

## **5.2 Transmission Congestion Credit Calculation.**

### **5.2.1 Eligibility.**

(a) Except as provided in Section 5.2.1(b), each holder of a Financial Transmission Right shall receive as a Transmission Congestion Credit a proportional share of the total Transmission Congestion Charges collected for each constrained hour.

(b) If a holder of a Financial Transmission Right between specified delivery and receipt buses acquired the Financial Transmission Right in a Financial Transmission Rights auction (the procedures for which are set forth in Part 7 of this Schedule 1) and (i) had an Increment Bid and/or Decrement Bid that was accepted by the Office of the Interconnection for an applicable hour in the Day-ahead Energy Market for delivery or receipt at or near delivery or receipt buses of the Financial Transmission Right or had an Up-to Congestion Bid that was accepted by the Office of the Interconnection for an applicable hour in the Day-ahead Energy Market for a path at or near the path of the Financial Transmission Right; and (ii) the result of the acceptance of such Increment Bid, ~~or~~ Decrement Bid or Up-to Congestion Bid is that the difference in Locational Marginal Prices in the Day-ahead Energy Market between such delivery and receipt buses is greater than the difference in Locational Marginal Prices between such delivery and receipt buses in the Real-time Energy Market, then the Market Participant shall not receive any Transmission Congestion Credit, associated with such Financial Transmission Right in such hour, in excess of one divided by the number of hours in the applicable month multiplied by the amount that the Market Participant paid for the Financial Transmission Right in the Financial Transmission Rights Auction.

(c) For purposes of Section 5.2.1(b) a bus shall be considered at or near the Financial Transmission Right delivery or receipt bus if seventy-five percent or more of the energy injected or withdrawn at that bus and which is withdrawn or injected at any other bus is reflected in the constrained path between the subject Financial Transmission Right delivery and receipt buses that were acquired in the Financial Transmission Rights auction.

(d) The Market Monitoring Unit shall calculate Transmission Congestion Credits pursuant to this section and section VI of Attachment M – Appendix. Nothing in this section shall preclude the Market Monitoring Unit from action to recover inappropriate benefits from the subject activity if the amount forfeited is less than the benefit derived by the FTR holder. If the Office of the Interconnection agrees with such calculation, then it shall impose the forfeiture of the Transmission Congestion Credit accordingly. If the Office of the Interconnection does not agree with the calculation, then it shall impose a forfeiture of Transmission Congestion Credit consistent with its determination. If the Market Monitoring Unit disagrees with the Office of the Interconnection's determination, it may exercise its powers to inform the Commission staff of its concerns and may request an adjustment. This provision is duplicated in section VI of Attachment M – Appendix. An FTR holder objecting to the application of this rule shall have

recourse to the Commission for review of the application of the FTR forfeiture rule to its trading activity.

### **5.2.2 Financial Transmission Rights.**

(a) Transmission Congestion Credits will be calculated based upon the Financial Transmission Rights held at the time of the constrained hour. Except as provided in subsection (e) below, Financial Transmission Rights shall be auctioned as set forth in Section 7.

(b) The hourly economic value of a Financial Transmission Right Obligation is based on the Financial Transmission Right MW reservation and the difference between the Day-ahead Congestion Price at the point of delivery and the point of receipt of the Financial Transmission Right. The hourly economic value of a Financial Transmission Right Obligation is positive (a benefit to the Financial Transmission Right holder) when the Day-ahead Congestion Price at the point of delivery is higher than the Day-ahead Congestion Price at the point of receipt. The hourly economic value of a Financial Transmission Right Obligation is negative (a liability to the holder) when the Day-ahead Congestion Price at the point of receipt is higher than the Day-ahead Congestion Price at the point of delivery.

(c) The hourly economic value of a Financial Transmission Right Option is based on the Financial Transmission Right MW reservation and the difference between the Day-ahead Congestion Price at the point of delivery and the point of receipt of the Financial Transmission Right when that difference is positive. The hourly economic value of a Financial Transmission Right Option is positive (a benefit to the Financial Transmission Right holder) when the Day-ahead Congestion Price at the point of delivery is higher than the Day-ahead Congestion Price at the point of receipt. The hourly economic value of a Financial Transmission Right Option is zero (neither a benefit nor a liability to the holder) when the Day-ahead Congestion Price at the point of receipt is higher than the Day-ahead Congestion Price at the point of delivery.

(d) In addition to transactions with PJMSettlement in the Financial Transmission Rights auctions administered by the Office of the Interconnection, a Financial Transmission Right, for its entire tenure or for a specified monthly period, may be sold or otherwise transferred to a third party by bilateral agreement, subject to compliance with such procedures as may be established by the Office of the Interconnection for verification of the rights of the purchaser or transferee.

(i) Market Participants may enter into bilateral agreements to transfer to a third party a Financial Transmission Right, for its entire tenure or for a specified monthly period. Such bilateral transactions shall be reported to the Office of the Interconnection in accordance with this Schedule and pursuant to the LLC's rules related to its eFTR tools.

