ELECTRIC RELIABILITY COUNCIL OF TEXAS'S
FIFTH STATUS UPDATE

Electric Reliability Council of Texas, Inc. ("ERCOT") submits this fifth status update pursuant to Paragraph 13 of the Commission's Revised Order Creating and Scoping Project, signed on May 23, 2017 ("Revised Order"), which requires ERCOT to "periodically update the Commission regarding its progress in completing" the tasks set forth in the Revised Order. These tasks arise from the Commission's May 23, 2017, Order on Rehearing in Commission Docket 45624, which imposes certain conditions on the interconnection of the DC tie project proposed by Southern Cross Transmission, LLC ("Southern Cross"). ERCOT filed its last status update in this matter on October 31, 2018.

ERCOT has made progress in a number of areas since the last status update. With respect to directive 5, regarding planning model considerations for the Southern Cross DC tie, ERCOT proposed Planning Guide Revision Request (PGRR) 068, Addition of a Proposed DC Tie to the Planning Models, which addresses when new DC ties that are not owned by a Transmission Service Provider (TSP), such as the Southern Cross DC tie, should be added to the ERCOT planning models. More specifically, PGRR068 revises the ERCOT Planning Guide to provide that a new DC tie will not be added to ERCOT's planning models until ERCOT receives required
modeling data, a copy of a signed interconnection agreement between the DC tie developer and relevant TSP, and notice from the TSP that the DC tie developer has provided notice to proceed with construction of the interconnection facilities and financial security to fund the facilities. PGRR068 was approved by the ERCOT Board of Directors (ERCOT Board) at its December 11, 2018, meeting. See Attachment A, PGRR068 ERCOT Board Report. ERCOT has also made the following additional determinations for purposes of resolving directive 5: (1) existing procedures set forth in ERCOT Protocols and Guides can be used for purposes of determining how to model the Southern Cross DC tie's physical equipment; (2) using information set forth in an earlier Southern Cross study, and after consultation with ERCOT's Planning Working Group (PLWG), ERCOT established flow assumptions to be used in ERCOT's initial transmission planning study for the Southern Cross DC tie; and (3) no further revisions to ERCOT Protocols or Guides, other than PGRR068, are necessary in order to effectuate ERCOT's determinations regarding how to best model the Southern Cross DC tie. These determinations were approved by the ERCOT Board on April 9, 2019. See Attachment B, Memo to ERCOT Board, with attached whitepaper, and Signed Resolution approving Directive 5 determination. In light of the foregoing, ERCOT considers that its work on directive 5 is complete, unless otherwise advised by the Commission.

ERCOT's work is ongoing on a number of other directives. With respect to directive 6, regarding transmission upgrades needed to accommodate the Southern Cross DC tie, ERCOT has completed its transmission planning study using assumptions that were approved as part of ERCOT's determinations for directive 5. ERCOT presented its study results at the March 12, 2019, meeting of the Regional Planning Group (RPG). ERCOT's study showed that without any transmission upgrades the Southern Cross DC tie has transfer limits of approximately 540 MW for

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imports and 1,300 MW for exports. ERCOT’s study also identified the transmission project that would be needed to achieve exports of 2,100 MW and imports of 2,000 MW over the Southern Cross DC tie. Finally, the study identified the upgrades that ERCOT would recommend to achieve those export/import levels if stakeholders determine, as part of directive 8, that the Southern Cross DC tie should be required to provide Voltage Support Service (VSS). ERCOT’s work on directive 6 is not yet complete, however, as ERCOT is currently drafting a report to memorialize these study results. Additionally, further discussion with stakeholders and Southern Cross must occur before ERCOT makes a determination under directive 6 as to whether any transmission upgrades should be required prior to energization of the Southern Cross DC tie.

With respect to directive 8, ERCOT has recently initiated discussions with stakeholders as to whether the Southern Cross DC tie should be required to provide VSS. ERCOT expects that further discussions on this issue will occur in the coming months at the Reliability Operations Subcommittee (ROS) and the Technical Advisory Committee (TAC).

