California ISO

Extended Day-Ahead Market Congestion Revenue Allocation Phase 2:
Stakeholder Working Group Meeting

November 9th, 2026

Housekeeping



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The meeting is structured to stimulate dialogue and engage different perspectives.



Please engage in a respectful and professional manner. Introduce yourself and your organization when speaking. Follow the facilitator's guidance for speaking or asking questions.



Please keep comments brief and avoid repeating points already made to ensure everyone has an opportunity to participate in a robust discussion.



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Please remember to state your name and affiliation before making your comment.



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You may also send questions via chat to all panelists.



If you need technical assistance during the meeting, please send a chat to the event producer, Intellor Events.

Agenda

Time	Topic	Presenter
9:00 – 9:10 AM	Welcome	Christina Guimera
9:10 – 9:40 AM	Meeting Objectives and Introduction	CAISO Team
9:40 – 10:30 AM	Design Principles and Stakeholder Comments	CAISO Team
10:30 – 11:15 AM	Educational Session – Open Access Transmission Tariff (OATT) processes for allocating transmission capacity	Idaho Power
11:15 – 12:00 PM	Educational Session – Simultaneous Feasibility Test (SFT) structure	CAISO Team
12:00 – 1:00 PM	Lunch break	
1:00 – 2:00 PM	Educational Session – Simultaneous Feasibility Test (SFT) structure (continued)	CAISO Team
2:00 – 3:45 PM	Design Concepts Discussion	CAISO Team
3:45 – 4:00 PM	Next Steps	Allie Mace Milos Bosanac Christina Guimera

Meeting Objectives

- Recap and review discussions to date and initial set of common design principles
- Review of stakeholder comments to the last set of workshops on concept #3 (congestion revenue entitlements stemming from a simultaneous feasibility test)
- Educational session on the Open Access Transmission Tariff (OATT) and reservation of transmission rights
- Educational session on the inputs and conducting of the simultaneous feasibility test
- Continued discuss of design elements of concept #3

Overview of *Congestion Revenue Allocation* design in EDAM today

- In Phase 1 of the initiative, the ISO and stakeholders evaluated a design for parallel flow congestion revenue allocation among EDAM balancing areas.

- The Phase 1 design currently in effect in EDAM is transitional, and establishes:
  - Congestion revenue resulting from internal transmission constraints is allocated to the EDAM balancing area where the constraint is located; and
  - (New) Congestion revenue resulting from parallel flow associated with the exercise of eligible firm OATT transmission rights through a balanced self-schedule is allocated to the EDAM balancing area where the transmission rights are exercised

- The EDAM entity sub-allocates the congestion revenues under the terms established within their OATT.

EDAM Congestion Revenue Allocation: Phase 2 – Initiative Scope

- The EDAM go-live design for congestion revenue allocation (Phase 1) is considered transitional, allowing for evaluation of enhancements and a long-term durable design.

- Key issues to address when evaluating Phase 2 designs:
  - Eliminating or reducing self-schedule incentives, supporting efficient market outcomes
  - Creating further symmetry in allocation of congestion revenues resulting from parallel flows for the CAISO balancing area resulting from the transitional (Phase 1) design

- Stakeholder discussions established a broader set of design principles grounded in equity and market efficiency.

Recap of prior working group meetings focused on design concepts

- During the April and May working group meetings, the group focused on identification of potential design concepts to be vetted and shaped further through discussions.

- Three design concepts discussed:
  - *Concept #1* – incremental enhancement to existing EDAM design to provide a congestion revenue allocation to EDAM entity based on balanced cleared schedules associated with OATT rights (and comparable allocation to CAISO area for CRRs).
  - *Concept #2* – establish historical baseline of OATT rights and CRRs which may be eligible for broader congestion revenue entitlement on each other systems.
  - *Concept #3* – congestion revenue entitlements for OATT rights and CRRs stemming from a common simultaneous feasibility test (SFT)

Recap of prior working group meetings focused on design concepts

- The July working group meeting focused discussion on design concept #1.
  - Stakeholders broadly suggested that in light of the implementation and other challenges, this concept not be considered but focus shift to discussion on concept #3
- Two working group meetings in August commenced education and design discussions on concept #3.
  - Stakeholder comments broadly supported continued evaluation and shaping of a design structure centered around congestion revenue entitlements associated with OATT rights and CRRs evaluated through a SFT
- Design concept #2 was broadly opposed based on a historical baseline and negotiated design.
  - Aspects of this framework could re-emerge with stakeholder interest as we continue design discussions

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Design principles

A congestion revenue design in EDAM must recognize the different structures for providing transmission service in the market footprint