(ii) For purposes of clarity, with respect to all bilateral transactions for the transfer of Financial Transmission Rights, the rights and obligations pertaining to the Financial Transmission Rights that are the subject of such a bilateral transaction shall pass to the buyer under the bilateral contract subject to the provisions of this Schedule. Such bilateral transactions shall not modify the location or reconfigure the Financial Transmission Rights. In no event shall

the purchase and sale of a Financial Transmission Right pursuant to a bilateral transaction constitute a transaction with PJMSettlement or a transaction in any auction under this Schedule.

(iii) Consent of the Office of the Interconnection shall be required for a seller to transfer to a buyer any Financial Transmission Right Obligation. Such consent shall be based upon the Office of the Interconnection's assessment of the buyer's ability to perform the obligations, including meeting applicable creditworthiness requirements, transferred in the bilateral contract. If consent for a transfer is not provided by the Office of the Interconnection, the title to the Financial Transmission Rights shall not transfer to the third party and the holder of the Financial Transmission Rights shall continue to receive all Transmission Congestion Credits attributable to the Financial Transmission Rights and remain subject to all credit requirements and obligations associated with the Financial Transmission Rights.

(iv) A seller under such a bilateral contract shall guarantee and indemnify the Office of the Interconnection, PJMSettlement, and the Members for the buyer's obligation to pay any charges associated with the transferred Financial Transmission Right and for which payment is not made to PJMSettlement by the buyer under such a bilateral transaction.

(v) All payments and related charges associated with such a bilateral contract shall be arranged between the parties to such bilateral contract and shall not be billed or settled by PJMSettlement or the Office of the Interconnection. The LLC, PJMSettlement, and the Members will not assume financial responsibility for the failure of a party to perform obligations owed to the other party under such a bilateral contract reported to the Office of the Interconnection under this Schedule.

(vi) All claims regarding a default of a buyer to a seller under such a bilateral contract shall be resolved solely between the buyer and the seller.

(e) Network Service Users and Firm Transmission Customers that take service that sinks, sources in, or is transmitted through new PJM zones, at their election, may receive a direct allocation of Financial Transmission Rights instead of an allocation of Auction Revenue Rights. Network Service Users and Firm Transmission Customers may make this election for the succeeding two annual FTR auctions after the integration of the new zone into the PJM interchange energy market. Such election shall be made prior to the commencement of each annual FTR auction. For purposes of this election, the Allegheny Power Zone shall be considered a new zone with respect to the annual Financial Transmission Right auction in 2003 and 2004. Network Service Users and Firm Transmission Customers in new PJM zones that elect not to receive direct allocations of Financial Transmission Rights shall receive allocations of Auction Revenue Rights. During the annual allocation process, the Financial Transmission Right allocation for new PJM zones shall be performed simultaneously with the Auction Revenue Rights allocations in existing and new PJM zones. Prior to the effective date of the initial allocation of FTRs in a new PJM Zone, PJM shall file with FERC, under section 205 of the Federal Power Act, the FTRs and ARRs allocated in accordance with sections 5 and 7 of this Schedule 1.

(f) For Network Service Users and Firm Transmission Customers that take service that sinks in, sources in, or is transmitted through new PJM zones that elect to receive direct allocations of Financial Transmission Rights, Financial Transmission Rights shall be allocated using the same allocation methodology as specified for the allocation of Auction Revenue Rights in Section 7.4.2 and in accordance with the following:

(i) Subject to subsection (ii) of this section, all Financial Transmission Rights must be simultaneously feasible. If all Financial Transmission Right requests made when Financial Transmission Rights are allocated for the new zone are not feasible then Financial Transmission Rights are prorated and allocated in proportion to the MW level requested and in inverse proportion to the effect on the binding constraints.

(ii) If any Financial Transmission Right requests that are equal to or less than a Network Service User's Zonal Base Load for the Zone or fifty percent of its transmission responsibility for Non-Zone Network Load, or fifty percent of megawatts of firm service between the receipt and delivery points of Firm Transmission Customers, are not feasible, then PJM shall increase the capability limits of the binding constraints that would have rendered the Financial Transmission Rights infeasible to the extent necessary in order to allocate such Financial Transmission Rights without their being infeasible, and such increased limits shall be included in all modeling used for subsequent Auction Revenue Rights and Financial Transmission Rights allocations and auctions for the Planning Year; provided that, the foregoing notwithstanding, this subsection (ii) shall not apply if the infeasibility is caused by extraordinary circumstances. For the purposes of this subsection, extraordinary circumstances shall mean an event of force majeure that reduces the capability of existing or planned transmission facilities and such reduction in capability is the cause of the infeasibility of such Financial Transmission Rights. Extraordinary circumstances do not include those system conditions and assumptions modeled in simultaneous feasibility analyses conducted pursuant to section 7.5 of Schedule 1 of this Agreement. If PJM allocates Financial Transmission Rights as a result of this subsection (ii) that would not otherwise have been feasible, then PJM shall notify Members and post on its web site (a) the aggregate megawatt quantities, by sources and sinks, of such Financial Transmission Rights and (b) any increases in capability limits used to allocate such Financial Transmission Rights.

