

***Generation Interconnection  
Feasibility Study Report***

***For***

***PJM Generation Interconnection Request  
Queue Position AC2-121***

***Gordonsville – Remington 230kV  
57MW Capacity / 150MW Energy***

October / 2017

## Introduction

This Feasibility Study has been prepared in accordance with the PJM Open Access Transmission Tariff, 36.2, as well as the Feasibility Study Agreement between the Interconnection Customer (IC), and PJM Interconnection, LLC (PJM), Transmission Provider (TP). The Interconnected Transmission Owner (ITO) is Virginia Electric and Power Company (VEPCO).

## Preface

The intent of the Feasibility Study is to determine a plan, with high level estimated cost and construction time estimates, to connect the subject generation to the PJM network at a location specified by the IC. The IC may request the interconnection of generation as a capacity resource or as an energy-only resource. As a requirement for interconnection, the IC may be responsible for the cost of constructing: (1) Direct Connections, which are new facilities and/or facilities upgrades needed to connect the generator to the PJM network, and (2) Network Upgrades, which are facility additions, or upgrades to existing facilities, that are needed to maintain the reliability of the PJM system.

In some instances a generator interconnection may not be responsible for 100% of the identified network upgrade cost because other transmission network uses, e.g. another generation interconnection, may also contribute to the need for the same network reinforcement. The possibility of sharing the reinforcement costs with other projects may be identified in the Feasibility Study, but the actual allocation will be deferred until the Impact Study is performed.

The Feasibility Study estimates do not include the feasibility, cost, or time required to obtain property rights and permits for construction of the required facilities. The IC is responsible for the right of way, real estate, and construction permit issues. For properties currently owned by ITO, the costs may be included in the study.

## General

The IC has proposed a solar generating facility located in Culpeper County, VA. The installed facilities will have a total capability of 150 MW with 57 MW of this output being recognized by PJM as capacity. The proposed in-service date for this project is 9/15/2019. **This study does not imply an ITO commitment to this in-service date.**

## Point of Interconnection

AC2-121 will interconnect with the ITO transmission system at one of the following points of interconnection:

Option 1 will connect via a new three breaker ring bus switching station that connects on the Gordonsville – Remington 230kV line.

Option 2 will connect via a new three breaker ring bus switching station that connects at the Mountain Run - Mitchell 115kV line.

## **Cost Summary**

The AC2-121 project will be responsible for the following costs:

<b>Description</b>	<b>Total Cost</b>
Attachment Facilities	\$1,800,000
Direct Connection Network Upgrades	\$6,300,000
Non Direct Connection Network Upgrades	\$1,000,000
<b>Total Costs</b>	<b>\$9,100,000</b>

In addition, the AC2-121 project may be responsible for a contribution to the following costs:

<b>Description</b>	<b>Total Cost</b>
New System Upgrades	\$ 2,220,000
Previously Identified Upgrades	\$28,000,000
<b>Total Costs</b>	<b>\$30,220,000</b>

Cost allocations for these upgrades will be provided in the System Impact Study Report.

## Attachment Facilities

Generation Substation: Install metering and associated protection equipment. Estimated Cost \$600,000.

Transmission: Construct approximately one span of 230 kV Attachment line between the generation substation and a new AC2-121 Switching Station. The estimated cost for this work is \$1,200,000

The estimated total cost of the Attachment Facilities is \$1,800,000. It is estimated to take 24-30 months to complete this work. These preliminary cost estimates are based on typical engineering costs. A more detailed engineering cost estimates are normally done when the IC provides an exact site plan location for the generation substation during the Facility Study phase. These costs do not include CIAC Tax Gross-up. The single line is shown below in Attachment 1.

## Direct Connection Cost Estimate

Substation: Establish the new 230 kV AC2-121 Switching Substation (interconnection substation). The estimated cost of this work scope is \$6,300,000. It is estimated to take 24-36 months to complete this work.

## Non-Direct Connection Cost Estimate

Transmission: Install transmission structure in-line with transmission line to allow the proposed interconnection switching station to be interconnected with the transmission system. Estimated cost is \$1,000,000 dollars and is estimated to take 24-30 months to complete.

Remote Terminal Work: During the Facilities Study, ITO’s System Protection Engineering Department will review transmission line protection as well as anti-islanding required to accommodate the new generation and interconnection substation. System Protection Engineering will determine the minimal acceptable protection requirements to reliably interconnect the proposed generating facility with the transmission system. The review is based on maintaining system reliability by reviewing ITO’s protection requirements with the known transmission system configuration which includes generating facilities in the area. This review may determine that transmission line protection and communication upgrades are required at remote substations.

## System Reinforcement

Violation #	Upgrade Description	Upgrade Cost
# 1	Wreck and rebuild the Remington - Remington CT 230kV line of 1.2 miles for a higher capacity since the overload exceeds the conductor rating. It is estimated to take 30-36 months to permit (VA CPCN Required), engineer and construct.	\$2,220,000
# 2, 3	Re-conductor the Remington - Elk Run - Gainsville 230kV line of 25 miles for a higher capacity since the overload exceeds the conductor rating. It is estimated to take 44-48 months to permit (VA CPCN required), engineer and construct.	\$28,000,000
Total Network Upgrades		<b>\$30,220,000</b>

Note: the first to cause the violation will be identified during the Impact Study.