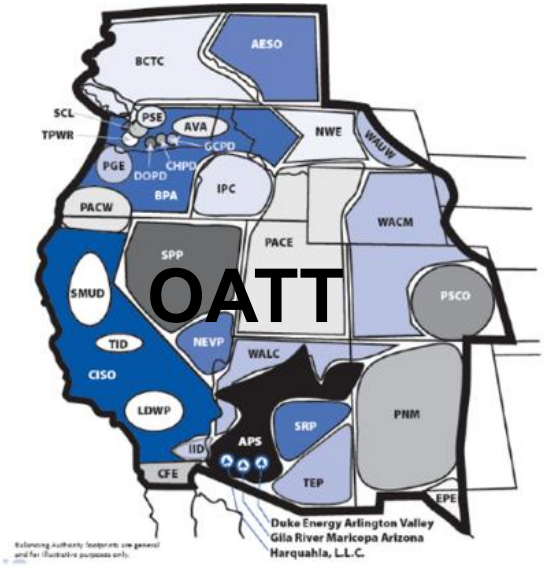
Financial Rights
(CAISO Balancing Area)

- No physical transmission reservations – transmission capacity supports full network optimization
- Financial rights - Congestion Revenue Rights (CRR) provide financial entitlements to congestion revenues from defined source to sink to hedge congestion costs



Physical Rights
(EDAM Balancing Areas)

- OATT transmission reservations – transmission capacity is reserved from source to sink
- Physical right to use that transmission capacity from reserved source to sink



Initial Design Principles

- *Congestion revenues should be allocated in an equitable manner so as to avoid undue cost shifts between EDAM BAAs*
- *Supports the ability of transmission customers with firm transmission rights or CRRs to manage and hedge congestion risk exposure considering grid conditions and feasibility of flow.*
- *Supports continued administration of CRRs in the CAISO balancing area and continued sale of OATT transmission rights*
- *Does not impede effective congestion management.*

Initial Design Principles

- *Establishes appropriate incentives for economic market participation supporting efficient market outcomes.*
- *Provides a comparable allocation method for the CAISO balancing area with a CRR construct and for EDAM balancing areas which sell firm OATT transmission.*
- *Provides transparency into footprint congestion to support the ability of market participants to make decisions on how to manage their congestion cost exposure risk effectively.*

Stakeholder comments overview

Stakeholder comments overview

- Stakeholders submitted 22 sets of written comments on the August 13th and August 20th discussing design concept #3.

- Stakeholder comments focused on the following areas of design:
  - Overall concept #3 perspectives
  - Representation of constraints within the SFT
  - Eligibility of OATT rights and CAISO transmission for congestion revenue entitlements
  - Annual and monthly SFT tier structure
  - Global derate factors representing the transmission system within the SFT
  - Reduction methodology in case of infeasibility (weighted least squares method)
  - Treatment of underfunding conditions

Comment themes overview – overall perspectives on concept #3 (common SFT design)

- Stakeholder comments continue to support continued evaluation and discussion on design concept #3.
  - Seen as a path that separates congestion hedging from market scheduling decisions
  - See as providing a better way to improve modeling and accounting for parallel flows within the market footprint
  - Emphasis on simulated SFT results providing further insights into impacts of design
- Some stakeholders suggested additional educational focus to ground stakeholders in a better understanding of OATT transmission rights and sales.
- Suggestions for additional focus on understanding the structure and topology/constraint inputs in the SFT to help inform additional discussions.

Comments overview – SFT constraints

- Stakeholders commenting on this topic generally recognized that the transmission constraints and limits modeled in the SFT should be aligned with those reflected in the day-ahead Integrated Forward Market (IFM).

- Some stakeholders suggested the market operator be open to inclusion of potential constraints or limits in the SFT (that may differ from the IFM) in specific circumstances to the extent deemed warranted.
  - For example, placing limits on amount of parallel flow imposed on a particular balancing area constraint if warranted

Comment themes overview – eligible OATT transmission rights

- Stakeholder comments broadly supported the eligibility of long-term firm point to point (PTP) and network integration transmission service (NITS) transmission rights for a congestion revenue entitlement (based on participation in the SFT).

- A number of stakeholder comments suggested consideration and discussion of additional transmission products sold under the OATT for eligibility to congestion revenue entitlements:
  - Monthly firm PTP/NITS (firm transmission of a monthly duration)
  - Conditional Firm transmission PTP (and potentially a version of NITS product if offered)
    - This is firm transmission with limited periods where the priority of the product may be non-firm (highest priority non-firm)

Comment themes overview – Eligible CAISO CRRs in the feasibility test

- Commenters broadly supported the continued representation of nomination CRRs (for allocation) in the CAISO balancing area as eligible for congestion revenue entitlements in a common SFT evaluation.
  - Consistent with the status quo today in the CAISO balancing area

- A number of stakeholders commented auction CRRs on the CAISO system should remain separate, subject to availability after nomination CRRs, within its own process.

