Executive Summary

1. Executive Summary

Instructions		Inputs	
Provide the name of the Proposing Entity. If there are multiple entities, please identify each party.	1.a.	Proposing Entity name	[redacted]
Provide the RTEP Proposal Window in which this proposal is being submitted.	1.b.	Proposal window	2018/19 Long-Term Window 1
Provide the Proposing Entity project proposal id. Use "A, B, C, …", etc. to differentiate between proposals.	1.c.	Proposal identification	[redacted]
PJM proposal identification	1.d.	PJM proposal identification	201819_1-775
Provide a general description of the scope of this project (e.g. Project is a new line between X and Y substations utilizing AAA structures. A new bay will be created within the existing substation X footprint. Substation Y will be reconfigured to a breaker and a half with accomodations for the new line.)	1.e.	General project description	The existing Monroe-Wayne 345 kV circuit is essentially a parallel triple-circuit line for ~10 of its ~35 miles, significantly reducing its impedance relative to pure single-circuit construction. By removing the connections to (or even the connection on one end of) the adjacent double-circuit tower line, the impedance could be increased by more than 20%, significantly reducing line flows. **This is designated the Base Option.** If desired, the lines could instead be reconfigured to incorporate the 10-mile double circuit into the Monroe-Coventry line that runs adjacent to the Monroe-Wayne line on common structures. This would have modest incremental benefit for the identified congestion driver, but would also ensure that the facilities remain in use, and would modestly reduce system losses compared to the Base Option. **This is designated the Coventry Option.** Cost and construction period are non-zero, but not significant. Circuit outage(s) would presumably be required. It is expected that the incumbent Transmission Owner, ITCT, would perform all work.
Identify if the proposal or a proposal component span two PJM Transmission Owner zones. I.e. The proposal topology connects equipment owned by more than one Transmission Owner. This group includes transmission that spans two or more affiliated companies (e.g. Meted and Allegheny Power).	1.f.	Tie line impact	*No*
Indicate if the project is being proposed as a solution to a cross-border (e.g. PJM to MISO, PJM to NYISO) issue. (Note: The Proposing Entity is responsible for initiating and satisfying all regional and interregional requirements.)	1.g.	Interregional project	*Yes*
Indicate if the Proposing Entity intends to construct, own, operate, and maintain the infrastructure built under this proposal.	1.h.	Construct, own, operate and maintain	*No*
Total current year project cost estimate including estimates for any required Transmission Owner upgrades.	1.i.	Project cost estimate (current year)	$ 20,000

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Total in-service year project cost estimate including estimates for any required Transmission Owner upgrades.	**1.j.**	**Project cost estimate (in-service year)**	$0
Project estimated schedule duration in months.	**1.k.**	**Project schedule duration**	1
Indicate if any cost containment commitment is being proposed as part of the project. If yes, the "10. Cost Contain" tab within this project proposal template is to be completed	**1.l.**	**Cost containment commitment**	*No*
If the project provides any known additional benefits above solving the identified violations or constraints, identify those benefits (e.g. reliability, economic, resilience, etc.).	**1.m.**	**Additional benefits**	
Confirm that all technical analysis files have been provided for this proposal.	**1.n.**	**Technical analysis files provided**	☑
Confirm that all necessary project diagrams have been provided for this proposal.	**1.o.**	**Project diagram files provided**	☑
Indicate if company evaluation and operations and maintenance information has been provided for this proposal.	**1.p.**	**Company evaluation and operations and maintenance information provided**	☐
		If the answer to the cross-border question above at 1.g. was yes, complete the questions below.	
Indicate if an evaluation for interregional cost allocation is desired.	**1.q.i.**	**Interregional Cost Allocation Evaluation**	*Yes*
Indicate if the proposal has been evaluated in a coordinated interregional analysis under the PJM Tariff or Operating Agreement provisions. Specify the analysis and applicable Tariff or Operating Agreement provisions.	**1.q.ii.**	**Evaluated in interregional analysis under PJM Tariff or Operating Agreement provisions**	*No*
		If 'yes,' specify analysis and applicable Tariff or Operating Agreement provisions	
		No	
List the specific regional and interregional violations and issues from the regional and/or interregional analyses that identified the violations and issues addressed by the proposal.	**1.q.iii.**	**Regional and Interregional violations and issues from the Regional and/or Interregional analyses that identified the violations and issues addressed by the proposal.**	
		The issue addressed is the "Monroe 1&2 to Wayne 345 kV" congestion driver as described at Slide 25/33 of the January 2019 MISO-PJM IPSAC presentation (https://pjm.com/-/media/committees-groups/stakeholder-meetings/ipsac/20190118/20190118-ipsac-presentation.ashx).	

Overloaded Facilities

2. Overloaded Facilities

Facilities addressed by the proposed project

Instructions: Identify the criteria violation(s) or system constraint(s) that the proposed project solves or mitigates.

2.a.

FG #	Analysis Type	Bus #	Facility Name	To Bus #	To Bus Name	CKT	Voltage	Area
2856	Thermal	264612	19MON12 345.00	264692	19WAYNE 345.00	1	345	ITCT