## **Interconnection Customer Requirements**

ITO's Facility Connection Requirements as posted on PJM's website

<http://www.pjm.com/~media/planning/plan-standards/private-dominion/facility-connection-requirements1.ashx>

An Interconnection Customer entering the New Services Queue on or after October 1, 2012 with a proposed new Customer Facility that has a Maximum Facility Output equal to or greater than 100 MW shall install and maintain, at its expense, phasor measurement units (PMUs). See Section 8.5.3 of Appendix 2 to the Interconnection Service Agreement as well as section 4.3 of PJM Manual 14D for additional information.

**Voltage Ride Through Requirements** - The Customer Facility shall be designed to remain in service (not trip) for voltages and times as specified for the Eastern Interconnection in Attachment 1 of NERC Reliability Standard PRC-024-1, and successor Reliability Standards, for both high and low voltage conditions, irrespective of generator size, subject to the permissive trip exceptions established in PRC-024-1 (and successor Reliability Standards).

**Frequency Ride Through Requirements** - The Customer Facility shall be designed to remain in service (not trip) for frequencies and times as specified in Attachment 2 of NERC Reliability Standard PRC-024-1, and successor Reliability Standards, for both high and low frequency condition, irrespective of generator size, subject to the permissive trip exceptions established in PRC-024-1 (and successor Reliability Standards).

**Reactive Power** - The Generation Interconnection Customer shall design its non-synchronous Customer Facility with the ability to maintain a power factor of at least 0.95 leading to 0.95 lagging measured at the generator's terminals.

## **Revenue Metering and SCADA Requirements**

### **PJM Requirements**

The IC will be required to install equipment necessary to provide Revenue Metering (KWH, KVARH) and real time data (KW, KVAR) for IC's generating Resource. See PJM Manuals M-01 and M-14D, and PJM Tariff Sections 24.1 and 24.2.

### **Meteorological Data Reporting Requirement**

The solar generation facility shall provide the Transmission Provider with site-specific meteorological data including:

- Temperature (degrees Fahrenheit)
- Atmospheric pressure (hectopascals)
- Irradiance
- Forced outage data

## Network Impacts

The Queue Project AC2-121 was evaluated as a 150.0 MW (Capacity 57.0 MW) injection tapping the Gordonsville – Remington 230 kV line in the ITO area. Project AC2-121 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AC2-121 was studied with a commercial probability of 53%. Potential network impacts were as follows:

### Contingency Descriptions

The following contingencies resulted in overloads:

Contingency Name	Description
280T2077	CONTINGENCY '280T2077' /* STUCK 280T2077 - AT REMINGTON OPEN BRANCH FROM BUS 314080 TO BUS 314099 CKT 1 /* REMINGTON TO MARSH RUN CTS OPEN BRANCH FROM BUS 314085 TO BUS 314080 CKT 1 /* REMINGTON CTS TO REMINGTON END
LN 2039-2040	CONTINGENCY 'LN 2039-2040' OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 1 /* 6MORRSVL 230.00 - 6GI1MRUN 230.00 OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 2 /* 6MORRSVL 230.00 - 6GI1MRUN 230.00 END
LN 580	CONTINGENCY 'LN 580' OPEN BRANCH FROM BUS 235110 TO BUS 314929 CKT 1 /* 01MDWBRK 500.00 - 8FRONT ROYAL500.00 END

## Summer Peak Analysis - 2020

### Generator Deliverability

*(Single or N-1 contingencies for the Capacity portion only of the interconnection)*

None

### Multiple Facility Contingency

*(Double Circuit Tower Line, Fault with a Stuck Breaker, and Bus Fault contingencies for the full energy output)*

#	Contingency		Affected Area	Facility Description	Bus		Cir.	Power Flow	Loading %		Rating		MW Contribution	Ref
	Type	Name			From	To			Initial	Final	Type	MVA		
1	LFFB	280T2077	DVP - DVP	3REMNGTN-3REMNGCT 115 kV line	314078	314090	1	DC	87.67	100.65	LD	275	35.69	1

### Short Circuit

*(Summary of impacted circuit breakers)*

New circuit breakers found to be over-duty:

None

Contributions to previously identified circuit breakers found to be over-duty:

None

### Contribution to Previously Identified Overloads

*(This project contributes to the following contingency overloads, i.e. "Network Impacts", identified for earlier generation or transmission interconnection projects in the PJM Queue)*

#	Contingency	Affected	Facility Description	Bus	Cir.	Power	Loading %	Rating	MW	Ref
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Type	Name	Area	From	To	Flow	Initial	Final	Type	MVA	Contribution				
2	DCTL	LN 2039-2040	DVP - DVP	6REMNGCT-6ELK RUN 230 kV line	314085	314110	1	DC	102.56	107.78	LD	1204	62.78	2
3	DCTL	LN 2039-2040	DVP - DVP	6ELK RUN-6GAINSVL 230 kV line	314110	314037	1	DC	107.66	112.87	LD	1204	62.78	3

### Steady-State Voltage Requirements

*(Summary of the VAR requirements based upon the results of the steady-state voltage studies)*

To be determined during Impact Study

### Stability and Reactive Power Requirement for Low Voltage Ride Through

*(Summary of the VAR requirements based upon the results of the dynamic studies)*