With respect to directive 9, regarding ancillary services, ERCOT has completed its study concerning what additional ancillary services would need to be procured if the Southern Cross DC tie were determined to be the Most Severe Single Contingency (MSSC) in the ERCOT System. These results have been presented to both Performance Disturbance Compliance Working Group (PDCWG) and the Dynamics Working Group (DWG). More specifically, ERCOT’s study considered what additional Responsive Reserve Service (RRS) would be required if the tie imported up to 2,000 MW. ERCOT also studied what frequency overshoot could occur if the Southern Cross DC tie were to trip during certain low inertia hours when exporting 2,100 MW. ERCOT has determined that, under current NERC criteria, the addition of a DC tie importing 2,000 MW would change ERCOT’s Resource Contingency Criteria (RCC) and require ERCOT to
procure additional RRS. Further, ERCOT's study determined that, in the absence of an export limit, a new type of ancillary service would have to be procured to address potential frequency overshoot if the tie were to trip during certain low inertia hours when exporting 2,100 MW. ERCOT’s work on directive 9 is not yet complete, however, because ERCOT is still engaged in ongoing discussions with stakeholders and Southern Cross regarding whether the issues identified in this study can be addressed via the imposition of import/export limits on the tie, rather than through the procurement of additional ancillary services.

With respect to directive 3, regarding determination of ramp rate restrictions for DC ties, discussion of the directive has begun at the PDCWG. With respect to directive 4, regarding outage coordination of DC ties, discussions have begun at the Operations Working Group (OWG). ERCOT has also just begun discussions of directive 7, regarding congestion management, with the Wholesale Market Subcommittee (WMS), which has assigned the matter to the Congestion Management Working Group (CMWG) for further discussion. Stakeholder discussions have not yet taken place with respect to directives 2, 11, and 12.

In summary, ERCOT staff, Southern Cross, and various ERCOT stakeholder groups have been working diligently on the issues raised in the Commission’s directives, and ERCOT expects that there will be continued progress on these directives.

ERCOT would be pleased to provide any additional information the Commission may request regarding the status of this project.
Respectfully,

[Signature]

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ATTORNEYS FOR ELECTRIC RELIABILITY COUNCIL OF TEXAS, INC.
<table>
<thead>
<tr>
<th>PGRR Number</th>
<th>Title</th>
<th>Date of Decision</th>
<th>Action</th>
<th>Timeline</th>
<th>Effective Date</th>
<th>Priority and Rank Assigned</th>
<th>Planning Guide Sections Requiring Revision</th>
<th>Related Documents Requiring Revision/Related Revision Requests</th>
</tr>
</thead>
<tbody>
<tr>
<td>068</td>
<td>Addition of a Proposed DC Tie to the Planning Models</td>
<td>December 11, 2018</td>
<td>Approved</td>
<td>Normal</td>
<td>January 1, 2019</td>
<td>Not Applicable</td>
<td>6.12, Addition of a Proposed DC Tie to the Planning Models (new)</td>
<td>None</td>
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**Revision Description**

In Public Utility Commission of Texas (PUCT) Project No. 46304, Oversight Proceeding Regarding ERCOT Matters Arising Out of PUC Docket No. 45624 Relating to DC Tie Project Proposed by Southern Cross Transmission, LLC, the PUCT directed ERCOT to determine how to best model the Southern Cross Direct Current Tie (DC Tie) in its planning cases. Pursuant to that directive, PGRR068 is necessary to address when a new DC Tie should be added to the ERCOT planning models. Accordingly, this PGRR describes the process for adding a DC Tie to the models and associated requirements.

**Reason for Revision**

- [ ] Addresses current operational issues.
- [ ] Meets Strategic goals (tied to the ERCOT Strategic Plan or directed by the ERCOT Board).
- [ ] Market efficiencies or enhancements
- [ ] Administrative
- [x] Regulatory requirements
- [ ] Other: (explain)  
  (please select all that apply)
<table>
<thead>
<tr>
<th>Business Case</th>
<th>This PGRR is needed to resolve Directive 5 of the Revised Order in PUCT Project No. 46304, which requires ERCOT to determine how to best model new DC Ties, including the DC Tie planned by Southern Cross Transmission, LLC, in its planning cases.</th>
</tr>
</thead>
</table>
| ROS Decision | On 8/9/18, ROS voted unanimously to table PGRR068 and refer the issue to the Planning Working Group (PLWG). All Market Segments were present for the vote.  
On 9/6/18, ROS voted unanimously to recommend approval of PGRR068 as submitted. All Market Segments were present for the vote.  
On 10/11/18, ROS voted unanimously to endorse and forward to TAC the 9/6/18 ROS Report and Impact Analysis for PGRR068. All Market Segments were present for the vote. |
| Summary of ROS Discussion | On 8/9/18, there was no discussion.  
On 9/6/18, there was no discussion.  
On 10/11/18, there was no discussion. |
| TAC Decision | On 11/29/18, TAC voted unanimously to recommend approval of PGRR068 as recommended by ROS in the 10/11/18 ROS Report. All Market Segments were present for the vote. |
| Summary of TAC Discussion | On 11/29/18, there was no discussion. |
| ERCOT Opinion | ERCOT supports approval of PGRR068. |
| Board Decision | On 12/11/18, the ERCOT Board approved PGRR068 as recommended by TAC in the 11/29/18 TAC Report. |

