

Achieving *Cost-Effective* Price-Responsive Demand in New England

Consumer Liaison Group

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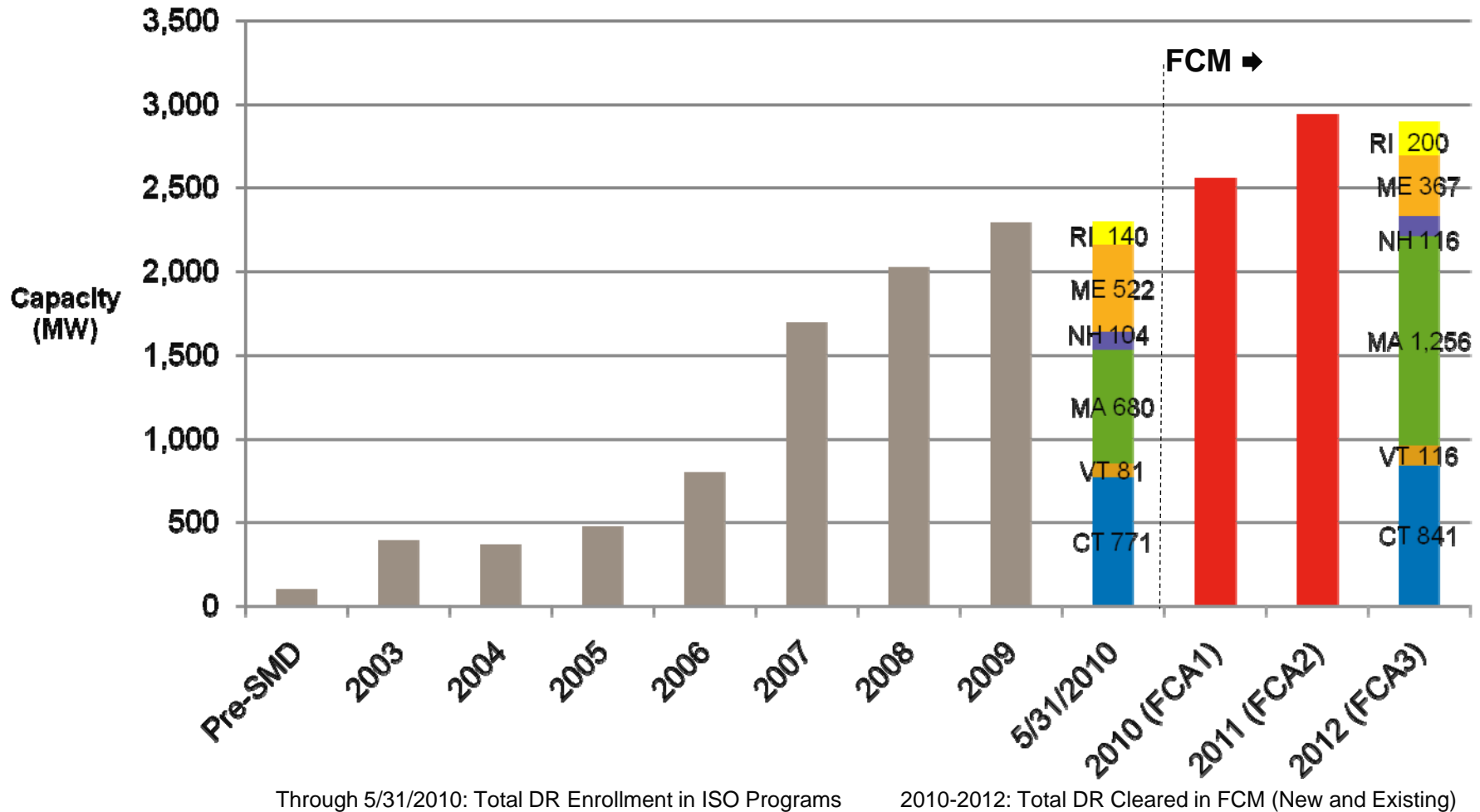
ISO New England and New Demand Resource Opportunities



