

ARR/FTR

MMUAC

December 1, 2023

IMM



Monitoring Analytics

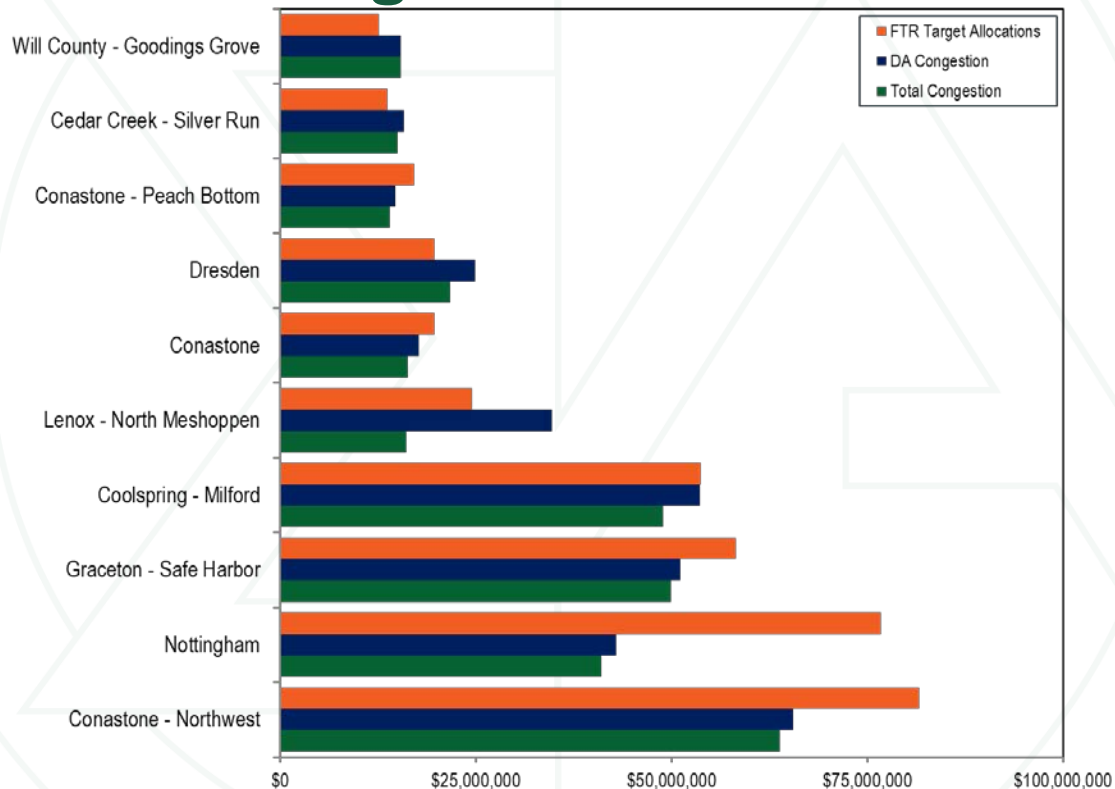
FTR market flow that is greater than binding constraint limits