<table>
<thead>
<tr>
<th>Sponsor</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Jeff Billo</td>
</tr>
<tr>
<td>E-mail Address</td>
<td><a href="mailto:Jeff.Billo@ercot.com">Jeff.Billo@ercot.com</a></td>
</tr>
<tr>
<td>Company</td>
<td>ERCOT</td>
</tr>
<tr>
<td>Phone Number</td>
<td>512-248-6334</td>
</tr>
<tr>
<td>Cell Number</td>
<td></td>
</tr>
<tr>
<td>Market Segment</td>
<td>n/a</td>
</tr>
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</table>
6.12 Addition of a Proposed DC Tie to the Planning Models

(1) For a proposed Direct Current Tie (DC Tie) that will not be owned by a Transmission Service Provider (TSP), ERCOT will include the applicable DC Tie in the base cases created and maintained by the Steady State Working Group (SSWG), System Protection Working Group (SPWG), and the Dynamics Working Group (DWG), and will notify the SSWG, SPWG, and DWG once ERCOT receives:

(a) A signed interconnection agreement from the TSP and a written notice from the TSP that the DC Tie developer has provided:
   (i) A notice to proceed with the construction of the interconnection;
   (ii) The financial security required to fund the interconnection facilities; and

(b) The data required under paragraph (2) below.

(2) ERCOT will provide notice to the DC Tie developer of the specific data ERCOT requires to model the DC Tie after ERCOT receives the information required under paragraph (1)(a) above.

(a) ERCOT retains discretion to request any data it deems necessary to model the new DC Tie.

(b) The DC Tie developer shall provide the data to ERCOT within 60 days of receiving the notice from ERCOT specifying the data required.
Date: April 2, 2019  
To: Board of Directors  
From: Matt Mereness, Director of Compliance  
Subject: ERCOT Recommendations to PUC Project No. 46304, Oversight Proceeding Regarding ERCOT Matters Arising Out of PUC Docket No. 45624 Relating to DC Tie Project Proposed by Southern Cross Transmission, LLC, Directive 5 – ERCOT Determination Regarding Planning Model Assumptions and Considerations

Issue for the ERCOT Board of Directors

ERCOT Board of Directors Meeting Date: April 9, 2019  
Item No.: 8

Issue:
Whether the Board of Directors (Board) of Electric Reliability Council of Texas, Inc. (ERCOT) should vote to accept ERCOT staff’s determination that, for purposes of representing the Southern Cross Transmission, LLC (SCT) DC Tie in ERCOT’s transmission planning models:

- Existing ERCOT procedures adequately prescribe the procedures for modeling the DC Tie’s physical equipment;
- ERCOT’s initial transmission study should use flow assumptions that are based on previous SCT studies and that were discussed with stakeholders;
- Recently approved Planning Guide Revision Request (PGRR) 068, Addition of a Proposed DC Tie to the Planning Models, adequately establishes when a new DC Tie, such as the SCT DC Tie, should be included in ERCOT planning models; and
- No further revisions to ERCOT Protocols or Guides are needed to establish how best to model the SCT DC Tie in its transmission planning cases.

Background/History:
In PUC Project No. 45624, the Public Utility Commission of Texas (PUCT) issued an Order that approved the City of Garland’s application for a certificate of convenience and necessity (CCN) to build a new 38-mile-long, 345kv transmission line connecting the proposed 2,000 MW SCT DC Tie to ERCOT. In the Order, the PUCT also imposed certain conditions on the interconnection of the SCT DC Tie. The PUCT then opened PUC Project No. 46304, and on May 23, 2017, it issued a Revised Order in that project that directed ERCOT to complete a number of tasks—set forth in 14 different Directives—that the PUCT deemed were necessary in order to accommodate the new SCT DC Tie.

ERCOT staff has been working with stakeholders and SCT since mid-2017 to complete the tasks set forth in the Directives. Discussions on the Directives have been taking place in the relevant working groups and subcommittees of the Technical Advisory Committee (TAC) to assist ERCOT staff in reaching resolutions on the discrete issues...
raised in each Directive, and these discussions are expected to continue until all of the
issues raised in the Directives are fully resolved.