- Some stakeholders suggested that beyond nomination CRRs representation within the common SFT with OATT rights, there should be consideration as to whether other uses of the transmission system should be modeled (i.e. wheels through, exports) to provide further comparability to uses of OATT rights.

Comment themes overview – Other aspects of the SFT process

- Stakeholders largely support, as a starting point, the respective application of global derate factors in the annual and the monthly SFT.
  - Recognized as a reasonable starting, but encouraged analysis on whether those values should be adjusted to recognize the better accounting of parallel flows between EDAM areas in a common SFT

- Stakeholders largely supported as a reasonable starting point applying a weighted least squares methodology as equitable in administering reductions to infeasibilities identified in the performance of the SFT.

- Stakeholders largely supported the approach to managing underfunding – where day-ahead congestion revenues are allocated based on collected congestion revenues.

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Educational Session – Open Access Transmission Tariff (OATT) processes for allocating transmission capacity

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Educational Session – Simultaneous Feasibility Test (SFT) structure

Simultaneous Feasibility Test (SFT) – current structure

- A technical analysis used to verify that a set of proposed CRR transactions can be implemented together without violating modeled system constraints.
- The primary purpose is to support CRR **Revenue Adequacy**: congestion revenue collected by the ISO should be sufficient to fund congestion entitlements over the relevant period.
- The SFT is applied in annual and monthly CRR allocation and auction processes
- When the nominated set is infeasible, nomination quantities are reduced until the modeled system is feasible.

Why Alignment Between the CRR SFT Model and IFM Matters

CRR SFT MODEL TOO RESTRICTIVE	BALANCED MODELING OBJECTIVE	CRR SFT MODEL TOO RELAXED
Fewer CRRs are awarded than the system may ultimately support. Potential consequence: usable transfer capability is left unallocated, reduced opportunities to hedge	Use the best available representation of expected system conditions. Balance access to congestion entitlements with the ability to fund them.	More CRRs are awarded than congestion revenue can fund. Potential consequence: pro-rata funding of CRR payments, reduction of hedge compared to expected value

CRR and IFM results can diverge because of timing, topology, outage assumptions, constraint limits, and the DC formulation used in the CRR process.

SFT Modeling Inputs

Full Network Model (FNM) TOPOLOGY

Base network configuration, including scheduled outages, from which shift factors are derived.

SOURCES AND SINKS

Trading Hubs, APNodes, and participation factors define where injections and withdrawals occur.

CONSTRAINTS AND LIMITS

Monitored facilities and interfaces define the modeled transfer capability

LOOP FLOWS

Parallel-path and flows outside of market footprint can consume capability on constraints used in the SFT model, represented by reductions in SFT limits

ETC / TOR / LEGACY RIGHTS

Existing transmission commitments are represented before incremental CRR awards are evaluated.

The SFT evaluates the combined effect of all nominated transactions against the same modeled system.

Constraints and Limits in the CRR FNM

MODELING DIMENSION	CRR FNM	IFM FNM
Modeling objective	Align with expected IFM conditions supporting revenue adequacy	Clear day-ahead energy and ancillary services under expected operating conditions.
Constraints	Lines, transformers, interfaces, and potentially a broader set of contingencies.	Constraints selected and enforced for the applicable operating-day market run.
Limits	Prospective MW limits, outage assumptions, and CRR-specific derates or adjustments.	More current limits and outage information available for the operating day.
Timing	Annual model assembled in July for upcoming calendar year. Monthly model assembled 4-6 weeks prior to upcoming month.	Updated closer to real time using more current system information.
Power flow	Linear DC formulation using shift factors.	AC network solution including voltage and reactive-power effects.

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How the SFT Functions in the CRR Process



