

Ground Rules for FTR Initial Allocation Methodology Test Draft

This test is intended to aid in the development of the Congestion Management methodology that enables the translation of the TOA language into FTR allocations, and is scheduled to be complete by the end of January. The initial methodology test analysis, using a January 2002 Heavy winter scenario requires the Filing Utilities to submit data related to transmission contracts and obligations and the associated utilities feasible dispatch to deliver on the contracts and obligations. As a result of the initial test, the RTO-wide base dispatch pattern will be tested for technical feasibility, including over-allocation of the system.

The Filing Utilities have agreed upon the following ground rules prior to submitting data to BPA-T to facilitate the completion of the initial allocation methodology test:

- First this test is only a test to aid in the development of the methodology, flush out issues and test for fatal flaws in the methodology.
- This test will be documented as the “FTR Initial Allocation Methodology Test”.
- Each filing utility will forecast its feasible dispatch independently.
- Each filing Utility will interpret the TOA as it relates to contracts and obligations, dispatch patterns and FTR allocations independently.
- Each filing Utility will document and communicate their interpretations of the TOA and their assumptions as it relates to the test.
- Other regional generation (generators not owned by filing utilities) patterns will be estimated.
- The forecasts will be overlaid to determine a preliminary RTO-wide base dispatch pattern.
- The assumptions and interpretations of the TOA as they relate to contracts and obligations and dispatch patterns will not prejudice any future negotiations between parties or discussions in the Stage Two content work groups.
- Parties have not agreed on the numerical values or assumptions.
- The process to reach agreement on the numerical values to be used in the actual FTR allocation process will be included in subsequent phases of Stage Two.

Conclusion of the test will be shared with the Congestion Model Content Group and other interested parties.

1/11/01