Month	Binding Constraint Hours	Constraint Hours where FTR Flow > Constraint Limit	Percent of Constraint Hours where FTR Flow > Constraint Limit	Total Congestion	Average Congestion Per Constraint Hour	Balancing Congestion	Average Balancing Congestion Per Constraint Hour	FTR Target Allocations	FTR Target Allocations Per Constraint Hour	Excess FTR Target Allocations	Average Excess FTR Target Allocations Per Constraint Hour
Jun-22	4,314	4,284	99.3%	\$196,927,609	\$45,968	(\$4,903,733)	(\$1,144.7)	\$231,463,493	\$54,030	\$34,535,883	\$8,062
Jul-22	5,930	5,816	98.1%	\$84,858,168	\$14,590	(\$142,448)	(\$24.5)	\$95,432,128	\$16,409	\$10,573,960	\$1,818
Aug-22	5,043	5,040	99.9%	\$355,601,144	\$70,556	(\$8,388)	(\$1.7)	\$320,732,640	\$63,637	(\$34,868,504)	(\$6,918)
Sep-22	4,783	4,759	99.5%	\$249,578,104	\$52,443	\$1,250,608	\$263	\$260,889,245	\$54,820	\$11,311,141	\$2,377
Oct-22	6,697	6,665	99.5%	\$162,352,489	\$24,359	\$1,111,468	\$167	\$208,174,633	\$31,234	\$45,822,145	\$6,875
Nov-22	7,597	7,481	98.5%	\$211,783,616	\$28,310	(\$2,735,887)	(\$366)	\$242,414,656	\$32,404	\$30,631,039	\$4,095
Dec-22	8,681	8,441	97.2%	\$363,209,860	\$43,029	\$499,041	\$59	\$321,998,738	\$38,147	(\$41,211,123)	(\$4,882)
Jan-23	6,272	6,144	98.0%	\$69,160,823	\$11,257	\$64,715	\$11	\$77,593,601	\$12,629	\$8,432,778	\$1,373
Feb-23	6,223	6,198	99.6%	\$102,060,702	\$16,467	(\$570,846)	(\$92)	\$90,720,141	\$14,637	(\$11,340,560)	(\$1,830)
Mar-23	6,328	6,296	99.5%	\$56,705,361	\$9,007	(\$272,235)	(\$43)	\$63,293,116	\$10,053	\$6,587,754	\$1,046
Apr-23	6,816	6,678	98.0%	\$126,974,143	\$19,014	(\$195,969)	(\$29)	\$139,340,007	\$20,866	\$12,365,864	\$1,852
May-23	6,769	6,761	99.9%	\$96,568,809	\$14,283	(\$355,093)	(\$53)	\$111,967,475	\$16,561	\$15,398,666	\$2,278
Summary for 2022/2023 Planning Period											
Total	75,453	74,563	98.8%	\$2,075,780,829	\$27,839	(\$6,258,767)	(\$84)	\$2,164,019,872	\$29,023	\$88,239,042	\$1,183
Jun-23	5,930	5,816	98.1%	\$84,858,168	\$14,590	(\$1,009,644)	(\$174)	\$95,432,128	\$16,409	\$10,573,960	\$1,818
Jul-23	6,728	6,701	99.6%	\$158,178,031	\$23,605	(\$7,241,328)	(\$1,081)	\$154,850,314	\$23,109	(\$3,327,717)	(\$497)
Aug-23	5,594	5,587	99.9%	\$130,600,142	\$23,376	(\$3,015,859)	(\$540)	\$136,041,737	\$24,350	\$5,441,595	\$974
Sep-23	5,842	5,793	99.2%	\$133,267,063	\$23,005	(\$4,822,979)	(\$833)	\$160,805,383	\$27,759	\$27,538,320	\$4,754
Summary for 2023/2024 Planning Period											
Total	24,094	23,897	99.2%	\$506,903,405	\$21,212	(\$16,089,811)	(\$673)	\$547,129,563	\$22,895	\$40,226,157	\$1,683