To be determined during Impact Study

### New System Reinforcements

*(Upgrades required to mitigate reliability criteria violations, i.e. Network Impacts, initially caused by the addition of this project generation)*

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost
# 1	3REMNGTN-3REMNGCT 115 kV line	Wreck and rebuild the line of 1.2 miles for a higher capacity since the overload exceeds the conductor rating. It is estimated to take 30-36 months to permit (VA CPCN Required), engineer and construct.	Pending	\$2,220,000
<b>Total New Network Upgrades</b>				<b>\$2,220,000</b>

### Contribution to Previously Identified System Reinforcements

*(Overloads initially caused by prior Queue positions with additional contribution to overloading by this project. This project may have a % allocation cost responsibility which will be calculated and reported for the Impact Study)*

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost
# 2	6REMNGCT-6ELK RUN 230 kV line	Re-conductor the line of 25 miles for a higher capacity since the overload exceeds the conductor rating. It is estimated to take 44-48 months to permit (VA CPCN required), engineer and construct.	Pending	\$28,000,000
# 3	6ELK RUN-6GAINSVL 230 kV line			
<b>Total New Network Upgrades</b>				<b>\$28,000,000</b>

### Potential Congestion due to Local Energy Deliverability

*PJM also studied the delivery of the energy portion of this interconnection request. Any problems identified below are likely to result in operational restrictions to the project under study. The IC can proceed with network upgrades to eliminate the operational restriction at their discretion by submitting a Merchant Transmission Interconnection request.*

*Note: Only the most severely overloaded conditions are listed below. There is no guarantee of full delivery of energy for this project by fixing only the conditions listed in this section. With a Transmission Interconnection Request, a subsequent analysis will be performed which shall study all overload conditions associated with the overloaded element(s) identified.*

#	Contingency		Affected Area	Facility Description	Bus			Power Flow	Loading %		Rating		MW Contribution
	Type	Name			From	To	Circuit		Initial	Final	Type	MVA	
4	N-1	LN 580	DVP - DVP	8MORRSVL-8LOUDOUN 500 kV line	314916	314913	1	DC	103.79	104.89	ER	2738	30.24

## **Light Load Analysis**

Light Load Studies to be conducted during later study phases (as required by PJM Manual 14B).

## **ITO Analysis**

ITO assessed the impact of the proposed Queue Project #AC2-121 interconnection of a 150 MW Energy (57 MW Capacity) injection into the ITO's Transmission System at a new interconnection switching station located on the Gordonsville – Remington 230kV line, for compliance with NERC Reliability Criteria on ITO's Transmission System. The system was assessed using the summer 2020 RTEP case provided to ITO by PJM. When performing a generation analysis, ITO's main analysis will be load flow study results under single contingency (both normal and stressed system conditions). ITO Criteria considers a transmission facility overloaded if it exceeds 94% of its emergency rating under normal and stressed system conditions. A full listing of ITO's Planning Criteria and interconnection requirements can be found in the ITO's Facility Connection Requirements which are publicly available at: <http://www.dom.com>.

The results of these studies evaluate the system under a limited set of operating conditions and do not guarantee the full delivery of the capacity and associated energy of this proposed generation facility under all operating conditions. NERC Planning and Operating Reliability Criteria allow for the re-dispatch of generating units to resolve projected and actual deficiencies in real time and planning studies. Specifically NERC Category C Contingency Conditions ( Bus Fault, Tower Line, N-1-1, and Stuck Breaker scenarios) allow for re-dispatch of generating units to resolve potential reliability deficiencies. For ITO's Planning Criteria the re-dispatch of generating units for these contingency conditions is allowed as long as the projected loading does not exceed 100% of a facility Load Dump Rating.

As part of its generation impact analysis, the ITO routinely evaluates the impact that a proposed new generation resource will have under maximum generation conditions, stress system conditions and import/export system conditions (greater than 20 MW). The results of these studies are discussed in more detail below.

### Category B Analysis (Single Contingency):

1. System Normal – No deficiencies identified
2. Critical System Condition (No Surry 230 kV or Possum Point 6 Unit) – No deficiencies identified.

### Category C Analysis: (Multiple Facility Analysis)

1. Bus Fault - No deficiencies identified
2. Line Stuck Breaker - No deficiencies identified
3. Tower Line – No deficiencies identified

The import and export conditions into and out of the ITO System are evaluated with any new interconnection greater than 20 MW, any new facility that is interconnected with the ITO System should not significantly decrement FCITC between utilities. These studies will be performed during the System Impact Study.

## **Affected System Analysis & Mitigation**

### **Duke, Progress & TVA Impacts:**

Duke Carolina, Progress, & TVA Impacts to be determined during later study phases (as applicable).

## Option 2

### Attachment Facilities

Generation Substation: Install metering and associated protection equipment. Estimated Cost \$550,000.

Transmission: Construct approximately one span of 115 kV Attachment line between the generation substation and a new AC2-121 Switching Station. The estimated cost for this work is \$1,000,000.

The estimated total cost of the Attachment Facilities is \$1,550,000. It is estimated to take 18-24 months to complete this work. These preliminary cost estimates are based on typical engineering costs. A more detailed engineering cost estimates are normally done when the IC provides an exact site plan location for the generation substation during the Facility Study phase. These costs do not include CIAC Tax Gross-up. The single line is shown below in Attachment 1.

