

**Tampa Electric Company
Transmission Reserve Margin
Implementation Document (TRMID)
Effective Date April 1, 2011**

Tampa Electric Company's (TEC) TRMID is created in response to NERC reliability standard MOD-008-1. That standard's requirements are noted herein for reference.

R1. Each Transmission Operator shall prepare and keep current a TRM Implementation Document (TRMID) that includes, as a minimum, the following information: [*Violation Risk Factor: Lower*] [*Time Horizon: Operations Planning*]

R1.1. Identification of (on each of its respective ATC Paths or Flowgates) each of the following components of uncertainty if used in establishing TRM, and a description of how that component is used to establish a TRM value:

- Aggregate Load forecast.
- Load distribution uncertainty.
- Forecast uncertainty in Transmission system topology (including, but not limited to, forced or unplanned outages and maintenance outages).
- Allowances for parallel path (loop flow) impacts.
- Allowances for simultaneous path interactions.
- Variations in generation dispatch (including, but not limited to, forced or unplanned outages, maintenance outages and location of future generation).
- Short-term System Operator response (Operating Reserve actions).
- Reserve sharing requirements.
- Inertial response and frequency bias.

As described in Attachment C to the Company's Open Access Transmission Tariff ("OATT"), Appendix A, There are two components to the TRM values used in the determination of ATC. The first is a value derived by the Engine each time it runs that represents the difference between the higher facility ratings some entities use for non-firm transactions, and the lower rating they use for firm transactions. The difference between the FCITC calculated using the higher (non-firm) facility ratings compared to the FCITC calculated using the lower (firm) facility ratings is the Engine TRM. When the same facility ratings are used in both cases, which is true for TEC and many of the FTCDG participants, this TRM component is zero.

The second value is the TEC-Specific TRM. This is based on TEC's Reserve Sharing Obligation. There is a TRM value for each path in each direction. TRM is the same on every outgoing path and is equal to TEC's obligation to the Reserve Sharing Group. This accounts for TEC's obligation to deliver its portion of the statewide reserves to any other participant. TRM on each incoming path is based on the delivering entity's portion of the statewide reserves that TEC will receive on that path.

The Engine-calculated value is added to the TEC specific TRM to reach the total TRM value.

- R1.2.** The description of the method used to allocate TRM across ATC Paths or Flowgates.

See R1.1, above.

- R1.3.** The identification of the TRM calculation used for the following time periods:
 - 1.3.1.** Same day and real-time.
 - 1.3.2.** Day-ahead and pre-schedule.
 - 1.3.3.** Beyond day-ahead and pre-schedule, up to thirteen months ahead.

TEC does not use TRM for Same Day and Real-time since these periods involve only non-firm ATC and TRM is zero for non-firm ATC. TEC uses the same TRM calculation for firm ATC over the other two time periods.

Change/Reason Log

Date	Summary of Change	Reason for Change	Changed By
4/1/2011	Original Document	Original Document	Art Nordlinger