- On June 1, 2010, ISO New England implemented the Forward Capacity Market
 - Over 2,500 MW of demand resources participating
 - 2009 system peak was 25,100 MW;
 - 2010 projected system peak is 27,190 MW
 - New, state-of-the-art infrastructure developed to securely communicate dispatch instructions, and receive near real-time telemetry and revenue-quality meter data from active demand response capacity resources
 - Demand response dispatched where and when needed to improve system reliability and mitigate potential fatigue

Demand Resources in New England

Forward Capacity Market Promotes Growth



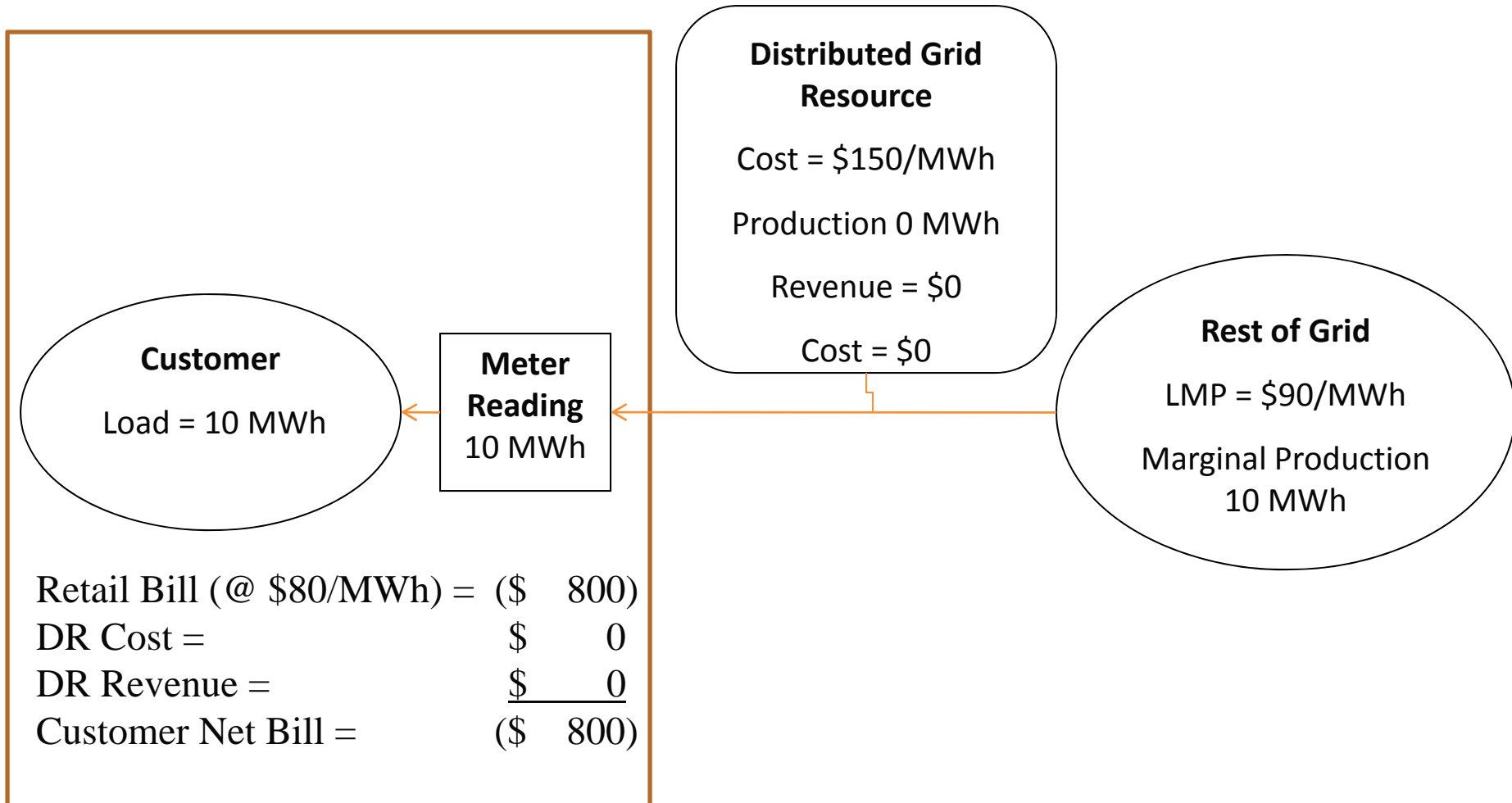
New England is Committed to Efficient Demand Resource Implementation

