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U.S. Department of Energy

National Electric Transmission Congestion Study Workshop – December 8, 2011

Hilton St. Louis Airport, 10330 Natural Bridge Road, St. Louis, Missouri 63134

Agenda

8:00 am - 9:00 am	**Registration**
9:00 am – 9:20 am	**DOE Welcome and Presentation** *David Meyer, US Department of Energy, Session Moderator*
9:20 am – 10:30 am	**Panel I – Regulators** • *Kevin D. Gunn, Chairman, Missouri Public Service Commission* • *Jerry Lein, Staff Engineer, North Dakota Public Service Commission* • *Olan W. Reeves, Commissioner, Arkansas Public Service Commission* • *Tom Sloan, Representative, Kansas Legislature* • *Greg R. White, Commissioner, Michigan Public Service Commission*
10:30 am – 10:45 am	**Break**
10:45 am – 12:00 pm	**Panel II – Industry** • *Maureen Borkowski, President and CEO, Ameren Transmission Company* • *Jay Caspary, Director of Transmission Development, Southwest Power Pool* • *Laureen L. Ross McCalib, Manager, Resource Planning and former Manager, Regional Transmission Regulation, Great River Energy* • *Dale Osborn, Transmission Planning Technical Director, Midwest Independent System Operator* • *Doug Powell, Director, Transmission and Distribution Planning, Entergy* • *David Till, Transmission Strategy General Manager, Tennessee Valley Authority*
12:00 pm – 12:30 pm	**Audience Comments**
12:30 pm	**Adjourn**

All presentations, as well as a transcription of the workshop, will be posted on the Department of Energy's website at http://energy.gov/oe/congestion-study-2012. Audience comments and resource materials for the Congestion Study can be submitted at that site.

Topics:

Panelists have been asked to address the following questions, with emphasis as each panelist deems appropriate:

1) In its 2009 Congestion Study, DOE found that the entire Mid-Atlantic region remained a Critical Congestion Area and that there were large portions of the East with rich renewable resource development potential that merited recognition as Conditional Congestion Areas. The Study also found that the New England area no longer merited recognition as a Congestion Area of Concern. Do you think that the 2009 study came to the appropriate conclusions regarding congestion in this region in 2009-10? Based on current conditions, analyses and recent developments in your region, do you think your area has become more or less congested, and why?

2) What factors should DOE look at when evaluating congestion and identifying congestion areas in this region? How might each factor affect future congestion in this region?

3) Is there current or conditional congestion in your area or region today? What evidence -- quantitative or qualitative -- supports your conclusions regarding current or conditional congestion in your area or region today? (Please provide such evidence, or direct us to appropriate source materials.) To the extent that you believe your region has conditional congestion of national significance, what are the factors or conditions upon which that conclusion rests and how likely are these conditions likely to materialize?

4) If current or conditional congestion exists in your area, what are its consequences in terms of reliability, resource options, wholesale competition and market power, cost of electricity to consumers, environmental quality, or other? Are these consequences so significant that this congestion should be mitigated?

5) Assuming that it would not be economic or practical to mitigate all congestion, what is the range of options for mitigating severe congestion?

6) Are there particular data sources, analyses and organizations that DOE should look at for expertise and source material in preparing the 2012 congestion study? In particular, how should DOE best use the expertise and insight offered by the Eastern Interconnection States Planning Council (EISPC) and the Eastern Interconnection Planning Collaborative (EIPC)?