Once ERCOT staff makes a final determination as to how to resolve a discrete issue
raised in a Directive, ERCOT staff follows an approval procedure that varies depending
on whether or not the resolution of a Directive (or, in some cases, a part of a Directive)
requires a Protocol or Other Binding Document (OBD) Revision Request. If the
resolution requires a Protocol or OBD Revision Request, then, as appropriate, ERCOT
staff will present the issue for discussion at relevant working groups and
subcommittees, the TAC, and to the Board; however, ERCOT staff will only request a
vote from these groups when the Protocol or OBD Revision Request that is intended to
resolve the Directive is before the group for consideration and vote. However, when
ERCOT staff has determined that no Protocol or OBD Revision Requests are needed
in order to resolve an issue raised in a Directive, ERCOT staff will seek endorsement
of this determination at the relevant working groups, subcommittees and TAC.
Regardless of whether those groups endorse the determination, ERCOT staff will
present the issue and determination to the Board for a vote to accept the
determination.

This particular determination concerns Directive 5, which requires that ERCOT:

"...shall study and determine how best to model the Southern Cross DC
tie in its transmission planning cases, make any necessary revisions to
its standards, guides, systems, and protocols as appropriate, and certify
to the Commission when it has completed these actions."

Discussions with stakeholders regarding this issue occurred at the following meetings:
Planning Working Group (PLWG) 9/20/2017, 10/18/2017, 11/13/2017, 1/29/2018,
and TAC 3/27/2019. ERCOT staff prepared a whitepaper (link) setting forth its
determination and considerations relevant to that resolution, which was presented for
discussion at these meetings.

Stakeholder discussions resulted in a new Planning Guide Revision Request (PGRR)
and recommended transmission planning study assumptions. Specifically, on
December 11, 2018, the ERCOT Board approved PGRR068, Addition of a Proposed
DC Tie to the Planning Models, which establishes when a new DC Tie, such as the
SCT DC Tie, should be included in the planning models. Further, ERCOT's study and
discussions with stakeholders with respect to Directive 5 established the flow
assumptions used in ERCOT's initial transmission planning study for the SCT DC Tie;
these assumptions are set out in the ERCOT whitepaper. Finally, ERCOT determined
that no further revisions to ERCOT Protocols or Guides are necessary in order to
effectuate ERCOT's determinations regarding how to best model the SCT DC Tie,
because existing ERCOT procedural manuals adequately address the modeling of DC
tie equipment.
ERCOT's determination regarding Directive 5 was unanimously endorsed by TAC on March 27, 2019.

**Key Factors Influencing Issue:**

- Existing working group (Steady State Work Group (SSWG), System Protection Working Group (SPWG), and Dynamics Working Group (DWG)) procedure manuals adequately address the modeling of DC Tie equipment, and these existing procedures can be used to model the SCT DC Tie physical equipment.

- Based on a study previously submitted by SCT in the Southern Cross CCN proceeding (PUC Docket No. 45624), as well as stakeholder input at the Planning Working Group (PLWG) regarding what should be considered reasonable DC Tie flow assumptions, stakeholders agreed to an initial set of flow assumptions to be used in ERCOT's initial transmission planning study for the SCT DC Tie. Under ERCOT's current planning practices, once the SCT DC Tie becomes operational, actual flow data would be used for transmission planning.

- ERCOT determined that a new DC Tie should be added to the planning models only when there is a high likelihood that the DC Tie will be constructed. Because ERCOT Protocols and Guides contain no language stating when a new DC Tie should be added to the ERCOT models, ERCOT sponsored PGRR068, Addition of a Proposed DC Tie to the Planning Models, which was approved by the ERCOT Board on December 11, 2018. PGRR068 provides that a new DC Tie will be added to the planning models only after ERCOT receives a signed interconnection agreement from the relevant Transmission Service Provider (TSP) and written notice from the TSP that the DC Tie developer has provided notice to proceed with the construction of the interconnection and the financial security required to fund the interconnection facilities, as well as the data necessary to model the new DC Tie.