- New England is a leader in demand resource implementation
 - New England states use economic tests to review and approve utility demand resource programs
- Utility spending on DR must be “cost-effective”
 - A program is cost-effective when it is the “least-cost” approach to meeting consumer demand – i.e., program cost is less than the “avoided cost” of producing energy (DR cost < energy savings)
- Least-cost approaches can result in higher rates, which may be acceptable if the program decreases customer bills on average over time

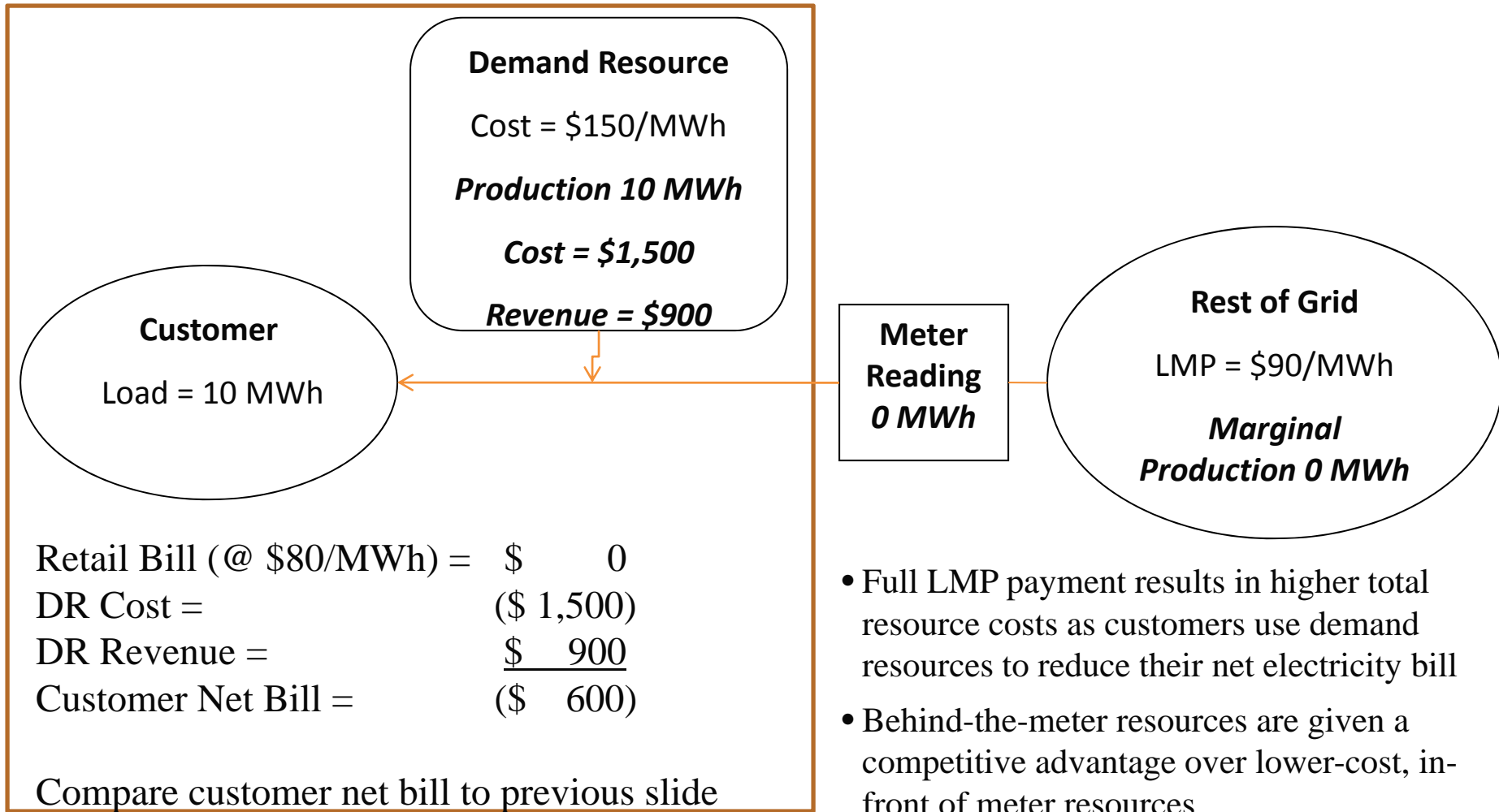
ISO New England is Committed to Efficient Demand Resource Implementation