### Direct Connection Cost Estimate

Substation: Establish the new 115 kV AC2-121 Switching Substation (interconnection substation). The estimated cost of this work scope is \$5,500,000. It is estimated to take 24-36 months to complete this work.

### Non-Direct Connection Cost Estimate

Transmission: Install transmission structure in-line with transmission line to allow the proposed interconnection switching station to be interconnected with the transmission system. Estimated cost is \$800,000 dollars and is estimated to take 24-30 months to complete.

Remote Terminal Work: During the Facilities Study, ITO's System Protection Engineering Department will review transmission line protection as well as anti-islanding required to accommodate the new generation and interconnection substation. System Protection Engineering will determine the minimal acceptable protection requirements to reliably interconnect the proposed generating facility with the transmission system. The review is based on maintaining system reliability by reviewing ITO's protection requirements with the known transmission system configuration which includes generating facilities in the area. This review may determine that transmission line protection and communication upgrades are required at remote substations.

### Network Impacts

The Queue Project AC2-121 was evaluated as a 150.0 MW (Capacity 57.0 MW) injection tapping the Mount Run – Mitchell 115 kV line in the ITO area. Project AC2-121 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AC2-121 was studied with a commercial probability of 53%. Potential network impacts were as follows:

## Contingency Descriptions

The following contingencies resulted in overloads:

Contingency Name	Description
642	CONTINGENCY '642' /* STUCK 642 - AT REMINGTON OPEN BRANCH FROM BUS 314078 TO BUS 314090 CKT 1 /* LINE 6 - REMINGTON TO REMINGTON CT OPEN BRANCH FROM BUS 314078 TO BUS 314080 CKT 1 /* REMINGTON 230-115 TX#3 OPEN BRANCH FROM BUS 314078 TO BUS 314743 CKT 1 /* LINE 70 - REMINGTON TO BRANDY END
280T2077	CONTINGENCY '280T2077' /* STUCK 280T2077 - AT REMINGTON OPEN BRANCH FROM BUS 314080 TO BUS 314099 CKT 1 /* REMINGTON TO MARSH RUN CTS OPEN BRANCH FROM BUS 314085 TO BUS 314080 CKT 1 /* REMINGTON CTS TO REMINGTON END
LN 2039-2040	CONTINGENCY 'LN 2039-2040' OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 1 /* 6MORRSVL 230.00 - 6GI1MRUN 230.00 OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 2 /* 6MORRSVL 230.00 - 6GI1MRUN 230.00 END
LN 580	CONTINGENCY 'LN 580' OPEN BRANCH FROM BUS 235110 TO BUS 314929 CKT 1 /* 01MDWBRK 500.00 - 8FRONT ROYAL500.00 END

## Summer Peak Analysis - 2020

### Generator Deliverability

*(Single or N-1 contingencies for the Capacity portion only of the interconnection)*

None

### Multiple Facility Contingency

*(Double Circuit Tower Line, Fault with a Stuck Breaker, and Bus Fault contingencies for the full energy output)*

#	Contingency		Affected Area	Facility Description	Bus			Power Flow	Loading %		Rating		MW Contribution	Ref
	Type	Name			From	To	Cir.		Initial	Final	Type	MVA		
1	LFFB	280T2077	DVP - DVP	3REMNGTN-3REMNGCT 115 kV line	314078	314090	1	DC	87.93	103.61	LD	275	43.11	4
2	LFFB	642	DVP - DVP	3MITCHEL-3OAK GRE 115 kV line	314768	314815	1	DC	49.96	106.35	LD	266	150	5
3	LFFB	642	DVP - DVP	AC1-076 TAP-3PAY TAP 115 kV line	926000	314778	1	DC	70.94	103.9	LD	260	85.7	6

### Short Circuit

*(Summary of impacted circuit breakers)*

New circuit breakers found to be over-duty:

None

Contributions to previously identified circuit breakers found to be over-duty:

None

## **Contribution to Previously Identified Overloads**

*(This project contributes to the following contingency overloads, i.e. "Network Impacts", identified for earlier generation or transmission interconnection projects in the PJM Queue)*

#	Contingency		Affected Area	Facility Description	Bus			Power Flow	Loading %		Rating		MW Contribution	Ref
	Type	Name			From	To	Cir.		Initial	Final	Type	MVA		
4	DCTL	LN 2039-2040	DVP - DVP	6REMNGCT-6ELK RUN 230 kV line	314085	314110	1	DC	103.6	107.56	LD	1204	47.66	7
5	DCTL	LN 2039-2040	DVP - DVP	6ELK RUN-6GAINSVL 230 kV line	314110	314037	1	DC	108.7	112.65	LD	1204	47.66	8

## **Steady-State Voltage Requirements**

*(Summary of the VAR requirements based upon the results of the steady-state voltage studies)*

To be determined during Impact Study

## **Stability and Reactive Power Requirement for Low Voltage Ride Through**

*(Summary of the VAR requirements based upon the results of the dynamic studies)*