**Conclusion/Recommendation:**

ERCOT staff requests that the Board vote to accept ERCOT staff's determination that: existing procedures set forth in ERCOT Protocols and Guides can be used for purposes of determining how to model the SCT DC Tie's physical equipment; using information set forth in a prior SCT study and after consultation with PLWG, ERCOT established the flow assumptions used in ERCOT's initial transmission planning study for the SCT DC Tie; the ERCOT Board has approved a revision to the ERCOT Planning Guide that establishes when a new DC Tie, such as the SCT DC Tie, should be included in the planning models; and no further revisions to ERCOT Protocols or Guides are necessary in order to effectuate ERCOT's determinations regarding how best to model the SCT DC Tie.
Directive #5 — ERCOT shall study and determine how best to model the Southern Cross DC tie in its transmission planning cases, make any necessary revisions to its standards, guides, systems, and protocols as appropriate, and certify to the Commission when it has completed these actions.

Determination: ERCOT has determined that existing procedures set forth in ERCOT Protocols and Guides can be used for purposes of determining how to model the SCT DC tie’s physical equipment. Further, using information set forth in a prior SCT study and after consultation with the Planning Working Group (PLWG), ERCOT has established flow assumptions that will be used in ERCOT’s initial transmission planning study for the SCT DC Tie. Finally, the ERCOT Board has approved a revision to the ERCOT Planning Guide that establishes when a new DC tie, such as the SCT DC tie, should be included in the planning models. No further revisions to ERCOT Protocols or Guides are necessary in order to effectuate ERCOT’s determinations regarding how to best model the SCT DC Tie.

Stakeholders provided input on the following four questions relevant to directive 5:

- Q1 - How should the physical DC tie equipment be represented in the Planning models?
- Q2 - What import/export assumptions should be used in the Planning models and planning studies?
- Q3 - What criteria should be used for evaluating transmission system upgrades related to Southern Cross and other DC ties?
- Q4 - When should Southern Cross be included in the Planning models?

Q1 - How should the physical DC tie equipment be represented in the Planning models?
The existing working group (Steady State Work Group (SSWG), System Protection Working Group (SPWG), and Dynamics Working Group (DWG)) procedure manuals adequately address the modeling of DC tie equipment and that these existing procedures can be used to model the SCT DC tie physical equipment.

Q2- What import/export assumptions should be used in the Planning models and planning studies?

PLWG reviewed a summary of the results from a study that was submitted by SCT as part of Ellen Wolfe’s testimony in the Southern Cross CCN proceeding (PUC Docket No. 45624). Based on that study, as well as stakeholder input regarding what should be considered reasonable DC tie flow assumptions, stakeholders have agreed that the following table represents a reasonable initial set of flow assumptions to be used in modeling the SCT DC tie:

<table>
<thead>
<tr>
<th>SSWG/DWG*</th>
<th>Summer Peak</th>
<th>350 MW Import</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All other</td>
<td>2100 MW Export</td>
</tr>
<tr>
<td>RTP*</td>
<td>Summer Peak</td>
<td>350 MW Import</td>
</tr>
<tr>
<td></td>
<td>Off Peak</td>
<td>2100 MW Export</td>
</tr>
<tr>
<td>Directive 6 Steady State</td>
<td>Summer Peak</td>
<td>350 MW Import</td>
</tr>
<tr>
<td></td>
<td>HWLL</td>
<td>2100 MW Export</td>
</tr>
<tr>
<td>Directive 6 Dynamic Stability</td>
<td>Summer Peak</td>
<td>2000 MW Import/2100 MW Export</td>
</tr>
<tr>
<td></td>
<td>HWLL</td>
<td>2000 MW Import/2100 MW Export</td>
</tr>
</tbody>
</table>

Procure consultant to provide dynamic-cost supply curve to be used in production cost simulation.

ERCOT is using the above assumptions in completing the transmission planning study required by directive 6; however, these assumptions could be revised by ERCOT at some time in future if warranted by a change in circumstances. ERCOT also expects that these assumptions will be revised after the SCT DC tie comes into operation upon receiving actual operating data from the SCT DC tie. ERCOT will notify the Commission if it deviates from the above assumptions for the SCT DC tie in its planning cases prior to energization of the tie. As a general matter, specific flow assumptions for DC ties are not memorialized in the ERCOT Protocols or Guides; accordingly, no changes to the ERCOT Protocols or Guides are required for ERCOT to begin using the above assumptions in its planning models. Rather, SSWG and DWG may incorporate these assumptions in the models as deemed appropriate by those groups, and the Regional 1

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1 Directive 6 requires ERCOT to “study and determine what transmission upgrades, if any, are necessary to manage congestion resulting from power flows over the Southern Cross DC tie, make any necessary revisions to its standards, guides, systems, and protocols as appropriate, and certify to the Commission when it has completed these actions.” Work on directive 6 is not yet complete.