- The goal of the markets administered by the ISO is to meet consumer demand using the least-cost resources available in each moment of time
- Payment of the full Locational Marginal Price (“LMP”) for reduced energy consumption will result in **higher-cost** resources being used to meet consumer demand
 - Assume that the retail rate is \$80/MWh and the LMP is \$90/MWh
 - LMP = the real-time marginal cost of wholesale electrical energy
 - A \$150/MWh demand resource could be used to reduce the customer’s net energy bill by \$20/MWh
 - ($\$80$ bill savings + $\$90$ full LMP payment - $\$150$ demand resource cost = $\$20$ net gain)

Least-Cost Dispatch of Energy Resources



Impact of Full-LMP Payment for DR

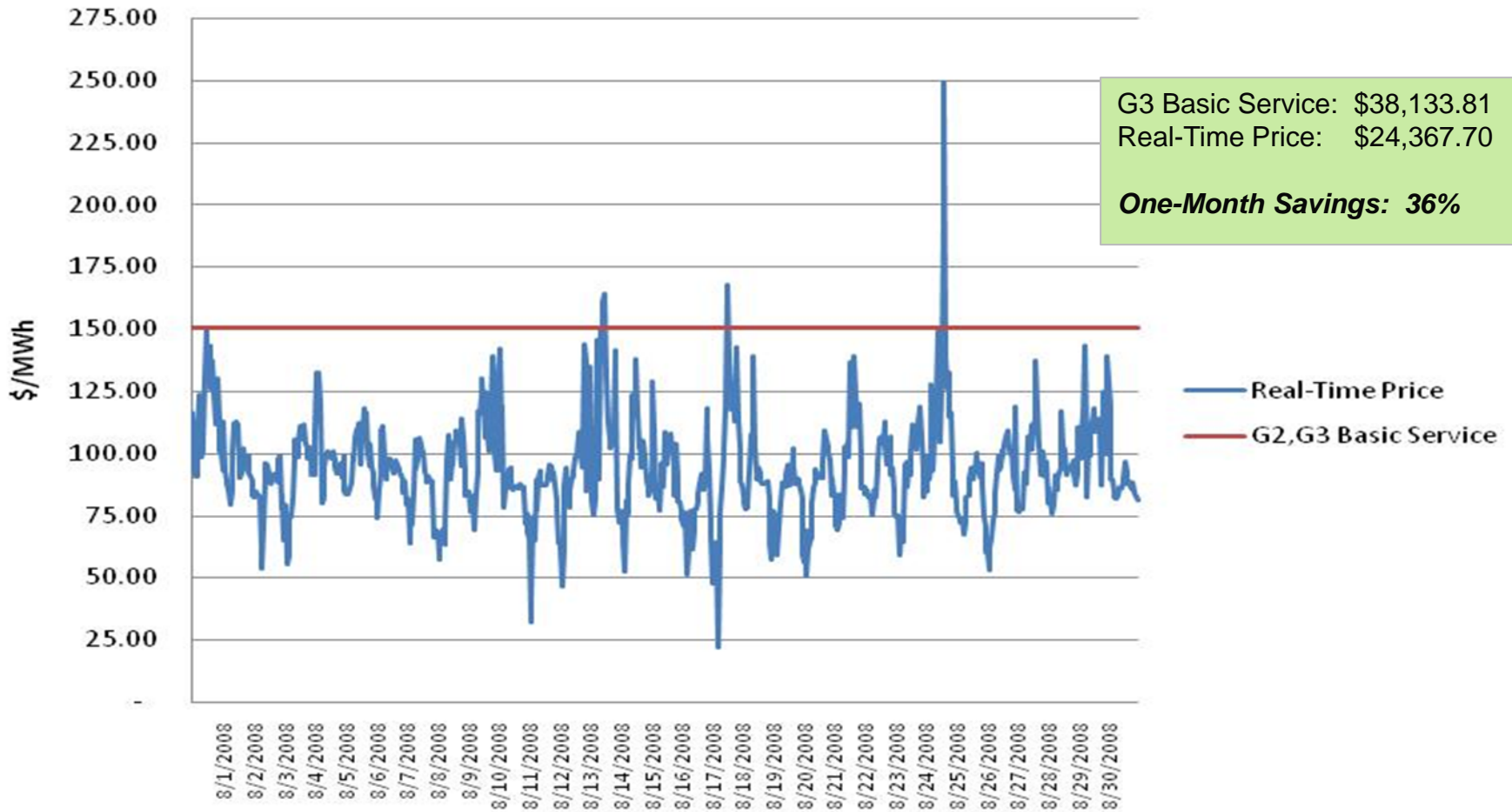


Demand Resources in the Energy Market

- A full LMP incentive payment results in a more expensive \$150/MWh resource being used when a less expensive \$90/MWh resource was available – ***not cost effective***
- Charges to other customers need to be increased to finance the \$90/MWh incentive payment
 - How should these increased costs be allocated to customers?
- Under certain market conditions, short-run LMPs may be decreased as a result of lower demand
- As suppliers respond to short-run conditions, wholesale prices rise resulting in higher long-run customer bills
- A more efficient approach would be to implement dynamic retail rates