To be determined during Impact Study

## **Potential Congestion due to Local Energy Deliverability**

*PJM also studied the delivery of the energy portion of this interconnection request. Any problems identified below are likely to result in operational restrictions to the project under study. The IC can proceed with network upgrades to eliminate the operational restriction at their discretion by submitting a Merchant Transmission Interconnection request.*

*Note: Only the most severely overloaded conditions are listed below. There is no guarantee of full delivery of energy for this project by fixing only the conditions listed in this section. With a Transmission Interconnection Request, a subsequent analysis will be performed which shall study all overload conditions associated with the overloaded element(s) identified.*

#	Contingency	Affected	Facility Description	Bus	Circuit	Power	Loading %	Rating	MW
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Type	Name	Area	From	To	Flow	Initial	Final	Type	MVA	Contribution			
6	N-1	LN 580	DVP - DVP	8MORRSVL-8LOUDOUN 500 kV line	314916	314913	1	DC	103.8	104.95	ER	2738	31.76

### **Light Load Analysis**

Light Load Studies to be conducted during later study phases (as required by PJM Manual 14B).

### **ITO Analysis**

ITO assessed the impact of the proposed Queue Project #AC2-121 interconnection of a 150 MW Energy (57 MW Capacity) injection into the ITO's Transmission System at a new interconnection switching station located on the Mountain Run - Mitchell 115kV line, for compliance with NERC Reliability Criteria on ITO's Transmission System. The system was assessed using the summer 2020 RTEP case provided to ITO by PJM. When performing a generation analysis, ITO's main analysis will be load flow study results under single contingency (both normal and stressed system conditions). ITO Criteria considers a transmission facility overloaded if it exceeds 94% of its emergency rating under normal and stressed system conditions. A full listing of ITO's Planning Criteria and interconnection requirements can be found in the ITO's Facility Connection Requirements which are publicly available at: <http://www.dom.com>.

The results of these studies evaluate the system under a limited set of operating conditions and do not guarantee the full delivery of the capacity and associated energy of this proposed generation facility under all operating conditions. NERC Planning and Operating Reliability Criteria allow for the re-dispatch of generating units to resolve projected and actual deficiencies in real time and planning studies. Specifically NERC Category C Contingency Conditions ( Bus Fault, Tower Line, N-1-1, and Stuck Breaker scenarios) allow for re-dispatch of generating units to resolve potential reliability deficiencies. For ITO's Planning Criteria the re-dispatch of generating units for these contingency conditions is allowed as long as the projected loading does not exceed 100% of a facility Load Dump Rating.

As part of its generation impact analysis, the ITO routinely evaluates the impact that a proposed new generation resource will have under maximum generation conditions, stress system conditions and import/export system conditions (greater than 20 MW). The results of these studies are discussed in more detail below.

Category B Analysis (Single Contingency):

1. System Normal – No deficiencies identified
2. Critical System Condition (No Surry 230 kV or Possum Point 6 Unit) – No deficiencies identified.

Category C Analysis: (Multiple Facility Analysis)

1. Bus Fault - No deficiencies identified

2. Line Stuck Breaker - No deficiencies identified

3. Tower Line – No deficiencies identified

The import and export conditions into and out of the ITO System are evaluated with any new interconnection greater than 20 MW, any new facility that is interconnected with the ITO System should not significantly decrement FCITC between utilities. These studies will be performed during the System Impact Study.

### **Affected System Analysis & Mitigation**

#### **Duke, Progress & TVA Impacts:**

Duke Carolina, Progress, & TVA Impacts to be determined during later study phases (as applicable).

**Attachment 1.**  
*System Configuration*

## Attachment 2.

### *Flowgate Appendices*

## **Appendices**

The following appendices contain additional information about each flowgate presented in the body of the report. For each appendix, a description of the flowgate and its contingency was included for convenience. However, the intent of the appendix section is to provide more information on which projects/generators have contributions to the flowgate in question. Although this information is not used "as is" for cost allocation purposes, it can be used to gauge other generators impact. When a flowgate is identified in multiple analysis the appendix is presented for only the analysis with the greatest overload.

***It should be noted the generator contributions presented in the appendices sections are full contributions, whereas in the body of the report, those contributions take into consideration the commercial probability of each project.***

## Appendix 1

(DVP - DVP) The 3REMNGTN-3REMNGCT 115 kV line (from bus 314078 to bus 314090 ckt 1) loads from 87.67% to 100.65% (**DC power flow**) of its load dump rating (275 MVA) for the line fault with failed breaker contingency outage of '280T2077'. This project contributes approximately 35.69 MW to the thermal violation.

CONTINGENCY '280T2077'

/\* STUCK 280T2077 - AT

REMINGTON

OPEN BRANCH FROM BUS 314080 TO BUS 314099 CKT 1  
TO MARSH RUN CTS

/\* REMINGTON

OPEN BRANCH FROM BUS 314085 TO BUS 314080 CKT 1  
CTS TO REMINGTON

/\* REMINGTON

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315172	ILOISA A	1.7
315173	ILOISA B	1.71
315174	ILOISA C	1.71
315175	ILOISA D	1.71
315176	ILOISA E	3.49
315177	ISANNAG1	0.91
315179	ISANNAG2	0.91
315178	ISANNAS1	0.47
315180	ISANNAS2	0.47
931151	AC2-022 C	16.8
931152	AC2-022 E	4.76
931711	AC2-094 C	3.93
931712	AC2-094 E	2.27
931781	AC2-102 C OP	7.
931782	AC2-102 E OP	11.42
931861	AC2-113 C	4.58
931862	AC2-113 E	2.31
931971	AC2-121 C OP	13.56
931972	AC2-121 E OP	22.13
923891	AB2-029 C	2.57
923892	AB2-029 E	4.13
924182	AB2-062 E	2.77
925021	AB2-158 C	6.51
925022	AB2-158 E	2.9