(iii) In the event that Network Load changes from one Network Service User to another after an initial or annual allocation of Financial Transmission Rights in a new zone, Financial Transmission Rights will be reassigned on a proportional basis from the Network Service User losing the load to the Network Service User that is gaining the Network Load.

(g) At least one month prior to the integration of a new zone into the PJM Interchange Energy Market, Network Service Users and Firm Transmission Customers that take service that sinks in, sources in, or is transmitted through the new zone, shall receive an initial allocation of Financial Transmission Rights that will be in effect from the date of the integration of the new zone until the next annual allocation of Financial Transmission Rights and Auction Revenue Rights. Such allocation of Financial Transmission Rights shall be made in accordance with Section 5.2.2(f) of this Schedule.

(h) The following congestion charge crediting and uplift (hereinafter, “mitigation”) rules shall apply to each new zone first integrated on any date from May 1, 2004 through May 31, 2005 for which FERC orders such mitigation as a result of a filing for such zone of the type specified in subsection (g) above. Where FERC orders such mitigation, such rules shall remain in effect for such zone from the date of its integration through May 31, 2005. All such mitigation shall terminate for all such zones on May 31, 2005.

1.) Mitigation shall apply only to Long-Term Firm Point-to-Point Transmission Service customers in such a zone that did not receive an allocation of ARRs or FTRs, as applicable, equal to the ARRs or FTRs such customer requested in the allocation for such zone. Only pro-rated requests that complied with the source, sink, and service level limitations stated in section 7.4.2(f) are eligible for mitigation. Such mitigation shall continue for the period stated above if a customer eligible for mitigation renews or rolls over its service agreement, but shall no longer apply if such a customer redirects its service to alternate points on a firm basis.

2.) The affected customers that will receive mitigation will be notified by PJM of the MW amount of mitigation they will receive based on the difference between the amount of ARRs or FTRs requested and the amount of ARRs or FTRs awarded.

3.) Mitigation provided herein applies only to requests submitted and pro-rated in the interim or annual ARR/FTR allocation process conducted for such zones for the time period specified above.

4.) For each affected customer as described above, PJM each month will provide a mitigation credit to offset any congestion charges incurred by such customer in connection with the MW amount for the contract reservation eligible for mitigation as determined under subsection (2) above. In no event shall the amount of any such credit exceed the net amount of any congestion paid (after taking account of any congestion credits) by such customer during such month with respect to such identified MW amount.

5.) The total cost of all such credits for all mitigated customers in a zone each month shall be charged to and collected from all Network Integration Transmission Service and Long-Term Firm Point-to-Point Transmission Service customers within such zone that received ARRs or FTRs or that received mitigation under this subsection (h), in proportion to each such customer’s share of the total allocated ARR/FTR MWs (including mitigation MWs). Mitigation and uplift shall be determined separately for each such zone.

### **5.2.3 Target Allocation of Transmission Congestion Credits.**

A Target Allocation of Transmission Congestion Credits for each entity holding a Financial Transmission Right shall be determined for each Financial Transmission Right. Each Financial Transmission Right shall be multiplied by the Day-ahead Congestion Price differences for the receipt and delivery points associated with the Financial Transmission Right, calculated as the Day-ahead Congestion Price at the delivery point(s) minus the Day-ahead Congestion Price at the receipt point(s). For the purposes of calculating Transmission Congestion Credits, the Day-

ahead Congestion Price of a Zone is calculated as the sum of the Day-ahead Congestion Price of each bus that comprises the Zone multiplied by the percent of annual peak load assigned to each node in the Zone. Commencing with the 2015/2016 Planning Period, for the purposes of calculating Transmission Congestion Credits, the Day-ahead Congestion Price of a Residual Metered Load aggregate is calculated as the sum of the Day-ahead Congestion Price of each bus that comprises the Residual Metered Load aggregate multiplied by the percent of the annual peak residual load assigned to each bus that comprises the Residual Metered Load aggregate. When the FTR Target Allocation is positive, the FTR Target Allocation is a credit to the FTR holder. When the FTR Target Allocation is negative, the FTR Target Allocation is a debit to the FTR holder if the FTR is a Financial Transmission Right Obligation. When the FTR Target Allocation is negative, the FTR Target Allocation is set to zero if the FTR is a Financial Transmission Right Option. The total Target Allocation for Network Service Users and Transmission Customers for each hour shall be the sum of the Target Allocations associated with all of the Network Service Users' or Transmission Customers' Financial Transmission Rights.

