

***Generation Interconnection
Feasibility Study Report***

For

***PJM Generation Interconnection Request
Queue Position AD1-078***

***Paytes 115kV
12.6 MW Capacity / 20 MW Energy***

March / 2018

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 Orange County, VA. The installed facilities will have a total capability of 20 MW with 12.6 MW of this output being recognized by PJM as capacity. The proposed in-service date for this project is 1/31/2019. **This study does not imply an ITO commitment to this in-service date.**

Point of Interconnection

AD1-078 will interconnect with the ITO transmission system via ITO Paytes 115kV delivery point which feeds Rappahannock Electrical Co-operative Paytes 115/34.5kV substation.

Cost Summary

The AD1-078 project will be responsible for the following costs:

Description	Total Cost
Attachment Facilities	\$0
Direct Connection Network Upgrades	\$0
Non Direct Connection Network Upgrades	\$0
Total Costs	\$0

In addition, the AD1-078 project may be responsible for a contribution to the following costs:

Description	Total Cost
New System Upgrades	\$56,250,000
Previously Identified Upgrades	\$0
Total Costs	\$56,250,000

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

Note: PJM Open Access Transmission Tariff (OATT) section 217.3A outline cost allocation rules. The rules are further clarified in PJM Manual 14A Attachment B. For New System Upgrades, the cost allocation rule differ depending on whether the minimum amount of upgrades to resolve a single reliability criteria violation will cost less than \$5,000,000. For upgrades estimated to cost less than \$5,000,000 the allocation of costs will not occur outside of the Queue in which the need for the Network Upgrade was identified. Cost allocation within the Queue will be contingent each Queue projects Distribution Factor on the overloaded facility. For upgrades estimated to cost \$5,000,000 or greater the allocation of costs will start with the first Queue project to cause the need for the upgrade. Later queue projects will receive cost allocation contingent on their contribution to the violation and are allocated to the queues that have not closed less than 5 years following the execution of the first Interconnection Service Agreement which identifies the need for this upgrade.

The Feasibility Study is used to make a preliminary determination of the type and scope of Attachment Facilities, Local Upgrades, and Network Upgrades that will be necessary to accommodate the Interconnection Request and to provide the Interconnection Customer a preliminary estimate of the time that will be required to construct any necessary facilities and upgrades and the Interconnection Customer's cost responsibility. The System Impact Study provides refined and comprehensive estimates of cost responsibility and construction lead times for new facilities and system upgrades. Facilities Studies will include, commensurate with the degree of engineering specificity as provided in the Facilities Study Agreement, good faith estimates of the cost, determined in accordance with Section 217 of the Tariff,

(a) to be charged to each affected New Service Customer for the Facilities and System Upgrades that are necessary to accommodate this queue project;

- (b) the time required to complete detailed design and construction of the facilities and upgrades;
and
- (c) a description of any site-specific environmental issues or requirements that could reasonably be anticipated to affect the cost or time required to complete construction of such facilities and upgrades.

Transmission Owner Scope of Work

Attachment facilities and local upgrades (if required) along with terms and conditions to interconnect AD1-078 will be specified in a separate two party Interconnection Agreement (IA) between Rappahannock Electrical Co-operative and the IC as this project is considered FERC non-jurisdictional per the PJM Open Access Transmission Tariff (OATT). The single line is shown below in Attachment 1.

Non-Direct Connection Cost Estimate

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.

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>

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 AD1-078 was evaluated as a 20.0 MW (Capacity 12.6 MW) injection at Paytes 115 kV substation in the ITO area. Project AD1-078 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AD1-078 was studied with a commercial probability of 100%. Potential network impacts were as follows:

PJM assessed the impact of the proposed Queue Project as an injection into the ITO, for compliance with NERC Reliability Criteria. The system was assessed using the summer 2021 RTEP case. When performing analysis, ITO Criteria considers a transmission facility overloaded if it exceeds 94% of its emergency rating under single contingency (normal and stressed system conditions). A full listing of the 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 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. The results of these studies are discussed in more detail below.

Contingency Descriptions

The following contingencies resulted in overloads:

Contingency Name	Description
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Contingency Name	Description
DVP_P7-1: LN 198-552	CONTINGENCY 'DVP_P7-1: LN 198-552' OPEN BRANCH FROM BUS 314135 TO BUS 314367 CKT 1 /* 3CHANCE 115.00 - 3CHANC_1 115.00 CAP BANK OPEN BRANCH FROM BUS 314135 TO BUS 314775 CKT 1 /* 3CHANCE 115.00 - 3NI RVER 115.00 OPEN BRANCH FROM BUS 314775 TO BUS 314779 CKT 1 /* 3NI RVER 115.00 - 3TDTAVRN 115.00 OPEN BRANCH FROM BUS 314779 TO BUS 314755 CKT 1 /* 3TDTAVRN 115.00 - 3SPOTSYL 115.00 OPEN BUS 314367 /* ISLAND CHANC_1 CAP BANK OPEN BRANCH FROM BUS 314135 TO BUS 314905 CKT 2 /* 3CHANCE 115.00 - 8CHANCE 500.00 TRANSFORMER 2 OPEN BRANCH FROM BUS 314900 TO BUS 314905 CKT 1 /* 8BRISTER 500.00 - 8CHANCE 500.00 OPEN BRANCH FROM BUS 314905 TO BUS 314911 CKT 1 /* 8CHANCE 500.00 - 8LDYSMTH 500.00 END
DVP_P1-2: LN 70-A	CONTINGENCY 'DVP_P1-2: LN 70-A' OPEN BRANCH FROM BUS 314078 TO BUS 926610 CKT 1 /* 3REMNGTN 115.00 - AC1-143 TAP 115.00 END