<i>925671</i>	<i>ACI-043 C</i>	<i>18.08</i>
<i>925672</i>	<i>ACI-043 E</i>	<i>29.5</i>
<i>926001</i>	<i>ACI-076 C</i>	<i>3.07</i>
<i>926002</i>	<i>ACI-076 E</i>	<i>4.99</i>
<i>926481</i>	<i>ACI-120 C OP</i>	<i>11.38</i>
<i>926482</i>	<i>ACI-120 E OP</i>	<i>5.86</i>
<i>926501</i>	<i>ACI-121 C OP</i>	<i>3.91</i>
<i>926502</i>	<i>ACI-121 E OP</i>	<i>1.84</i>
<i>926611</i>	<i>ACI-143 C OP</i>	<i>19.6</i>
<i>926612</i>	<i>ACI-143 E OP</i>	<i>8.95</i>

## Appendix 2

(DVP - DVP) The 6REMNGCT-6ELK RUN 230 kV line (from bus 314085 to bus 314110 ckt 1) loads from 102.56% to 107.78% (**DC power flow**) of its load dump rating (1204 MVA) for the tower line contingency outage of 'LN 2039-2040'. This project contributes approximately 62.78 MW to the thermal violation.

CONTINGENCY 'LN 2039-2040'

OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 1 /\* 6MORRSVL  
230.00 - 6GI1MRUN 230.00

OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 2 /\* 6MORRSVL  
230.00 - 6GI1MRUN 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315172	ILOISA A	2.88
315173	ILOISA B	2.9
315174	ILOISA C	2.9
315175	ILOISA D	2.9
315176	ILOISA E	5.91
315028	1M RUN A	16.01
315029	1M RUN B	15.88
315030	1M RUN C	16.01
315021	1REMNGT1	15.38
315022	1REMNGT2	15.08
315023	1REMNGT3	15.14
315024	1REMNGT4	15.31
315177	1SANNAG1	1.54
315179	1SANNAG2	1.54
315178	1SANNAS1	0.79
315180	1SANNAS2	0.79
314093	6WARRNTN	0.2
931151	AC2-022 C	29.55
931152	AC2-022 E	8.37
931711	AC2-094 C	6.74
931712	AC2-094 E	3.9
931781	AC2-102 C OP	8.04
931782	AC2-102 E OP	13.12
931861	AC2-113 C	4.93
931862	AC2-113 E	2.49

931971	AC2-121 C OP	23.86
931972	AC2-121 E OP	38.93
923891	AB2-029 C	4.59
923892	AB2-029 E	7.37
924182	AB2-062 E	3.31
925021	AB2-158 C	11.08
925022	AB2-158 E	4.94
925671	AC1-043 C	18.76
925672	AC1-043 E	30.61
926001	AC1-076 C	3.67
926002	AC1-076 E	5.97
926481	AC1-120 C OP	12.58
926482	AC1-120 E OP	6.48
926501	AC1-121 C OP	4.32
926502	AC1-121 E OP	2.03
926611	AC1-143 C OP	20.34
926612	AC1-143 E OP	9.28

### Appendix 3

(DVP - DVP) The 6ELK RUN-6GAINSVL 230 kV line (from bus 314110 to bus 314037 ckt 1) loads from 107.66% to 112.87% (**DC power flow**) of its load dump rating (1204 MVA) for the tower line contingency outage of 'LN 2039-2040'. This project contributes approximately 62.78 MW to the thermal violation.

CONTINGENCY 'LN 2039-2040'

OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 1 /\* 6MORRSVL  
230.00 - 6GI1MRUN 230.00

OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 2 /\* 6MORRSVL  
230.00 - 6GI1MRUN 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315172	ILOISA A	2.88
315173	ILOISA B	2.9
315174	ILOISA C	2.9
315175	ILOISA D	2.9
315176	ILOISA E	5.91
315028	1M RUN A	16.01
315029	1M RUN B	15.88
315030	1M RUN C	16.01
315021	1REMNGT1	15.38
315022	1REMNGT2	15.08
315023	1REMNGT3	15.14
315024	1REMNGT4	15.31
315177	1SANNAG1	1.54
315179	1SANNAG2	1.54
315178	1SANNAS1	0.79
315180	1SANNAS2	0.79
314093	6WARRNTN	0.2
931151	AC2-022 C	29.55
931152	AC2-022 E	8.37
931611	AC2-082 C	24.71
931612	AC2-082 E	40.32
931711	AC2-094 C	6.74
931712	AC2-094 E	3.9
931781	AC2-102 C OP	8.04
931782	AC2-102 E OP	13.12

