FTR Nodal Remapping

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- January 2018 MIC approved PJM problem statement to enhance and/or document the current FTR nodal remapping procedures when a pricing node is deleted from the LMP bus model

- February 2018 PJM provided background education

- March 2018 PJM provided initial interests and design components for a potential solution package

- Terminating existing FTRs
  - Feasibility issues with future markets
  - Timeframe for when to terminate can be problematic as model build dates can happen during FTR bidding or clearing windows

- Creating replacement pricing nodes purely for FTR nodal deletions
  - Administrative burden to keep track of "dummy" pricing nodes in markets model each build

Any effective ARR or FTR source or sink that is deleted or renamed from the LMP Bus model will be remapped to the new name or available closest electrically equivalent pricing node.

In extreme circumstances, when a reasonable electrically equivalent pricing node does not exist, PJM will create a replacement "dummy" pricing node at the same location purely for pricing purposes. Only sell bids for these nodes would be allowed in the FTR auctions. When all outstanding FTRs at a dummy node expired (or were sold) the node would be terminated.

Any effective IARR source or sink that is deleted or renamed from the LMP Bus model will be remapped to the new name or a replacement "dummy" pricing node will be created at the same location purely for IARR pricing purposes.

- Formal Manual 6 language and first read at May MIC

- Effective date will be September 1 to coincide with the following Fall 2018 LMP bus model build (usually happens mid-September)