#### **5.2.4 [Reserved.]**

#### **5.2.5 Calculation of Transmission Congestion Credits.**

(a) The total of all the Target Allocations determined as specified above shall be compared to the total Transmission Congestion Charges in each hour resulting from both the Day-ahead Energy Market and the Real-time Energy Market. If the total of the Target Allocations is less than the total of the Transmission Congestion Charges, the Transmission Congestion Credit for each entity holding an FTR shall be equal to its Target Allocation. All remaining Transmission Congestion Charges shall be distributed as described below in Section 5.2.6 "Distribution of Excess Congestion Charges."

(b) If the total of the Target Allocations is greater than the total Transmission Congestion Charges for the hour resulting from both the Day-ahead Energy Market and the Real-time Energy Market, each holder of Financial Transmission Rights shall be assigned a share of the total Transmission Congestion Charges in proportion to its Target Allocations for Financial Transmission Rights which have a positive Target Allocation value. Financial Transmission Rights which have a negative Target Allocation value are assigned the full Target Allocation value as a negative Transmission Congestion Credit.

(c) At the end of a Planning Period if all FTR holders did not receive Transmission Congestion Credits equal to their Target Allocations, the Office of the Interconnection shall assess a charge equal to the difference between the Transmission Congestion Credit Target Allocations for all revenue deficient FTRs and the actual Transmission Congestion Credits allocated to those FTR holders. A charge assessed pursuant to this section shall also include any aggregate charge assessed pursuant to section 7.4.4(c) of Schedule 1 of this Agreement and shall be allocated to all FTR holders on a pro-rata basis according to the total Target Allocations for all FTRs held at any time during the relevant Planning Period. The charge shall be calculated and allocated in accordance with the following methodology:

1. The Office of the Interconnection shall calculate the total amount of uplift required as {[sum of the total monthly deficiencies in FTR Target Allocations for the Planning Period + the sum of the ARR Target Allocation deficiencies determined pursuant to section 7.4.4(c) of Schedule 1 of this Agreement] – [sum of the total monthly excess ARR revenues and congestion charges for the Planning Period]}.

2. For each Market Participant that held an FTR during the Planning Period, the Office of the Interconnection shall calculate the total Target Allocation associated with all FTRs held by the Market Participant during the Planning Period provided that, the foregoing notwithstanding, if the total Target Allocation for an individual Market Participant calculated pursuant to this section is negative the Office of Interconnection shall set the value to zero.

3. The Office of the Interconnection shall then allocate an uplift charge to each Market Participant that held an FTR at any time during the Planning Period in accordance with the following formula: {[total uplift] \* [total Target Allocation for all FTRs held by the Market Participant at any time during the Planning Period] / [total Target Allocations for all FTRs held by all PJM Market Participants at any time during the Planning Period]}.

#### **5.2.6 Distribution of Excess Congestion Charges.**

(a) Excess Transmission Congestion Charges accumulated in a month shall be distributed to each holder of Financial Transmission Rights in proportion to, but not more than, any deficiency in the share of Transmission Congestion Charges received by the holder during that month as compared to its total Target Allocations for the month.

(b) After the excess Transmission Congestion Charge distribution described in Section 5.2.6(a) is performed, any excess Transmission Congestion Charges remaining at the end of a month shall be distributed to each holder of Financial Transmission Rights in proportion to, but not more than, any deficiency in the share of Transmission Congestion Charges received by the holder during the current Planning Period, including previously distributed excess Transmission Congestion Charges, as compared to its total Target Allocation for the Planning Period.

(c) Any excess Transmission Congestion Charges remaining at the end of a Planning Period shall be distributed to each holder of Auction Revenue Rights in proportion to, but not more than, any Auction Revenue Right deficiencies for that Planning Period.

(d) Any excess Transmission Congestion Charges remaining after a distribution pursuant to subsection (c) of this section shall be distributed to all FTR holders on a pro-rata basis according to the total Target Allocations for all FTRs held at any time during the relevant Planning Period. Any allocation pursuant to this subsection (d) shall be conducted in accordance with the following methodology:

1. For each Market Participant that held an FTR during the Planning Period, the Office of the Interconnection shall calculate the total Target Allocation associated with all FTRs held by the Market Participant during the Planning Period, provided that, the foregoing

notwithstanding, if the total Target Allocation for an individual Market Participant calculated pursuant to this section is negative the Office of the Interconnection shall set the value to zero.

2. The Office of the Interconnection shall then allocate an excess Transmission Congestion Charge credit to each Market Participant that held an FTR at any time during the Planning Period in accordance with the following formula:  $\{[\text{total excess Transmission Congestion Charges remaining after distributions pursuant to subsection (a)-(c) of this section}] * [\text{total Target Allocation for all FTRs held by the Market Participant at any time during the Planning Period}] / [\text{total Target Allocations for all FTRs held by all PJM Market Participants at any time during the Planning Period}]\}$ .