931861	AC2-113 C	4.93
931862	AC2-113 E	2.49
931971	AC2-121 C OP	23.86
931972	AC2-121 E OP	38.93
923891	AB2-029 C	4.59
923892	AB2-029 E	7.37
924182	AB2-062 E	3.31
925021	AB2-158 C	11.08
925022	AB2-158 E	4.94
925671	AC1-043 C	18.76
925672	AC1-043 E	30.61
926001	AC1-076 C	3.67
926002	AC1-076 E	5.97
926481	AC1-120 C OP	12.58
926482	AC1-120 E OP	6.48
926501	AC1-121 C OP	4.32
926502	AC1-121 E OP	2.03
926611	AC1-143 C OP	20.34
926612	AC1-143 E OP	9.28

## Appendix 4

(DVP - DVP) The 3REMNGTN-3REMNGCT 115 kV line (from bus 314078 to bus 314090 ckt 1) loads from 87.93% to 103.61% (**DC power flow**) of its load dump rating (275 MVA) for the line fault with failed breaker contingency outage of '280T2077'. This project contributes approximately 43.11 MW to the thermal violation.

CONTINGENCY '280T2077'

/\* STUCK 280T2077 - AT

REMINGTON

OPEN BRANCH FROM BUS 314080 TO BUS 314099 CKT 1 /\* REMINGTON  
TO MARSH RUN CTS

OPEN BRANCH FROM BUS 314085 TO BUS 314080 CKT 1 /\* REMINGTON  
CTS TO REMINGTON

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315172	ILOISA A	1.7
315173	ILOISA B	1.71
315174	ILOISA C	1.71
315175	ILOISA D	1.71
315176	ILOISA E	3.49
315177	ISANNAG1	0.91
315179	ISANNAG2	0.91
315178	ISANNAS1	0.47
315180	ISANNAS2	0.47
931151	AC2-022 C	16.8
931152	AC2-022 E	4.76
931711	AC2-094 C	3.93
931712	AC2-094 E	2.27
931781	AC2-102 C OP	7.23
931782	AC2-102 E OP	11.8
931861	AC2-113 C	4.58
931862	AC2-113 E	2.31
931971	AC2-121 C OP	16.38
931972	AC2-121 E OP	26.73
923891	AB2-029 C	2.57
923892	AB2-029 E	4.13
924182	AB2-062 E	2.77
925021	AB2-158 C	6.51
925022	AB2-158 E	2.9

<i>925671</i>	<i>ACI-043 C</i>	<i>18.08</i>
<i>925672</i>	<i>ACI-043 E</i>	<i>29.5</i>
<i>926001</i>	<i>ACI-076 C</i>	<i>3.07</i>
<i>926002</i>	<i>ACI-076 E</i>	<i>4.99</i>
<i>926481</i>	<i>ACI-120 C OP</i>	<i>11.38</i>
<i>926482</i>	<i>ACI-120 E OP</i>	<i>5.86</i>
<i>926501</i>	<i>ACI-121 C OP</i>	<i>3.91</i>
<i>926502</i>	<i>ACI-121 E OP</i>	<i>1.84</i>
<i>926611</i>	<i>ACI-143 C OP</i>	<i>19.6</i>
<i>926612</i>	<i>ACI-143 E OP</i>	<i>8.95</i>

## Appendix 5

(DVP - DVP) The 3MITCHEL-3OAK GRE 115 kV line (from bus 314768 to bus 314815 ckt 1) loads from 49.96% to 106.35% (**DC power flow**) of its load dump rating (266 MVA) for the line fault with failed breaker contingency outage of '642'. This project contributes approximately 150.0 MW to the thermal violation.

CONTINGENCY '642' /\* STUCK 642 - AT REMINGTON  
 OPEN BRANCH FROM BUS 314078 TO BUS 314090 CKT 1 /\* LINE 6 -  
 REMINGTON TO REMINGTON CT  
 OPEN BRANCH FROM BUS 314078 TO BUS 314080 CKT 1 /\* REMINGTON  
 230-115 TX#3  
 OPEN BRANCH FROM BUS 314078 TO BUS 314743 CKT 1 /\* LINE 70 -  
 REMINGTON TO BRANDY  
 END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
931861	AC2-113 C	13.3
931862	AC2-113 E	6.7
931971	AC2-121 C OP	57.
931972	AC2-121 E OP	93.
925671	AC1-043 C	38.
925672	AC1-043 E	62.
926481	AC1-120 C OP	39.6
926482	AC1-120 E OP	20.4
926501	AC1-121 C OP	13.6
926502	AC1-121 E OP	6.4
926611	AC1-143 C OP	41.2
926612	AC1-143 E OP	18.8

## Appendix 6

(DVP - DVP) The AC1-076 TAP-3PAY TAP 115 kV line (from bus 926000 to bus 314778 ckt 1) loads from 70.94% to 103.9% (**DC power flow**) of its load dump rating (260 MVA) for the line fault with failed breaker contingency outage of '642'. This project contributes approximately 85.7 MW to the thermal violation.