CRR Nominations

Source, sink, and MW quantity

Apply to CRR FNM

Model as injections and withdrawals

Test simultaneously

Calculate flows against all enforced constraints

Reduce if infeasible

WLS distributes required curtailment

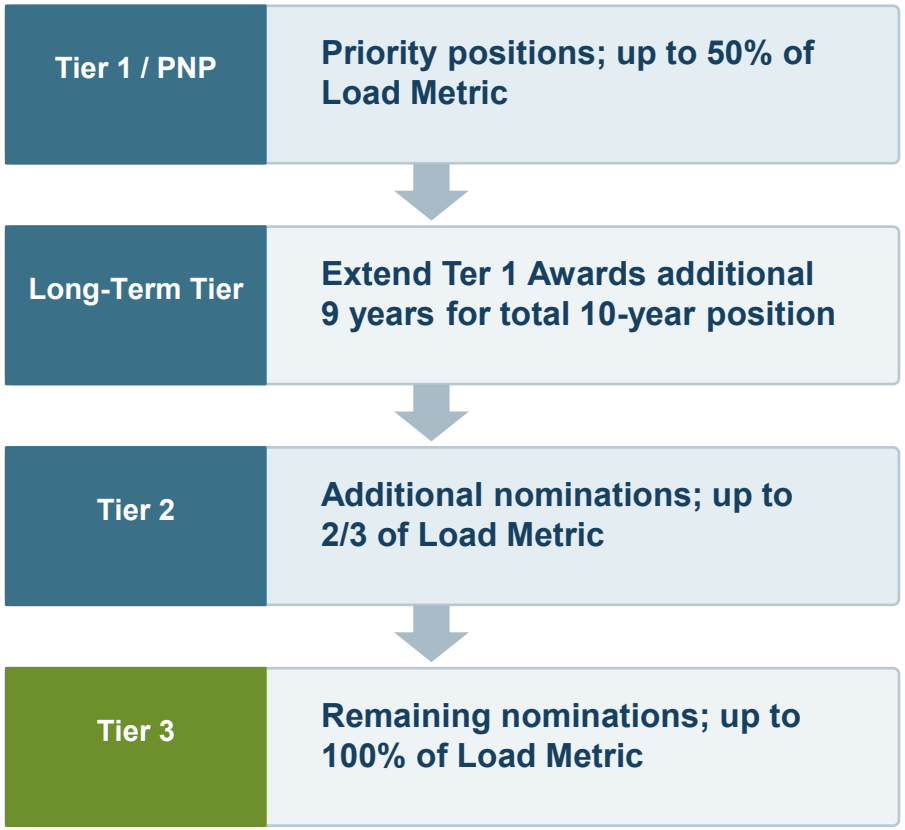
Feasible awards

Cleared CRRs become base positions

Allocation uses weighted least squares to spread required curtailment among effective nominations. Auction awards instead maximize bid-based value subject to modeled feasibility.

Annual Allocation Tiers

- Protect native load by linking CRR eligibility to the Load-Serving Entity's seasonal and time-of-use load metric.
- Provide priority for eligible source-sink positions from the immediately previous annual allocation through Tier 1 / PNP.
- Provide multiple nomination opportunities as cumulative eligibility expands from Tier 1 through Tier 3.
- Execute an SFT in every tier. Awards cleared in an earlier tier are base loaded and cannot be reduced in later tiers.
- Annual CRR Allocation and Auction are administered around August through November for the upcoming calendar year