**OPERATING AGREEMENT - OA SCHEDULE 1 - PJM INTERCHANGE ENERGY MARKET -  
OA SCHEDULE 1 SECTION 5 - CALCULATION OF CHARGES A - OA Schedule 1 Sec 5.2  
Transmission Congestion Cred**

**5.2 Transmission Congestion Credit Calculation.**

**5.2.1 Eligibility.**

(a) Except as provided in Section 5.2.1(b), each holder of a Financial Transmission Right shall receive as a Transmission Congestion Credit a proportional share of the total Transmission Congestion Charges collected for each constrained hour.

(b) If a holder of a Financial Transmission Right between specified delivery and receipt buses acquired the Financial Transmission Right in a Financial Transmission Rights auction (the procedures for which are set forth in Part 7 of this Schedule 1) and (i) had an Increment Bid and/or Decrement Bid that was accepted by the Office of the Interconnection for an applicable hour in the Day-ahead Energy Market for delivery or receipt at or near delivery or receipt buses of the Financial Transmission Right or had an Up-to Congestion Bid that was accepted by the Office of the Interconnection for an applicable hour in the Day-ahead Energy Market for a path at or near the path of the Financial Transmission Right; and (ii) the result of the acceptance of such Increment Bid, ~~or~~ Decrement Bid or Up-to Congestion Bid is that the difference in Locational Marginal Prices in the Day-ahead Energy Market between such delivery and receipt buses is greater than the difference in Locational Marginal Prices between such delivery and receipt buses in the Real-time Energy Market, then the Market Participant shall not receive any Transmission Congestion Credit, associated with such Financial Transmission Right in such hour, in excess of one divided by the number of hours in the applicable month multiplied by the amount that the Market Participant paid for the Financial Transmission Right in the Financial Transmission Rights auction.

(c) For purposes of Section 5.2.1(b) a bus shall be considered at or near the Financial Transmission Right delivery or receipt bus if seventy-five percent or more of the energy injected or withdrawn at that bus and which is withdrawn or injected at any other bus is reflected in the constrained path between the subject Financial Transmission Right delivery and receipt buses that were acquired in the Financial Transmission Rights auction.

(d) The Market Monitoring Unit shall calculate Transmission Congestion Credits pursuant to this section and section VI of Attachment M – Appendix. Nothing in this section shall preclude the Market Monitoring Unit from action to recover inappropriate benefits from the subject activity if the amount forfeited is less than the benefit derived by the FTR holder. If the Office of the Interconnection agrees with such calculation, then it shall impose the forfeiture of the Transmission Congestion Credit accordingly. If the Office of the Interconnection does not agree with the calculation, then it shall impose a forfeiture of Transmission Congestion Credit consistent with its determination. If the Market Monitoring Unit disagrees with the Office of the Interconnection's determination, it may exercise its powers to inform the Commission staff of its concerns and may request an adjustment. This provision is duplicated in section VI of Attachment M – Appendix. An FTR holder objecting to the application of this rule shall have

recourse to the Commission for review of the application of the FTR forfeiture rule to its trading activity.

### **5.2.2 Financial Transmission Rights.**

(a) Transmission Congestion Credits will be calculated based upon the Financial Transmission Rights held at the time of the constrained hour. Except as provided in subsection (e) below, Financial Transmission Rights shall be auctioned as set forth in Section 7.

(b) The hourly economic value of a Financial Transmission Right Obligation is based on the Financial Transmission Right MW reservation and the difference between the Day-ahead Congestion Price at the point of delivery and the point of receipt of the Financial Transmission Right. The hourly economic value of a Financial Transmission Right Obligation is positive (a benefit to the Financial Transmission Right holder) when the Day-ahead Congestion Price at the point of delivery is higher than the Day-ahead Congestion Price at the point of receipt. The hourly economic value of a Financial Transmission Right Obligation is negative (a liability to the holder) when the Day-ahead Congestion Price at the point of receipt is higher than the Day-ahead Congestion Price at the point of delivery.

(c) The hourly economic value of a Financial Transmission Right Option is based on the Financial Transmission Right MW reservation and the difference between the Day-ahead Congestion Price at the point of delivery and the point of receipt of the Financial Transmission Right when that difference is positive. The hourly economic value of a Financial Transmission Right Option is positive (a benefit to the Financial Transmission Right holder) when the Day-ahead Congestion Price at the point of delivery is higher than the Day-ahead Congestion Price at the point of receipt. The hourly economic value of a Financial Transmission Right Option is zero (neither a benefit nor a liability to the holder) when the Day-ahead Price at the point of receipt is higher than the Day-ahead Congestion Price at the point of delivery.

(d) In addition to transactions with PJMSettlement in the Financial Transmission Rights auctions administered by the Office of the Interconnection, a Financial Transmission Right, for its entire tenure or for a specified monthly period, may be sold or otherwise transferred to a third party by bilateral agreement, subject to compliance with such procedures as may be established by the Office of the Interconnection for verification of the rights of the purchaser or transferee.

(i) Market Participants may enter into bilateral agreements to transfer to a third party a Financial Transmission Right, for its entire tenure or for a specified monthly period. Such bilateral transactions shall be reported to the Office of the Interconnection in accordance with this Schedule and pursuant to the LLC's rules related to its eFTR tools.