CONTINGENCY '642' /\* STUCK 642 - AT REMINGTON  
 OPEN BRANCH FROM BUS 314078 TO BUS 314090 CKT 1 /\* LINE 6 -  
 REMINGTON TO REMINGTON CT  
 OPEN BRANCH FROM BUS 314078 TO BUS 314080 CKT 1 /\* REMINGTON  
 230-115 TX#3  
 OPEN BRANCH FROM BUS 314078 TO BUS 314743 CKT 1 /\* LINE 70 -  
 REMINGTON TO BRANDY  
 END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
931861	AC2-113 C	7.6
931862	AC2-113 E	3.83
931971	AC2-121 C OP	32.56
931972	AC2-121 E OP	53.13
924182	AB2-062 E	13.84
925671	AC1-043 C	21.71
925672	AC1-043 E	35.42
926001	AC1-076 C	16.97
926002	AC1-076 E	27.59
926481	AC1-120 C OP	22.62
926482	AC1-120 E OP	11.65
926501	AC1-121 C OP	7.77
926502	AC1-121 E OP	3.66
926611	AC1-143 C OP	23.54
926612	AC1-143 E OP	10.74

## Appendix 7

(DVP - DVP) The 6REMNGCT-6ELK RUN 230 kV line (from bus 314085 to bus 314110 ckt 1) loads from 103.6% to 107.56% (**DC power flow**) of its load dump rating (1204 MVA) for the tower line contingency outage of 'LN 2039-2040'. This project contributes approximately 47.66 MW to the thermal violation.

CONTINGENCY 'LN 2039-2040'

OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 1 /\* 6MORRSVL  
230.00 - 6GI1MRUN 230.00

OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 2 /\* 6MORRSVL  
230.00 - 6GI1MRUN 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315172	ILOISA A	2.89
315173	ILOISA B	2.9
315174	ILOISA C	2.9
315175	ILOISA D	2.9
315176	ILOISA E	5.91
315028	1M RUN A	16.02
315029	1M RUN B	15.89
315030	1M RUN C	16.02
315021	1REMNGT1	15.39
315022	1REMNGT2	15.09
315023	1REMNGT3	15.15
315024	1REMNGT4	15.32
315177	1SANNAG1	1.54
315179	1SANNAG2	1.54
315178	1SANNAS1	0.79
315180	1SANNAS2	0.79
314093	6WARRNTN	0.2
931151	AC2-022 C	29.55
931152	AC2-022 E	8.37
931711	AC2-094 C	6.74
931712	AC2-094 E	3.9
931781	AC2-102 C OP	12.72
931782	AC2-102 E OP	20.76
931861	AC2-113 C	4.93
931862	AC2-113 E	2.49

931971	AC2-121 C OP	18.11
931972	AC2-121 E OP	29.55
923891	AB2-029 C	4.59
923892	AB2-029 E	7.37
924182	AB2-062 E	3.31
925021	AB2-158 C	11.08
925022	AB2-158 E	4.94
925671	AC1-043 C	18.76
925672	AC1-043 E	30.61
926001	AC1-076 C	3.67
926002	AC1-076 E	5.97
926481	AC1-120 C OP	12.58
926482	AC1-120 E OP	6.48
926501	AC1-121 C OP	4.32
926502	AC1-121 E OP	2.03
926611	AC1-143 C OP	20.34
926612	AC1-143 E OP	9.28

## Appendix 8

(DVP - DVP) The 6ELK RUN-6GAINSVL 230 kV line (from bus 314110 to bus 314037 ckt 1) loads from 108.7% to 112.65% (**DC power flow**) of its load dump rating (1204 MVA) for the tower line contingency outage of 'LN 2039-2040'. This project contributes approximately 47.66 MW to the thermal violation.

CONTINGENCY 'LN 2039-2040'

OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 1 /\* 6MORRSVL  
230.00 - 6GI1MRUN 230.00

OPEN BRANCH FROM BUS 314063 TO BUS 314099 CKT 2 /\* 6MORRSVL  
230.00 - 6GI1MRUN 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315172	ILOISA A	2.89
315173	ILOISA B	2.9
315174	ILOISA C	2.9
315175	ILOISA D	2.9
315176	ILOISA E	5.91
315028	1M RUN A	16.02
315029	1M RUN B	15.89
315030	1M RUN C	16.02
315021	1REMNGT1	15.39
315022	1REMNGT2	15.09
315023	1REMNGT3	15.15
315024	1REMNGT4	15.32
315177	1SANNAG1	1.54
315179	1SANNAG2	1.54
315178	1SANNAS1	0.79
315180	1SANNAS2	0.79
314093	6WARRNTN	0.2
931151	AC2-022 C	29.55
931152	AC2-022 E	8.37
931611	AC2-082 C	24.71
931612	AC2-082 E	40.32
931711	AC2-094 C	6.74
931712	AC2-094 E	3.9
931781	AC2-102 C OP	12.72
931782	AC2-102 E OP	20.76

931861	AC2-113 C	4.93
931862	AC2-113 E	2.49
931971	AC2-121 C OP	18.11
931972	AC2-121 E OP	29.55
923891	AB2-029 C	4.59
923892	AB2-029 E	7.37
924182	AB2-062 E	3.31
925021	AB2-158 C	11.08
925022	AB2-158 E	4.94
925671	AC1-043 C	18.76
925672	AC1-043 E	30.61
926001	AC1-076 C	3.67
926002	AC1-076 E	5.97
926481	AC1-120 C OP	12.58
926482	AC1-120 E OP	6.48
926501	AC1-121 C OP	4.32
926502	AC1-121 E OP	2.03
926611	AC1-143 C OP	20.34
926612	AC1-143 E OP	9.28