Smarter Grid Allows Customers to Use Energy More Wisely While Saving Money

G3 Generation Supply Costs August 2008



Customer Savings Under Real-Time Prices Exceed Full-LMP Payment

Comparison of Typical Customer Bills Under National Grid Basic Service and Real-Time Price (NEMA Load Zone) -- January 1, 2005 to December 31, 2009

Rate Class	Basic Service	Real-Time Price ("RTP")	Savings	RTP with Price Response	Savings	Basic Service With Full LMP Payment for Price Response	Savings
R1	\$ 4,043	\$ 3,533	13%	\$ 3,284	19%	\$ 3,678	9%
G1	\$ 8,190	\$ 7,247	12%	\$ 6,742	18%	\$ 7,455	9%
G2	\$ 124,378	\$ 106,217	15%	\$ 98,871	21%	\$ 113,330	9%
G3	\$ 1,370,674	\$ 1,140,709	17%	\$ 1,064,680	22%	\$ 1,255,703	8%

Note: This comparison includes generation commodity only – state-regulated wires charges (i.e., T&D costs) are not included

Future of DR is Customer Response to Prices

- Customer response to time-varying wholesale prices is needed
 - Creates the lowest average retail prices and customer bills over time
 - Resolves cost allocation issues
 - Promotes customer choice
 - Eliminates customer baseline estimation problems
 - Stimulates investment in cost-effective load-shifting technologies (e.g., energy storage, plug-in electric vehicles)
 - Improves economic efficiency
- Barriers must be overcome
 - Advanced metering infrastructure
 - Smart retail pricing
 - Enabling technology