(ii) For purposes of clarity, with respect to all bilateral transactions for the transfer of Financial Transmission Rights, the rights and obligations pertaining to the Financial Transmission Rights that are the subject of such a bilateral transaction shall pass to the buyer under the bilateral contract subject to the provisions of this Schedule. Such bilateral transactions shall not modify the location or reconfigure

the Financial Transmission Rights. In no event shall the purchase and sale of a Financial Transmission Right pursuant to a bilateral transaction constitute a transaction with PJMSettlement or a transaction in any auction under this Schedule.

- (iii) Consent of the Office of the Interconnection shall be required for a seller to transfer to a buyer any Financial Transmission Right Obligation. Such consent shall be based upon the Office of the Interconnection's assessment of the buyer's ability to perform the obligations, including meeting applicable creditworthiness requirements, transferred in the bilateral contract. If consent for a transfer is not provided by the Office of the Interconnection, the title to the Financial Transmission Rights shall not transfer to the third party and the holder of the Financial Transmission Rights shall continue to receive all Transmission Congestion Credits attributable to the Financial Transmission Rights and remain subject to all credit requirements and obligations associated with the Financial Transmission Rights.
  - (iv) A seller under such a bilateral contract shall guarantee and indemnify the Office of the Interconnection, PJMSettlement, and the Members for the buyer's obligation to pay any charges associated with the transferred Financial Transmission Right and for which payment is not made to PJMSettlement by the buyer under such a bilateral transaction.
  - (v) All payments and related charges associated with such a bilateral contract shall be arranged between the parties to such bilateral contract and shall not be billed or settled by PJMSettlement or the Office of the Interconnection. The LLC, PJMSettlement, and the Members will not assume financial responsibility for the failure of a party to perform obligations owed to the other party under such a bilateral contract reported to the Office of the Interconnection under this Schedule.
  - (vi) All claims regarding a default of a buyer to a seller under such a bilateral contract shall be resolved solely between the buyer and the seller.
- (e) Network Service Users and Firm Transmission Customers that take service that sinks, sources in, or is transmitted through new PJM zones, at their election, may receive a direct allocation of Financial Transmission Rights instead of an allocation of Auction Revenue Rights. Network Service Users and Firm Transmission Customers may make this election for the succeeding two annual FTR auctions after the integration of the new zone into the PJM Interchange Energy Market. Such election shall be made prior to the commencement of each annual FTR auction. For purposes of this election, the Allegheny Power Zone shall be considered a new zone with respect to the annual Financial Transmission Right auction in 2003 and 2004. Network Service Users and Firm Transmission Customers in new PJM zones that elect not to receive direct allocations of Financial Transmission Rights shall receive allocations of Auction Revenue Rights. During the annual allocation process, the Financial Transmission Right allocation for new PJM zones shall be performed simultaneously with the Auction

Revenue Rights allocations in existing and new PJM zones. Prior to the effective date of the initial allocation of FTRs in a new PJM Zone, PJM shall file with FERC, under section 205 of the Federal Power Act, the FTRs and ARRs allocated in accordance with sections 5 and 7 of this Schedule 1.

(f) For Network Service Users and Firm Transmission Customers that take service that sinks in, sources in, or is transmitted through new PJM zones, that elect to receive direct allocations of Financial Transmission Rights, Financial Transmission Rights shall be allocated using the same allocation methodology as is specified for the allocation of Auction Revenue Rights in Section 7.4.2 and in accordance with the following:

- (i) Subject to subsection (ii) of this section, all Financial Transmission Rights must be simultaneously feasible. If all Financial Transmission Right requests made when Financial Transmission Rights are allocated for the new zone are not feasible then Financial Transmission Rights are prorated and allocated in proportion to the MW level requested and in inverse proportion to the effect on the binding constraints.
- (ii) If any Financial Transmission Right requests that are equal to or less than a Network Service User's Zonal Base Load for the Zone or fifty percent of its transmission responsibility for Non-Zone Network Load, or fifty percent of megawatts of firm service between the receipt and delivery points of Firm Transmission Customers, are not feasible, then PJM shall increase the capability limits of the binding constraints that would have rendered the Financial Transmission Rights infeasible to the extent necessary in order to allocate such Financial Transmission Rights without their being infeasible, and such increased limits shall be included in all modeling used for subsequent Auction Revenue Rights and Financial Transmission Rights allocations and auctions for the Planning Year; provided that, the foregoing notwithstanding, this subsection (ii) shall not apply if the infeasibility is caused by extraordinary circumstances. For the purposes of this subsection, extraordinary circumstances shall mean an event of force majeure that reduces the capability of existing or planned transmission facilities and such reduction in capability is the cause of the infeasibility of such Financial Transmission Rights. Extraordinary circumstances do not include those system conditions and assumptions modeled in simultaneous feasibility analyses conducted pursuant to section 7.5 of Schedule 1 of this Agreement. If PJM allocates Financial Transmission Rights as a result of this subsection (ii) that would not otherwise have been feasible, then PJM shall notify Members and post on its web site (a) the aggregate megawatt quantities, by sources and sinks, of such Financial Transmission Rights and (b) any increases in capability limits used to allocate such Financial Transmission Rights.
- (iii) In the event that Network Load changes from one Network Service User to another after an initial or annual allocation of Financial Transmission Rights in a new zone, Financial Transmission Rights will be reassigned on a proportional

basis from the Network Service User losing the load to the Network Service User that is gaining the Network Load.

