* **\* ((RTHBP** *hb, Houston345, y* **\***

 **TLMP** *y***) / (TLMP** *y***))))], if HB***Houston345***≠0**

**RTSPP** *Houston345* **= RTSPP** *ERCOT345Bus*, **if HB***Houston345***=0**

Where:

RTRSVPOR = (RNWF *y* \* RTORPA *y*)

RTRDP = (RNWF *y* \* RTORDPA *y*)

RNWF *y* = TLMP *y* / TLMP *y*

RTHBP *hb, Houston345, y* = (HBDF *b, hb, Houston345* \* RTLMP *b, hb, Houston345, y*)

HUBDF *hb, Houston345* = IF(HB*Houston345*=0, 0, 1 **/** HB*Houston345*)

HBDF *b, hb, Houston345* = IF(B*hb, Houston345*=0, 0, 1 **/** B *hb, Houston345*)

The above variables are defined as follows:

| **Variable** | **Unit** | **Description** |
| --- | --- | --- |
| RTSPP *Houston345* | $/MWh | *Real-Time Settlement Point Price*⎯The Real-Time Settlement Point Price at the Hub, for the 15-minute Settlement Interval. |
| RTHBP *hb, Houston345, y* | $/MWh | *Real-Time Hub Bus Price at Hub Bus per SCED interval*⎯The Real-Time energy price at Hub Bus *hb* for the SCED interval *y*. |
| RTRSVPOR | $/MWh | *Real-Time Reserve Price for On-Line Reserves*⎯The Real-Time Reserve Price for On-Line Reserves for the 15-minute Settlement Interval. |
| RTORPA*y* | $/MWh | *Real-Time On-Line Reserve Price Adder per interval*⎯The Real-Time On-Line Reserve Price Adder for the SCED interval *y*. |
| RTRDP | $/MWh | *Real-Time On-Line Reliability Deployment Price*⎯The Real-Time price for the 15-minute Settlement Interval, reflecting the impact of reliability deployments on energy prices that are calculated from the Real-Time On-Line Reliability Deployment Price Adder.  |
| RTORDPA *y* | $/MWh | *Real-Time On-Line Reliability Deployment Price Adder*⎯The Real-Time price adder that captures the impact of reliability deployments on energy prices for the SCED interval *y.*  |
| RNWF *y* | none | *Resource Node Weighting Factor per interval*⎯The weight used in the Resource Node Settlement Point Price calculation for the portion of the SCED interval *y* within the Settlement Interval. |
| RTLMP *b, hb, Houston345, y* | $/MWh | *Real-Time Locational Marginal Price at Electrical Bus of Hub Bus per interval*⎯The Real-Time LMP at Electrical Bus *b* that is a component of Hub Bus *hb*, for the SCED interval *y*. |
| TLMP *y* | second | *Duration of SCED interval per interval*⎯The duration of the portion of the SCED interval *y* within the 15-minute Settlement Interval |
| HUBDF *hb, Houston345* | none | *Hub Distribution Factor per Hub Bus*⎯The distribution factor of Hub Bus *hb*.  |
| HBDF *b, hb, Houston345* | none | *Hub Bus Distribution Factor per Electrical Bus of Hub Bus*⎯The distribution factor of Electrical Bus *b* that is a component of Hub Bus *hb*.  |
| *y* | none | A SCED interval in the 15-minute Settlement Interval. The summation is over the total number of SCED runs that cover the 15-minute Settlement Interval. |
| *b* | none | An energized Electrical Bus that is a component of a Hub Bus. |
| B *hb, Houston345* | none | The total number of energized Electrical Buses in Hub Bus *hb*. |
| *hb* | none | A Hub Bus that is a component of the Hub. |
| HB*Houston345* | none | The total number of Hub Buses in the Hub with at least one energized component in each Hub Bus. |

