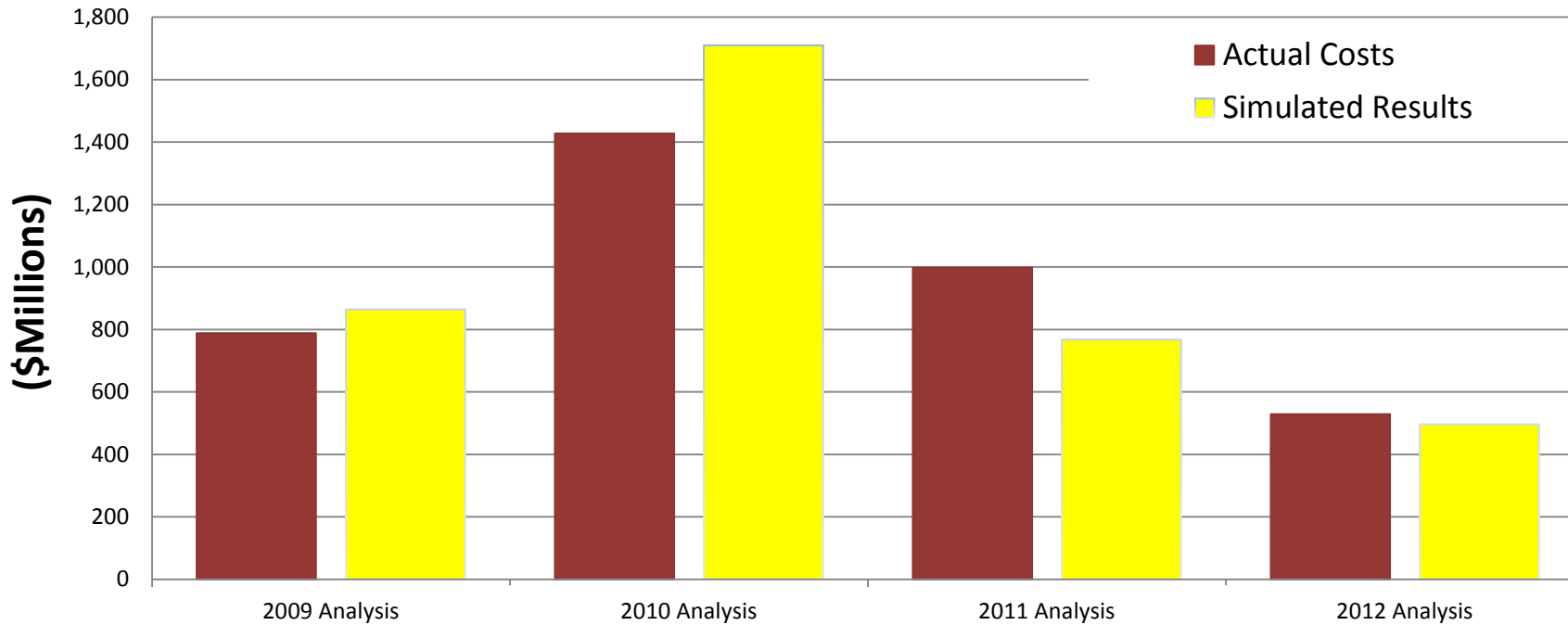


# FTR Price Impacts From RTEP

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Credit Subcommittee  
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- Discuss RTEP PROMOD's ability to estimate (simulate) congestion
- Discuss attributes resulting in additional credit requirements for members



## System wide Congestion Convergence Metrics

- Historical - 90% convergence (on average)
- Recent – 81% convergence

2017 PROMOD (Jan - Jun)	2017 Actual Total Congestion (Jan - Jun)
\$ 232.5 MM	\$ 285.5 MM



# 2017/18 RTEP impacts to FTR paths

FTR Path		Impacted by RTEP?	Historical Value (50/30/20 DA)	PROMOD Value	FTR Market Price
Source	Sink				
WHUB	BGE	Y	\$ 71,394	\$ 24,090	\$ 24,440
COMED	BGE	Y	\$ 116,508	\$ 39,157	\$ 47,304
DOM	BGE	Y	\$ 42,048	\$ 17,782	\$ 18,133
PPL	RECO	N	\$ 14,716	\$ 14,016	\$ 12,789
PECO	PPL	N	\$ 3,066	\$ 3,153	\$ 2,978

Paths	DA to FTR %	PROMOD to FTR %
Impacted by RTEP	257%	93%
Not impacted by RTEP	113%	109%

- As data suggested in the previous slide, following attributes may increase future FTR credit requirements to address RTEP impacts:
  - 1) If the FTR path congestion is significantly reduced by RTEP  
&
  - 2) If the FTR path addressed by RTEP is purchased at a high price  
&
  - 3) If the FTR path addressed by RTEP is purchased at a high volume