(g) At least one month prior to the integration of a new zone into the PJM Interchange Energy Market, Network Service Users and Firm Transmission Customers that take service that sinks in, sources in, or is transmitted through the new zone, shall receive an initial allocation of Financial Transmission Rights that will be in effect from the date of the integration of the new zone until the next annual allocation of Financial Transmission Rights and Auction Revenue Rights. Such allocation of Financial Transmission Rights shall be made in accordance with Section 5.2.2(f) of this Schedule.

(h) The following congestion charge crediting and uplift (hereinafter, “mitigation”) rules shall apply to each new zone first integrated on any date from May 1, 2004 through May 31, 2005 for which FERC orders such mitigation as a result of a filing for such zone of the type specified in subsection (g) above. Where FERC orders such mitigation, such rules shall remain in effect for such zone from the date of its integration through May 31, 2005. All such mitigation shall terminate for all such zones on May 31, 2005.

- 1.) Mitigation shall apply only to Long-Term Firm Point-to-Point Transmission Service customers in such a zone that did not receive an allocation of ARR or FTRs, as applicable, equal to the ARR or FTR such customer requested in the allocation for such zone. Only pro-rated requests that complied with the source, sink, and service level limitations stated in section 7.4.2(f) are eligible for mitigation. Such mitigation shall continue for the period stated above if a customer eligible for mitigation renews or rolls over its service agreement, but shall no longer apply if such a customer redirects its service to alternate points on a firm basis.
- 2.) The affected customers that will receive mitigation will be notified by PJM of the MW amount of mitigation they will receive based on the difference between the amount of ARR or FTRs requested and the amount of ARR or FTRs awarded.
- 3.) Mitigation provided herein applies only to requests submitted and pro-rated in the interim or annual ARR/FTR allocation process conducted for such zones for the time period specified above.
- 4.) For each affected customer as described above, PJM each month will provide a mitigation credit to offset any congestion charges incurred by such customer in connection with the MW amount for the contract reservation eligible for mitigation as determined under subsection (2) above. In no event shall the amount of any such credit exceed the net amount of any congestion paid (after taking account of any congestion credits) by such customer during such month with respect to such identified MW amount.
- 5.) The total cost of all such credits for all mitigated customers in a zone each month shall be charged to and collected from all Network Integration Transmission

Service and Long-Term Firm Point-to-Point Transmission Service customers within such zone that received ARRs or FTRs or that received mitigation under this subsection (h), in proportion to each such customer's share of the total allocated ARR/FTR MWs (including mitigation MWs). Mitigation and uplift shall be determined separately for each such zone.

### **5.2.3 Target Allocation of Transmission Congestion Credits.**

A Target Allocation of Transmission Congestion Credits for each entity holding a Financial Transmission Right shall be determined for each Financial Transmission Right. Each Financial Transmission Right shall be multiplied by the Day-ahead Congestion Price differences for the receipt and delivery points associated with the Financial Transmission Right, calculated as the Day-ahead Congestion Price at the delivery point(s) minus the Day-ahead Congestion Price at the receipt point(s). For the purposes of calculating Transmission Congestion Credits, the Day-ahead Congestion Price of a Zone is calculated as the sum of the Day-ahead Congestion Price of each bus that comprises the Zone multiplied by the percent of annual peak load assigned to each node in the Zone. Commencing with the 2015/2016 Planning Period, for the purposes of calculating Transmission Congestion Credits, the Day-ahead Congestion Price of a Residual Metered Load aggregate is calculated as the sum of the Day-ahead Congestion Price of each bus that comprises the Residual Metered Load aggregate multiplied by the percent of the annual peak residual load assigned to each bus that comprises the Residual Metered Load aggregate. When the FTR Target Allocation is positive, the FTR Target Allocation is a credit to the FTR holder. When the FTR Target Allocation is negative, the FTR Target Allocation is a debit to the FTR holder if the FTR is a Financial Transmission Right Obligation. When the FTR Target Allocation is negative, the FTR Target Allocation is set to zero if the FTR is a Financial Transmission Right Option. The total Target Allocation for Network Service Users and Transmission Customers for each hour shall be the sum of the Target Allocations associated with all of the Network Service Users' or Transmission Customers' Financial Transmission Rights.