**3.5.2.4 West 345 kV Hub (West 345)**

(1) The West 345 kV Hub is composed of the following listed Hub Buses:

|  |  |  |
| --- | --- | --- |
|  | ERCOT Operations |  |
| No. | Hub Bus | kV | Hub |
| 1 | MULBERRY | 345 | WEST |
| 2 | BOMSW | 345 | WEST |
| 3 | OECCS | 345 | WEST |
| 4 | BITTCR | 345 | WEST |
| 5 | FSHSW | 345 | WEST |
| 6 | FLCNS | 345 | WEST |
| 7 | GRSES | 345 | WEST |
| 8 | JCKSW | 345 | WEST |
| 9 | MDLNE | 345 | WEST |
| 10 | MOSSW | 345 | WEST |
| 11 | MGSES | 345 | WEST |
| 12 | DCTM | 345 | WEST |
| 13 | ODEHV | 345 | WEST |
| 14 | OKLA | 345 | WEST |
| 15 | REDCREEK | 345 | WEST |
| 16 | SWESW | 345 | WEST |
| 17 | TWINBU | 345 | WEST |

(2) The West 345 kV Hub Price uses the aggregated Shift Factors of the Hub Buses for each hour of the Settlement Interval of the DAM in the Day-Ahead and is the simple average of the time weighted Hub Bus prices for each 15-minute Settlement Interval in Real-Time, for each Hub Bus included in this Hub.

(3) The Day-Ahead Settlement Point Price of the Hub for a given Operating Hour is calculated as follows:

**DASPP** *West345* **= DASL –** $\begin{array}{c}Σ\\c\end{array}$**(DAHUBSF***West345, c***\* DASP** *c***),**

 **if HBBC***West345***≠0**

**DASPP** *West345* **= DASPP** *ERCOT345Bus***, if HBBC***West345***=0**

Where:

DAHUBSF *West345, c =* $\begin{array}{c}Σ\\hb\end{array}$(HUBDF *hb, West345, c* \* DAHBSF *hb, West345, c*)

DAHBSF *hb, West345, c =* $\begin{array}{c}Σ\\pb\end{array}$(HBDF *pb, hb, West345, c* \* DASF *pb, hb, West345, c*)

HUBDF *hb, West345, c =* IF(HB*West345, c*=0, 0, 1 **/** HB *West345, c*)

HBDF *pb, hb, West345, c =* IF(PB*hb, West345, c*=0, 0, 1 **/** PB *hb, West345, c*)

The above variables are defined as follows:

| **Variable** | **Unit** | **Definition** |
| --- | --- | --- |
| DASPP *West345* | $/MWh | *Day-Ahead Settlement Point Price*⎯The DAM Settlement Point Price at the Hub, for the hour. |
| DASL | $/MWh | *Day-Ahead System Lambda*⎯The DAM Shadow Price for the system power balance constraint for the hour. |
| DASP *c* | $/MWh | *Day-Ahead Shadow Price for a binding transmission constraint*⎯The DAM Shadow Price for the constraint *c* for the hour. |
| DAHUBSF *West345,c* | none | *Day-Ahead Shift Factor of the Hub ⎯*The DAM aggregated Shift Factor of a Hub for the constraint *c* for the hour. |
| DAHBSF *hb,West345,c* | none | *Day-Ahead Shift Factor of the Hub Bus⎯*The DAM aggregated Shift Factor of a Hub Bus *hb* for the constraint *c* for the hour. |
| DASF *pb,hb,West345,c* | none | *Day-Ahead Shift Factor of the power flow bus⎯*The DAM Shift Factor of a power flow bus *pb* that is a component of Hub Bus *hb* for the constraint *c* for the hour. |
| HUBDF *hb, West345,c* | none | *Hub Distribution Factor per Hub Bus in a constraint*⎯The distribution factor of Hub Bus *hb* for the constraint *c* for the hour.  |
| HBDF *pb, hb, West345,c* | none | *Hub Bus Distribution Factor per power flow bus of Hub Bus in a constraint*⎯The distribution factor of power flow bus *pb* that is a component of Hub Bus *hb* for the constraint *c* for the hour.  |
| *pb* | none | An energized power flow bus that is a component of a Hub Bus for the constraint *c*. |
| PB *hb, West345,c* | none | The total number of energized power flow buses in Hub Bus *hb* for the constraint *c*. |
| *hb* | none | A Hub Bus that is a component of the Hub with at least one energized power flow bus for the constraint *c*. |
| HBBC *West345* | none | The total number of Hub Buses in the Hub with at least one energized component in each Hub Bus in base case. |
| HB *West345,c* | none | The total number of Hub Buses in the Hub with at least one energized component in each Hub Bus for the constraint *c*. |
| *c* | none | A DAM binding transmission constraint for the hour caused by either base case or a contingency. |