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2 As noted in the table above, ERCOT expects to retain a consultant to provide supply curve information that would be used in evaluating whether a project satisfies economic project criteria, as described in ERCOT Protocols Section 3.11.2(4). In light of the cost associated with retaining a consultant, ERCOT does not expect to engage someone for this purpose until SCT meets the criteria for inclusion in the ERCOT planning models set forth in Planning Guide Revision Request (PGRR) 068, as described herein.
Planning Group (RPG) can provide comments on the appropriateness of using the above assumptions in the Regional Transmission Plan (RTP) at the time the respective study scopes for those studies are discussed.

Q3- What criteria should be used for evaluating transmission system upgrades related to Southern Cross and other DC ties?

This question goes beyond the scope of directive 5 and is more appropriate for resolution as part of directive 6, which requires ERCOT to determine if transmission upgrades are necessary to manage congestion over the SCT DC tie. In any event, in conducting the directive 6 study, ERCOT intends to use the transmission planning criteria already set forth in ERCOT Protocol Section 3.11.2 and Section 4 of the ERCOT Planning Guide.

Q4- When should Southern Cross be included in the Planning models?

ERCOT has determined that a new DC tie should be added to the models when there is a high likelihood that the DC tie will be constructed. Because ERCOT Protocols and Guides contained no language stating when a new DC tie should be added to the ERCOT models, ERCOT sponsored Planning Guide Revision Request (PGRR) 068, Addition of a Proposed DC Tie to the Planning Models, which was approved by the ERCOT Board of Directors on December 11, 2018. PGRR068 provides that a new DC tie will be added to the planning models when ERCOT receives a signed interconnection agreement from the TSP, including written notice from the TSP that the DC Tie developer has provided notice to proceed with the construction of the interconnection and the financial security required to fund the interconnection facilities, as well as the data necessary to model the DC tie.
WHEREAS, the Public Utility Commission of Texas (PUCT) issued a Revised Order (Revised Order) on May 23, 2017, in PUCT Project No. 46304 that contains 14 Directives requiring Electric Reliability Council of Texas, Inc. (ERCOT) to study certain issues related to the proposed Southern Cross Transmission, LLC (SCT) DC Tie and make determinations as to whether certain actions must be taken by ERCOT in order to accommodate the SCT DC Tie;

WHEREAS, Directive 5 of the Revised Order requires that ERCOT study and determine how best to model the Southern Cross DC tie in its transmission planning cases, make any necessary revisions to its standards, guides, systems, and protocols as appropriate, and certify to the Commission when it has completed these actions;

WHEREAS, on December 11, 2018, the ERCOT Board approved Planning Guide Revision Request (PGRR) 068, Addition of a Proposed DC Tie to the Planning Models, which establishes when a new DC tie, such as the SCT DC Tie, should be included in the ERCOT planning models;

WHEREAS, ERCOT staff, after discussions with stakeholders, determined that no other revisions to ERCOT Protocols or Guides, other than PGRR068, are needed in order to effectuate ERCOT’s determinations regarding how to model the SCT DC Tie; and

WHEREAS, after due consideration of the alternatives, the Board deems it desirable and in the best interest of ERCOT to accept ERCOT staff’s determination;

THEREFORE, BE IT RESOLVED, that the Board hereby accepts ERCOT staff’s determination that, for purposes of representing the SCT DC Tie in ERCOT’s transmission planning models:

- Existing ERCOT procedures adequately prescribe the procedures for modeling the DC Tie’s physical equipment;
- ERCOT’s initial transmission study should use flow assumptions that are based on previous SCT studies and that were discussed with stakeholders;
- Recently approved PGRR068 adequately establishes when a new DC Tie, such as the SCT DC Tie, should be included in ERCOT planning models; and
- No further revisions to ERCOT Protocols or Guides are needed to establish how best to model the SCT DC Tie in its transmission planning cases.
CORPORATE SECRETARY'S CERTIFICATE

I, Vickie G. Leady, Assistant Corporate Secretary of ERCOT, do hereby certify that, at its April 9, 2019, meeting, the ERCOT Board passed a motion approving the above Resolution by unanimous voice vote with no abstentions.

IN WITNESS WHEREOF, I have hereunto set my hand this 15th day of April 2019.

Vickie G. Leady
Assistant Corporate Secretary