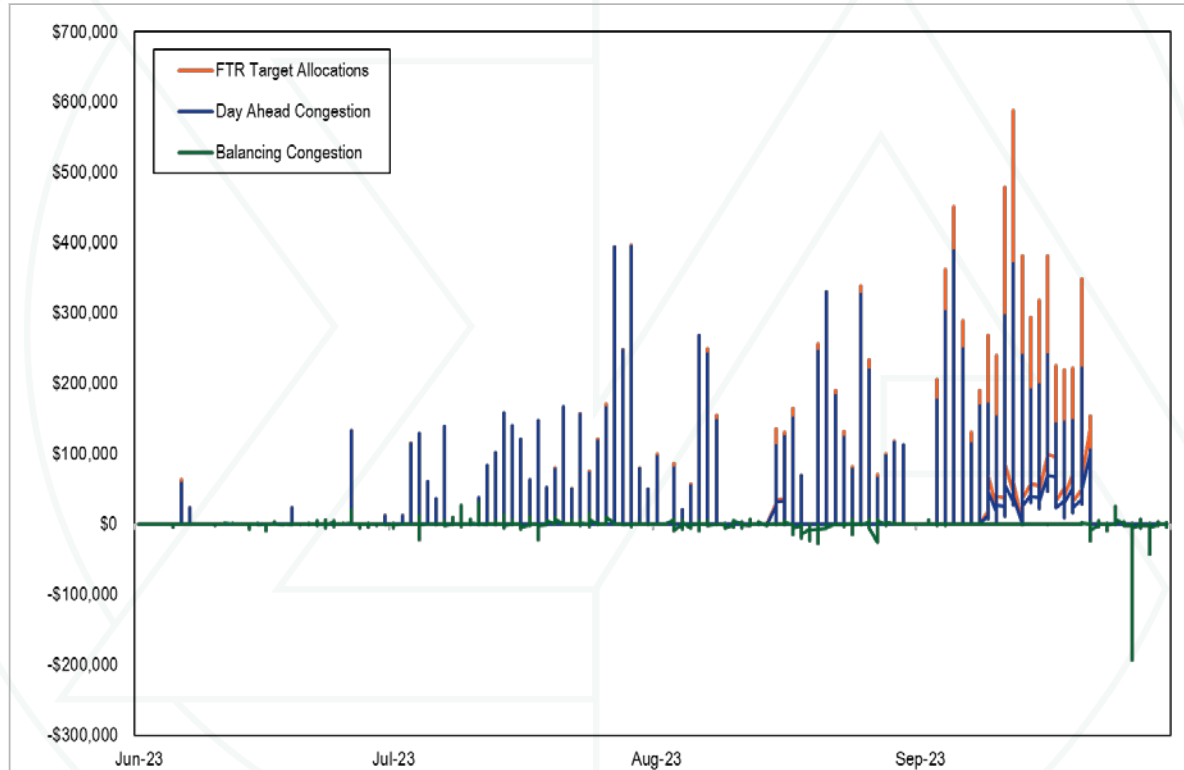
FTR market flow that is less than binding constraint limits