 (4) The Real-Time Settlement Point Price of the Hub for a given 15-minute Settlement Interval is calculated as follows:

**RTSPP** *West345* **= Max [-$251, (RTRSVPOR + RTRDP +**

 **(HUBDF** *hb, West345* **\* ((RTHBP** *hb, West345, y* **\* TLMP** *y***) / (TLMP** *y***))))], if HB***West345***≠0**

**RTSPP** *West345* **= RTSPP** *ERCOT345Bus*, **if HB***West345***=0**

Where:

RTRSVPOR = (RNWF *y* \* RTORPA *y*)

RTRDP = (RNWF *y* \* RTORDPA *y*)

RNWF *y* = TLMP *y* / TLMP *y*

RTHBP *hb, West345, y* = (HBDF *b, hb, West345* \* RTLMP *b, hb, West345, y*)

HUBDF *hb, West345* = IF(HB *West345*=0, 0, 1 **/** HB*West345*)

HBDF *b, hb, West345* = IF(B*hb, West345*=0, 0, 1 **/** B *hb, West345*)

The above variables are defined as follows:

| **Variable** | **Unit** | **Description** |
| --- | --- | --- |
| RTSPP *West345* | $/MWh | *Real-Time Settlement Point Price*⎯The Real-Time Settlement Point Price at the Hub, for the 15-minute Settlement Interval. |
| RTRSVPOR | $/MWh | *Real-Time Reserve Price for On-Line Reserves*⎯The Real-Time Reserve Price for On-Line Reserves for the 15-minute Settlement Interval. |
| RTORPA*y* | $/MWh | *Real-Time On-Line Reserve Price Adder per interval*⎯The Real-Time On-Line Reserve Price Adder for the SCED interval *y*. |
| RTRDP | $/MWh | *Real-Time On-Line Reliability Deployment Price*⎯The Real-Time price for the 15-minute Settlement Interval, reflecting the impact of reliability deployments on energy prices that are calculated from the Real-Time On-Line Reliability Deployment Price Adder.  |
| RTORDPA *y* | $/MWh | *Real-Time On-Line Reliability Deployment Price Adder*⎯The Real-Time price adder that captures the impact of reliability deployments on energy prices for the SCED interval *y.*  |
| RNWF *y* | none | *Resource Node Weighting Factor per interval*⎯The weight used in the Resource Node Settlement Point Price calculation for the portion of the SCED interval *y* within the Settlement Interval. |
| RTHBP *hb, West345, y* | $/MWh | *Real-Time Hub Bus Price at Hub Bus per SCED interval*⎯The Real-Time energy price at Hub Bus *hb* for the SCED interval *y*. |
| RTLMP *b, hb, West345, y* | $/MWh | *Real-Time Locational Marginal Price at Electrical Bus of Hub Bus per interval*⎯The Real-Time LMP at Electrical Bus *b* that is a component of Hub Bus *hb*, for the SCED interval *y*. |
| TLMP *y* | second | *Duration of SCED interval per interval*⎯The duration of the portion of the SCED interval *y* within the 15-minute Settlement Interval. |
| HUBDF *hb, West345* | none | *Hub Distribution Factor per Hub Bus*⎯The distribution factor of Hub Bus *hb*.  |
| HBDF *b, hb, West345* | none | *Hub Bus Distribution Factor per Electrical Bus of Hub Bus*⎯The distribution factor of Electrical Bus *b* that is a component of Hub Bus *hb*.  |
| *y* | none | A SCED interval in the 15-minute Settlement Interval. The summation is over the total number of SCED runs that cover the 15-minute Settlement Interval. |
| *b* | none | An energized Electrical Bus that is a component of a Hub Bus. |
| B *hb, West345* | none | The total number of energized Electrical Buses in Hub Bus *hb*. |
| *hb* | none | A Hub Bus that is a component of the Hub. |
| HB*West345* | none | The total number of Hub Buses in the Hub with at least one energized component in each Hub Bus. |