

## **Charter for the Adoption of a Common OASIS**

### **Vision**

One Stop Shopping for Transmission Customers is facilitated through the adoption of a Common OASIS by all Transmission Providers in the NW with the following features:

- Common attributes for defining products and services,
- Common terms and conditions,
- Interactive site with common posting requirements,
- Common Queue management practices, and
- Better synchronization between reservation and scheduling.

The Common OASIS would also preserve the following;

- Existing rate-making and tariff responsibility and
- Existing contracts.

In moving to a common OASIS, Transmission Providers would also adopt a common Flow-Based ATC methodology on a forward basis, and other improvements to the management of transmission access. This structural change is needed to reconcile the commercial model with the physics of the system to help maximize the use of the system.

Individual owners will still calculate and submit their ATC to the OASIS but they will utilize a Methodology that will be:

- Objective,
- Physics-based,
- Practical to implement, and
- Can be applied consistently (anyone making the calculations would come up with the same answer).
- Enables effective curtailments on the network.
- Can be updated as necessary.

The work group will also investigate the possibility of having the OASIS administrator calculate ATC for all participants (given TTC and OTC calculated by other processes).

### **Structure/ Implementation**

While wesTTrans could accommodate some of these attributes, it might require numerous enhancements, including bandwidth enhancements, to do so. Thus, the OASIS Charter group should not be constrained to the wesTTrans option, should it prove incapable of implementing the above vision. Therefore, the charter group should explore other options, if necessary, including a management structure for these options.

In developing a flow-based methodology, the Charter group will use the existing BPA flow based methodology as a starting point. Application of a flow-based methodology to all NW

paths/cutplanes should increase the ATC that could be sold and enable curtailments to be implemented in a manner that involves the minimum number of MW.

### **Staffing**

The regional process to study this issue will be open to all interested parties that are willing to dedicate sufficient time to this effort. The OASIS and Flow-based ATC methodology might need to be separated into two separate work groups due to the different expertise required for each.

### **Funding**

The funding for the common OASIS operation will be recovered through each Transmission Providers rates.

### **Timeline**

The other three Charters for the TIG effort are more developed than this one. Further work is needed to describe the expected work effort for this OASIS and Flow-based ATC Methodology effort. The following timeline needs further detail.

- Steering Committee needs to decide whether to split this work effort into two separate work teams (OASIS and Flow Based ATC Methodology) by March 31.
- Workgroup needs to determine the intermediate steps by March 31.
- Define a workable proposal by August 1 and post for public comment.