Month	Binding Constraint Hours	Constraint Hours where FTR Flow < Constraint Limit	Percent of Constraint Hours where FTR Flow < Constraint Limit	Total Congestion	Average Congestion Per Constraint Hour	Average Balancing Congestion	Average Balancing Congestion Per Constraint Hour	FTR Target Allocations	FTR Target Allocations Per Constraint Hour	Excess FTR Target Allocations	Average Excess FTR Target Allocations Per Constraint Hour
Jun-22	4,314	30	0.7%	\$201,456	\$6,715	\$0	\$0	\$145,889	\$4,863	(\$55,567)	(\$1,852)
Jul-22	5,930	114	1.9%	\$1,258,252	\$11,037	\$0	\$0	\$621,793	\$5,454	(\$636,458)	(\$5,583)
Aug-22	5,043	3	0.1%	\$16,816	\$5,605	\$0	\$0	\$3,037	\$1,012	(\$13,780)	(\$4,593)
Sep-22	4,783	24	0.5%	\$180,019	\$7,501	\$0	\$0	\$92,010	\$3,834	(\$88,010)	(\$3,667)
Oct-22	6,697	32	0.5%	\$182,033	\$5,689	\$0	\$0	\$88,824	\$2,776	(\$93,209)	(\$2,913)
Nov-22	7,597	116	1.5%	\$738,963	\$6,370	\$0	\$0	\$69,430	\$599	(\$669,532)	(\$5,772)
Dec-22	8,681	240	2.8%	\$2,176,543	\$9,069	\$0	\$0	\$306,525	\$1,277	(\$1,870,018)	(\$7,792)
Jan-23	6,272	128	2.0%	\$177,842	\$1,389	\$0	\$0	\$45,926	\$359	(\$131,916)	(\$1,031)
Feb-23	6,223	25	0.4%	\$157,691	\$6,308	\$0	\$0	\$87,354	\$3,494	(\$70,337)	(\$2,813)
Mar-23	6,328	32	0.5%	\$279,514	\$8,735	\$0	\$0	\$95,550	\$2,986	(\$183,964)	(\$5,749)
Apr-23	6,816	138	2.0%	\$1,726,662	\$12,512	\$0	\$0	\$765,563	\$5,548	(\$961,099)	(\$6,964)
May-23	6,769	8	0.1%	\$13,764	\$1,720	\$0	\$0	\$1,715	\$214	(\$12,049)	(\$1,506)
Summary for 2022/2023 Planning Period											
Total	75,453	890	1.2%	\$7,109,554	\$7,988	\$0	\$0	\$2,323,615	\$2,611	(\$4,785,939)	(\$5,377)
Jun-23	5,930	114	1.9%	\$1,258,252	\$11,037	\$0	\$0	\$621,793	\$5,454	(\$636,458)	(\$5,583)
Jul-23	6,728	27	0.4%	\$819,708	\$30,360	\$0	\$0	\$341,660	\$12,654	(\$478,048)	(\$17,705)
Aug-23	5,594	7	0.1%	\$7,900	\$1,129	\$0	\$0	\$2,236	\$319	(\$5,664)	(\$809)
Sep-23	5,842	49	0.8%	\$176,209	\$3,596	\$0	\$0	\$52,157	\$1,064	(\$124,052)	(\$2,532)
Summary for 2023/2024 Planning Period											
Total	24,094	197	0.8%	\$2,262,068	\$11,483	\$0	\$0	\$1,017,846	\$5,167	(\$1,244,222)	(\$6,316)

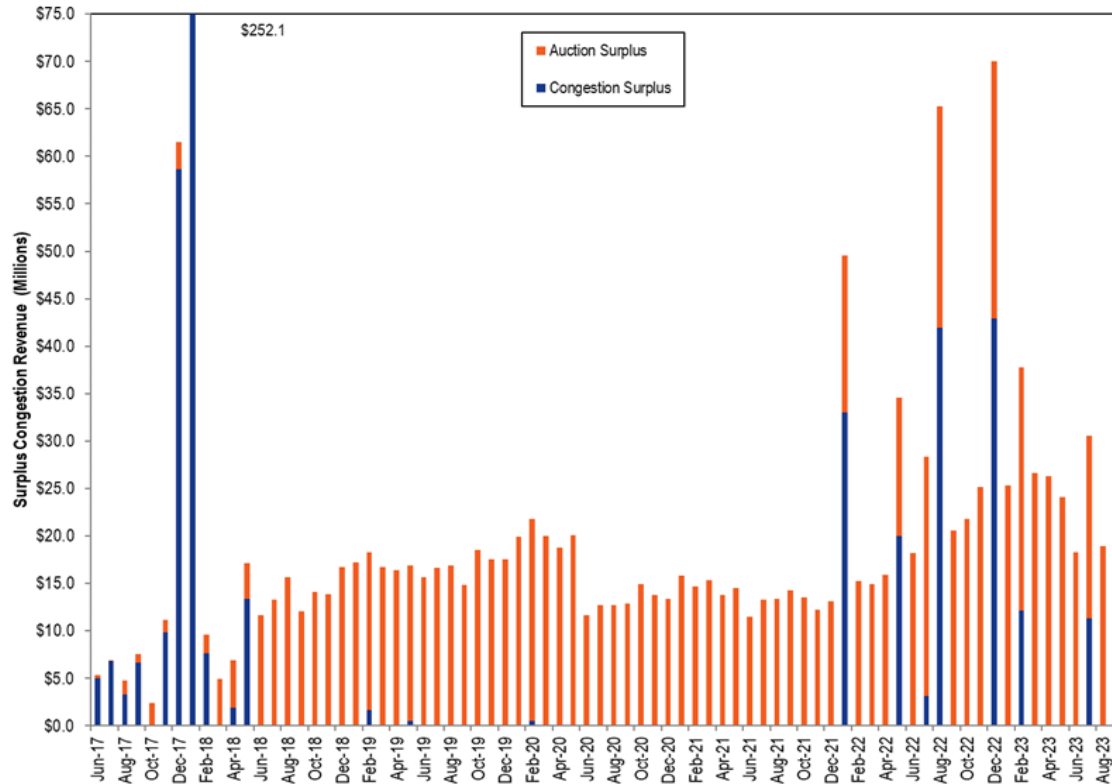
Top ten constraint sources of positive FTR target allocations