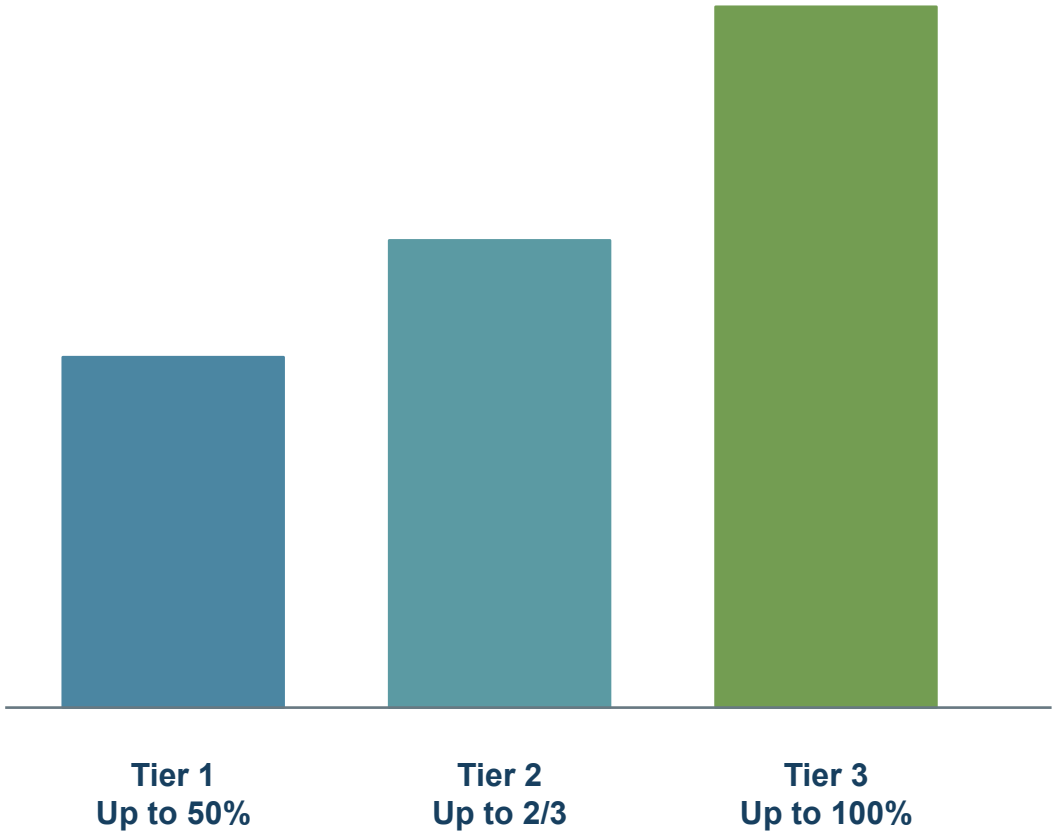


Annual Allocation Tiers and the Load Metric

- The seasonal CRR Load Metric is derived from historical load duration curves at the 0.5% exceedance level by season, time of use, and load area.
- Load served by TOR and ETC is subtracted to determine the Adjusted Load Metric.
- The seasonal CRR eligible quantity applies a 75% factor to the Adjusted Load Metric.

Sequencing rule: awards from an earlier tier remain base loaded in every subsequent tier SFT.

Cumulative Annual Allocation Eligibility



Monthly Allocation Tiers

- The monthly CRR process primarily uses forecast load, rather than historical load, to determine Monthly CRR Eligible Quantity
  - The load metric value (0.5% exceedance) is applied to forecast
- Annual seasonal CRRs and valid Long-Term CRRs are deducted before determining the remaining monthly nomination opportunity.
- Monthly Tier 1 provides the first opportunity to nominate the remaining difference.
- Monthly Tier 2 provides a second opportunity after Monthly Tier 1 awards are also deducted.
- Monthly Allocation and Auction are administered each month for the upcoming month (i.e. the December CRR markets are administered in November)

MONTHLY TIER 1

Up to 100% of monthly eligibility less annual seasonal CRRs and valid Long-Term CRRs.

MONTHLY TIER 2

The remaining difference after annual, long-term, and Monthly Tier 1 awards are deducted.

Purpose: account for CRRs already awarded while preserving another near-term nomination opportunity.

Monthly CRR Allocation Tiers

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MONTHLY TIER 1

Up to 100% of monthly eligibility less annual seasonal CRRs and valid Long-Term CRRs.

MONTHLY TIER 2

The remaining difference after annual, long-term, and Monthly Tier 1 awards are deducted.

Purpose: account for CRRs already awarded while preserving another near-term nomination opportunity.

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Design Discussion – Common SFT incorporating OATT rights and CAISO CRRs

Concept #3 – Congestion revenue entitlements for CRRs and OATT rights evaluated through a common Simultaneous Feasibility Test (SFT)

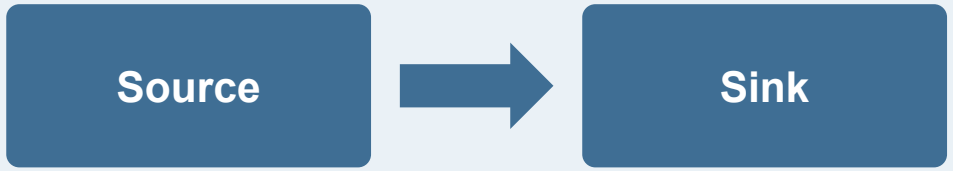
- Establishes congestion revenue entitlements in the Day-Ahead Market for CRRs and eligible firm OATT rights based on their effectiveness on constraints across the broader EDAM footprint.

- The SFT defines the level of congestion revenue entitlement for CRRs and eligible OATT transmission rights considering the effectiveness of these rights on EDAM constraints.
  - As the constraints binds, congestion revenues accrue associated with CRRs and OATT rights with effectiveness on the constraint and these revenues are allocated by the market operator

- Day-Ahead congestion revenues in excess of those allocated to CRRs and eligible firm OATT transmission rights would be allocated to the EDAM entity based on the location of the transmission constraint.

Features of the design concept #3 – congestion revenue entitlements through a common SFT

Payment or obligation



Compare the MCC of LMPs at each end

Sink MCC > Source MCC
Positive payment of congestion revenue

Source MCC > Sink MCC
Obligation – generation is paid a higher MCC than load/sink

Market efficiency

Allocation from market operator reflects how effective source/sink rights are on constraints – not based on market schedules.