### **5.2.4 [Reserved.]**

### **5.2.5 Calculation of Transmission Congestion Credits.**

(a) The total of all the Target Allocations determined as specified above shall be compared to the total Transmission Congestion Charges in each hour resulting from both the Day-ahead Energy Market and the Real-time Energy Market. If the total of the Target Allocations is less than the total of the Transmission Congestion Charges, the Transmission Congestion Credit for each entity holding an FTR shall be equal to its Target Allocation. All remaining Transmission Congestion Charges shall be distributed as described below in Section 5.2.6 "Distribution of Excess Congestion Charges."

(b) If the total of the Target Allocations is greater than the total Transmission Congestion Charges for the hour resulting from both the Day-ahead Energy Market and the Real-time Energy Market, each holder of Financial Transmission Rights shall be assigned a share of the total Transmission Congestion Charges in proportion to its Target Allocations for Financial Transmission Rights which have a positive Target Allocation value. Financial Transmission

Rights which have a negative Target Allocation value are assigned the full Target Allocation value as a negative Transmission Congestion Credit.

(c) At the end of a Planning Period if all FTR holders did not receive Transmission Congestion Credits equal to their Target Allocations, the Office of the Interconnection shall assess a charge equal to the difference between the Transmission Congestion Credit Target Allocations for all revenue deficient FTRs and the actual Transmission Congestion Credits allocated to those FTR holders. A charge assessed pursuant to this section shall also include any aggregate charge assessed pursuant to section 7.4.4(c) of Schedule 1 of this Agreement and shall be allocated to all FTR holders on a pro-rata basis according to the total Target Allocations for all FTRs held at any time during the relevant Planning Period. The charge shall be calculated and allocated in accordance with the following methodology:

1. The Office of the Interconnection shall calculate the total amount of uplift required as  $\{[\text{sum of the total monthly deficiencies in FTR Target Allocations for the Planning Period} + \text{the sum of the ARR Target Allocation deficiencies determined pursuant to section 7.4.4(c) of Schedule 1 of this Agreement}] - [\text{sum of the total monthly excess ARR revenues and congestion charges for the Planning Period}]\}$ .
2. For each Market Participant that held an FTR during the Planning Period, the Office of the Interconnection shall calculate the total Target Allocation associated with all FTRs held by the Market Participant during the Planning Period, provided that, the foregoing notwithstanding, if the total Target Allocation for an individual Market Participant calculated pursuant to this section is negative the Office of Interconnection shall set the value to zero.
3. The Office of the Interconnection shall then allocate an uplift charge to each Market Participant that held an FTR at any time during the Planning Period in accordance with the following formula:  $\{[\text{total uplift}] * [\text{total Target Allocation for all FTRs held by the Market Participant at any time during the Planning Period}] / [\text{total Target Allocations for all FTRs held by all PJM Market Participants at any time during the Planning Period}]\}$ .

#### **5.2.6 Distribution of Excess Congestion Charges.**

(a) Excess Transmission Congestion Charges accumulated in a month shall be distributed to each holder of Financial Transmission Rights in proportion to, but not more than, any deficiency in the share of Transmission Congestion Charges received by the holder during that month as compared to its total Target Allocations for the month.

(b) After the excess Transmission Congestion Charge distribution described in Section 5.2.6(a) is performed, any excess Transmission Congestion Charges remaining at the end of a month shall be distributed to each holder of Financial Transmission Rights in proportion to, but not more than, any deficiency in the share of Transmission Congestion Charges received by the

holder during the current Planning Period, including previously distributed excess Transmission Congestion Charges, as compared to its total Target Allocation for the Planning Period.

(c) Any excess Transmission Congestion Charges remaining at the end of a Planning Period shall be distributed to each holder of Auction Revenue Rights in proportion to, but not more than, any Auction Revenue Right deficiencies for that Planning Period.

(d) Any excess Transmission Congestion Charges remaining after a distribution pursuant to subsection (c) of this section shall be distributed to all FTR holders on a pro-rata basis according to the total Target Allocations for all FTRs held at any time during the relevant Planning Period. Any allocation pursuant to this subsection (d) shall be conducted in accordance with the following methodology:

1. For each Market Participant that held an FTR during the Planning Period, the Office of the Interconnection shall calculate the total Target Allocation associated with all FTRs held by the Market Participant during the Planning Period, provided that, the foregoing notwithstanding, if the total Target Allocation for an individual Market Participant calculated pursuant to this section is negative the Office of the Interconnection shall set the value to zero.
2. The Office of the Interconnection shall then allocate an excess Transmission Congestion Charge credit to each Market Participant that held an FTR at any time during the Planning Period in accordance with the following formula:  $\{[\text{total excess Transmission Congestion Charges remaining after distributions pursuant to subsection (a)-(c) of this section}] * [\text{total Target Allocation for all FTRs held by the Market Participant at any time during the Planning Period}] / [\text{total Target Allocations for all FTRs held by all PJM Market Participants at any time during the Planning Period}]\}$ .