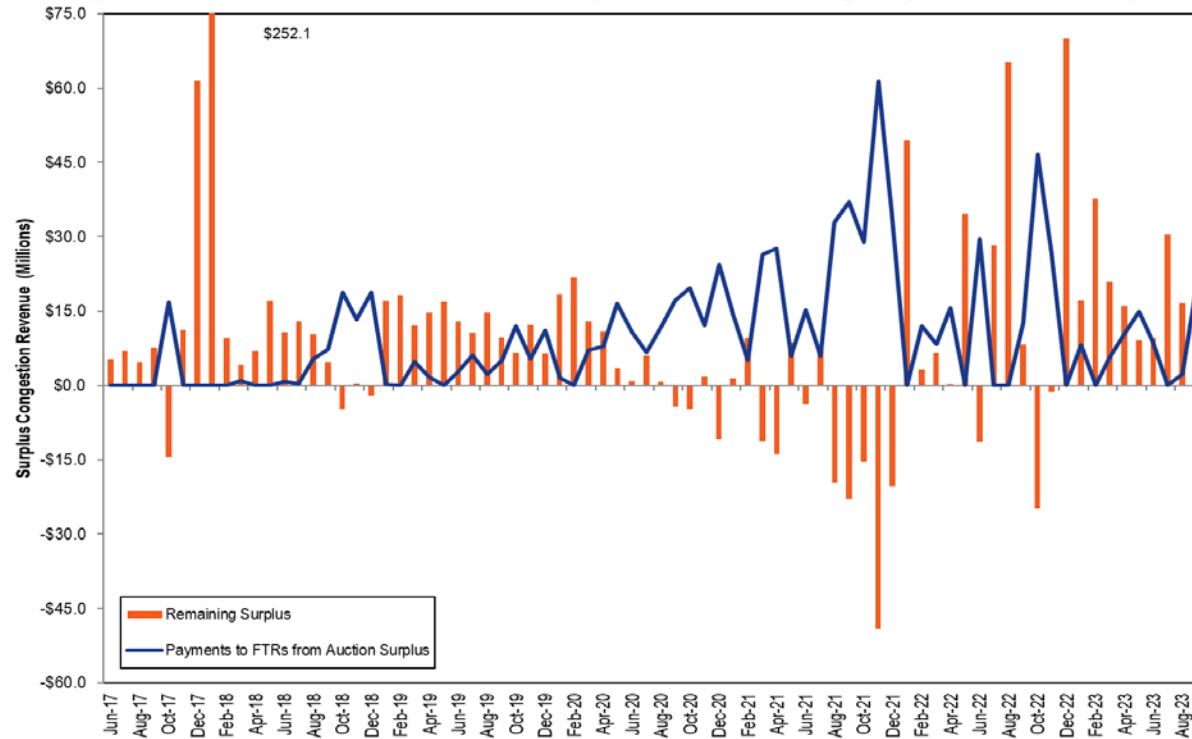
Hourly Target Allocations and Congestion for the Conastone – Northwest Constraint



Monthly surplus auction revenue and surplus congestion revenue: June 2017 through September 2023



Monthly ARR surplus revenue distributed to FTR: June 2017 through September



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