Known value, well in advance

A known congestion hedge value and certainty well in advance of the day-ahead market, based on the congestion entitlements from the SFT.

Equitable across rights

Opportunity for equitable allocation between CRRs in the CAISO balancing area and OATT rights across the EDAM footprint.

Evaluation of design elements across working group meetings

Eligible OATT rights	CRR modeling in SFT	SFT Tiered Structure	Global Derate Factors (GDF)	Infeasibility reduction methodology	Underfunding management
X (today)	X (today)	Future workshop	Future workshop	Future workshop	Future workshop

Consideration of eligible OATT rights for inclusion into the SFT: *Long-Term Firm PTP and NITS*

- Stakeholder comments supported the inclusion of long-term firm (1-year or longer in duration) OATT transmission rights within the common SFT.

- Supports the preservation of the value of long-term transmission rights and incents further investment in long-term transmission reservations.

- Long-Term Firm PTP transmission rights modeling within the SFT:
  - Reserved source (generator or import location) and sink (internal load or export location)
  - Represented at the reserved MW quantity during reservation period

- Long-Term designated network resources (NITS service) modeling within the SFT:
  - EDAM entity nominates/submits the desired designated network resources and sink locations within its balancing area up to the load amount
  - Modeled at the identified designated MW quantity from source to the sink location
  - Nomination of designated network resource up to the defined “load metric”

Consideration of eligible OATT rights for inclusion into the SFT: Monthly Firm PTP and NITS

- Stakeholder comments suggested consideration whether Monthly Firm OATT transmission service (PTP and NITS) should be eligible for a congestion revenue entitlement through the common SFT.

- Monthly Firm transmission service is firm transmission service, but of a shorter duration (1-11 months).
  - Subject to same Firm ATC calculation as long-term firm transmission service, and the combination of these does not exceed the rated capacity of the transmission paths or the amount of firm ATC made available for sale.

- This is a pro forma OATT transmission product offered by all OATT transmission service providers, with varying interest or use of the product.

- ***Consideration***: more appropriate for inclusion within the monthly than annual SFT process based on the duration of the product.

Conditional Firm Transmission Service: firm most of the time, with defined periods of reduced priority

What it offers

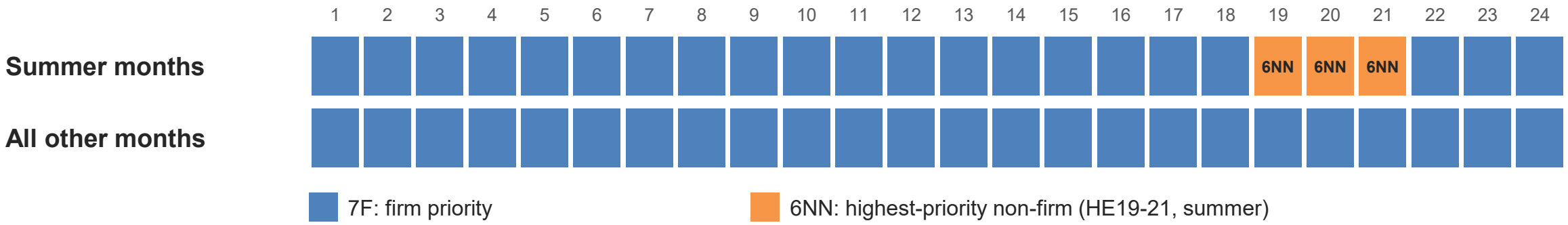
- Firm (7F) priority except in defined periods
- Generally an option when long-term firm ATC is not fully available, in lieu of a build or while awaiting an upgrade
- Prevalent across Western TSPs; dependable, with low risk of curtailment

What it trades off

- Priority drops to 6NN (highest priority non-firm) under defined conditions or hours
- Conditions for the reduction vary by transmission provider
- Non-firm periods could conceptually create infeasibility in the SFT depending on duration

Question for discussion: should conditional firm be eligible for a congestion revenue entitlement through the common SFT?

Example: 100 MW conditional firm, source A to sink B. Transmission priority by hour ending (HE)



Conditional Firm Transmission - Considerations

- Predominantly the conditional firm transmission product is associated with PTP service, but some TSPs may consider a similar product in the context of NITS service and designated network resources.

Considerations and Tradeoffs
Prevalence and Dependency – Conditional Firm transmission product is prevalent across TSPs in the West with limited availability of firm ATC in periods to accommodate a fully firm product. It has also been a dependable product with reduced risk of curtailment.
Impact in SFT – Conditional firm is non-firm at times (periods where firm ATC is not available), and inclusion within the SFT could conceptually create infeasibility. This may depend upon the whether the conditional firm transmission granted is conditional for extended periods of time.
Placement in SFT – if conditional firm considered as eligible transmission service, due to its conditional nature: (1) should it be considered within the Monthly and/or the Annual SFT, and (2) within which tier of priority considering the other eligible transmission products?

Potential consideration of OATT transmission rights within the Annual and Monthly SFT Tier Structure

Annual SFT

Tier	
Tier 1	Long-Term Firm PTP and NITS
Tier 2	
Tier 3	



Annual SFT includes:

- Long-Term Firm PTP and NITS which gradually are evaluated through the three tiers

Monthly SFT

Tier	
Tier 1	(remaining) Long-Term Firm PTP and NITS
Tier 2	(remaining) LTF PTP/NITS, Monthly Firm, Conditional Firm

Monthly SFT could include:

- Long-Term Firm PTP and NITS (not fully feasible in annual process
- Monthly firm transmission (for particular month)
- Conditional firm transmission for particular month

CAISO balancing area rights eligible for a congestion revenue entitlement through a common SFT

- Stakeholder comments supported continued incorporation of CRR nominations as part of the allocation process through the common SFT, along with appropriate OATT rights.

- The CAISO balancing area does not sell physical transmission rights across its system, as under the EDAM entity OATT constructs.

- The CRR allocation process consists of CAISO Load Serving Entity (LSE) nominations of sources and sinks on the CAISO system to obtain CRRs.
  - Limited by the load metric

- These nominations are subject to the SFT which identifies the resulting CRR awards.
  - CAISO CRRs confer a congestion revenue entitlement to the rights holder

Additional considerations for the CAISO balancing area

- **Are there other uses of the CAISO balancing area system that need to be represented within the SFT to ensure further comparability and equity with respect to the OATT rights considered?**

- *Stakeholder suggestion*: inclusion of some historical volumes of priority wheels through and priority exports on CAISO system within SFT
  - These types of transactions are not eligible for CRRs within the allocation process
  - Inclusion of these uses can and likely will predominantly impact and reduce the feasibility of CRRs within the CAISO as the nominations

- *Stakeholder suggestion*: consideration of additional constraints or limits within the SFT to limit disproportional parallel flow effects of OATT rights on CAISO constraints
  - Additional constraints in the SFT to further limit parallel flow effects can affect feasibility of CRRs on CAISO system, particularly over-allocation of CRRs
  - Resulting congestion revenue entitlements may not be fully payable

Additional considerations for the CAISO balancing area: comparability vs. CRR feasibility

Key question: Are there other uses of the CAISO balancing area system that need to be represented within the SFT to ensure further comparability and equity with respect to the OATT rights considered?

Stakeholder suggestion 1

Include priority wheels-through and exports

Proposal

Include some historical volumes of priority wheels through and priority exports on the CAISO system within the SFT to reflect uses of system comparable to PTP service.

Tradeoffs

- Not eligible for CRRs in the allocation process
- Likely to predominantly reduce feasibility of CRRs within CAISO balancing area

Stakeholder suggestion 2

Add constraints to limit parallel flow

Proposal

Consider additional constraints or limits within the SFT to limit disproportional parallel flow effects of OATT rights on CAISO constraints.

Tradeoffs

- Can affect CRR feasibility on the CAISO system, particularly over-allocation of CRRs
- Resulting congestion revenue entitlements may not be fully payable

INDICATIVE VOTING PILOT IN EDAM CRA PHASE 2

RIF Enhancements

- In 2025, the RIF launched the RIF Enhancements effort.
- The effort proposes an evolution of the RIF towards the Stakeholder Representatives Committee proposed for the Regional Organization of Western Energy.
- Indicative voting in initiatives is a key element of the ROWE stakeholder process.
- RIF proposed to partner with the ISO to pilot elements of the ROWE stakeholder process, including indicative voting. CRA Phase 2 was selected as the pilot.

What is indicative voting?

- Advisory, non-binding votes
- Reveal preferences for the direction of an initiative.

Who can vote?

- Any stakeholder may vote, but it is limited to one representative per company.

When will the votes take place?

- The first vote will occur at the end of the working group phase, prior to the straw proposal in Q1 2027.
- Additional votes will occur:
  - Vote to recommend moving from Straw proposal to Draft Final Proposal
  - Vote to recommend moving from Draft Final Proposal to Final Proposal
  - Vote to recommend taking Final Proposal to the WEM Governing Body for approval

How will indicative voting be conducted?

- Indicative voting will occur in the CAISO commenting tool alongside the commenting process.
- Instructions will be provided at the time of the first vote.

What will the voting options be?

- Support, Support with Caveats, Neutral, Opposed with Caveats, Opposed
- A comment box will be available to explain the vote if desired

How will the voting results be used?

- Similar to comments, voting results will be posted publicly on the initiative website with comments.
- Voting results will be tabulated and provided to the RIF for insight into stakeholder feedback in the initiative.
- Voting results may be shared with the WEM Governing Body at decision points.
- The RIF Enhancements indicative voting pilot will not implement the remand process that is described in the ROWE Board Briefing Book.

Next Steps

- Stakeholder comments to this workshop are requested by **November 30, 2026**.
  - Comment template will be posted following the meeting

- Next working group, informed by stakeholder comments, will be arranged in December.
  - Likely another full day working group meeting to allow for covering more material

- Simulated SFT is in continued development, and currently are mapping different transmission rights to nodes and validating these to enable performance of the test.
  - Results are targeted for potentially a January working group meeting

This Week at the ISO – 11/9/26

Stakeholder Meetings-*For an overarching view of where each initiative is in the development process, view the Policy Initiatives Timeline.*
All public stakeholder meetings are also listed on the CAISO Calendar

- Monday, November 9, 2026 – Extended Day-Ahead Market Congestion Revenue Allocation
  - 9:00am – 4:00pm PT (hybrid meeting :: remote link)
- Tuesday, November 10, 2026 – Release User Group Forum
  - 10:00am – 11:00am PT (link)
- Tuesday, November 10, 2026 – Interconnection Customer User Group
  - 1:00pm – 2:00pm PT (registration is required)
- Tuesday, November 10, 2026 – Assembly Bill 825 - California Job Study
  - 3:00pm – 5:00pm PT (link)
- Thursday, November 12, 2026 – Market Update
  - 10:00am – 10:30am PT (link)
- Thursday, November 12, 2026 – RC West Oversight Committee - Q4 Public Session
  - Held at SDGE offices – more information
  - 10:00am – 10:30am PT (In-Person registration link :: remote link)

Comment Submission Deadlines

- Monday, November 9, 2026 - FERC 881 Implementation Discussion with RC West TOP
- Tuesday, November 10, 2026 - 2027 Grid Management Charge Revenue Requirement, Project Budget, and Rates
- Thursday, November 12, 2026 - Market Performance and Planning Forum - Extended Day-Ahead Market (EDAM) Market Performance Meeting

This Week at the ISO continued

DAME/EDAM Resources

FAQ & Training:

- EDAM FAQ Guide - Designed to address general EDAM related questions
- EDAM Training Resources - A comprehensive set of EDAM training materials is available, offered in both instructor-led and computer-based training (CBT) formats. These resources include courses covering:
  - Bids and Base Schedule
  - EDAM Bidding Basic Concepts
  - Scheduling Infrastructure Business Rules (SIBR)
  - EDAM Scheduling Coordinator responsibilities
  - Intertie Scheduling
- EDAM Business Requirements Specifications - Describes EDAM's business processes and the associated business requirements.
- DAME Business Requirements Specifications - Describes DAME's business processes and the associated business requirements.
- EDAM Scheduling Coordinator Decision Matrix

Settlements:

- Settlements BPM Walkthrough
- Known Issues List

BPMs:

- Extended Day-Ahead Market BPM
- Market Instruments BPM
- Reliability Requirements BPM
- Market Operations BPM
- BPM Change Management Process (PRRs)

EDAM Stakeholder Initiative:

- Meeting materials and recordings can be accessed through the stakeholder initiative page here.

This Week at the ISO continued

Market Simulations

- Thursday, November 12, 2026 – Market Simulation - Extended Day-Ahead Market Enhancements 2026
  - 10:00am – 11:00am PT (link)

Please refer to our Release Schedule for the most recent updates of initiatives scheduled for MAP- and Production- stage market sims

To participate in the DAME and EDAM Implementation pre-Market Simulation meeting series, please follow these steps:

Submit a CIDI Request:

- Log in to the CAISO Customer Inquiry, Dispute, and Information (CIDI) system.
- Create a new request with the 'Functional Environment' set to "Market Simulation."
- In the request, specify your intent to participate in the DAME & EDAM Market Simulation.
- Include the following information:
  - Market Simulation initiative(s) you will participate in.
  - Any specific resources or systems you plan to test.
  - Contact names and email addresses for coordination.

Email Option:

- If you do not have access to CIDI, you may send an email to marketsim@caiso.com with the subject line "DAME & EDAM Market Simulation Registration."

Business Practice Manual (BPM) Updates

- The status of all PRRs and updated BPMs in the BPM Library are published on the BPM Change Management Website.



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