Summer Peak Analysis - 2021

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	DCTL	DVP_P7-1: LN 198-552	DVP - DVP	8SPOTSYL-8MORRSVL 500 kV line	314934	314916	1	DC	99.97	100.13	LD	3938	6.68	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)

None

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	8SPOTSYL-8MORRSVL 500 kV line	Wreck and rebuild the Morrisville – Spotsylvania 500 kV line #594 of 17 miles to increase its line rating to 4453 MVA (normal), 4453 MVA (emergency), and 5152 MVA (load dump).. It is estimated to take 44-48 months to engineer, permit and construct. A VA CPCN is required.	Pending	\$56,250,000
Total New Network Upgrades				\$56,250,000

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)

None

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	
2	N-1	DVP_P1-2: LN 70-A	DVP - DVP	3PAY TAP-3SPOTSYL 115 kV line	314778	314755	1	DC	96.41	103.72	ER	212	15.53

Light Load Analysis

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

Affected System Analysis & Mitigation

Duke, Progress & TVA Impacts:

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

Attachment 1.

Flowgate Appendices – Option 1

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 8SPOTSYL-8MORRSVL 500 kV line (from bus 314934 to bus 314916 ckt 1) loads from 99.97% to 100.13% (**DC power flow**) of its load dump rating (3938 MVA) for the tower line contingency outage of 'DVP_P7-1: LN 198-552'. This project contributes approximately 6.68 MW to the thermal violation.

CONTINGENCY 'DVP_P7-1: LN 198-552'

OPEN BRANCH FROM BUS 314135 TO BUS 314367 CKT 1 /* 3CHANCE
 115.00 - 3CHANC_1 115.00 CAP BANK
 OPEN BRANCH FROM BUS 314135 TO BUS 314775 CKT 1 /* 3CHANCE
 115.00 - 3NI RVER 115.00
 OPEN BRANCH FROM BUS 314775 TO BUS 314779 CKT 1 /* 3NI RVER
 115.00 - 3TDTAVRN 115.00
 OPEN BRANCH FROM BUS 314779 TO BUS 314755 CKT 1 /* 3TDTAVRN
 115.00 - 3SPOTSYL 115.00
 OPEN BUS 314367 /* ISLAND CHANC_1 CAP BANK
 OPEN BRANCH FROM BUS 314135 TO BUS 314905 CKT 2 /* 3CHANCE
 115.00 - 8CHANCE 500.00 TRANSFORMER 2
 OPEN BRANCH FROM BUS 314900 TO BUS 314905 CKT 1 /* 8BRISTER
 500.00 - 8CHANCE 500.00
 OPEN BRANCH FROM BUS 314905 TO BUS 314911 CKT 1 /* 8CHANCE
 500.00 - 8LDYSMTH 500.00
 END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315053	1BELMED1	3.88
315054	1BELMED2	3.88
315055	1BELMED3	3.22
315074	1HOPCGN1	9.5
315075	1HOPCGN2	9.37
315225	IN ANNA1	68.34
315226	IN ANNA2	68.31
315083	1SPRUNCA	12.26
315084	1SPRUNCB	12.26
315085	1SPRUNCC	9.09
315086	1SPRUNCD	9.09
315073	1STONECA	7.88
315233	1SURRY 2	34.25
314566	3CRESWEL	2.67
314572	3EMPORIA	0.45

314578	3HORNRTN	3.51
314582	3KELFORD	0.89
314315	3LOCKS E	1.44
314603	3SCOT NK	3.48
314617	3TUNIS	0.91
314539	3UNCAMP	2.7
314541	3WATKINS	0.76
314620	6CASHIE	0.93
314229	6MT RD221	0.81
314189	6PAPERMILL	7.3
314594	6PLYMOTH	0.94
314250	6ROCKVILLE	0.29
314256	6ROCKVILLE E	0.85
314648	6SUNBURY	1.
314651	6WINFALL	1.98
932041	AC2-012 C	11.74
932042	AC2-012 E	19.15
932501	AC2-070 C	1.86
932502	AC2-070 E	0.77
932531	AC2-073 C	2.61
932532	AC2-073 E	1.31
932581	AC2-078 C	4.67
932582	AC2-078 E	7.62
932591	AC2-079 C	7.71
932592	AC2-079 E	12.58
932631	AC2-084 C	9.19
932632	AC2-084 E	4.53
932701	AC2-093 C	81.1
932702	AC2-093 E	46.39
932711	AC2-094 C	16.34
932712	AC2-094 E	9.45
932831	AC2-110 C	1.48
932832	AC2-110 E	2.42
933011	AC2-125	2.61
933021	AC2-126	2.63
933031	AC2-127	1.44
933041	AC2-128	1.39
933051	AC2-129	1.3
933061	AC2-130	2.7

933071	AC2-131 1	1.83
933081	AC2-131 2	0.83
933111	AC2-132 1	0.96
933121	AC2-132 2	0.49
933261	AC2-137 C	2.32
933262	AC2-137 E	1.5
933291	AC2-141 C	35.07
933292	AC2-141 E	14.97
933451	AC2-158 C	5.97
933452	AC2-158 E	5.97
933461	AC2-159 C	7.15
933462	AC2-159 E	7.15
933471	AC2-161 C	2.71
933472	AC2-161 E	1.4
933481	AC2-162 C	2.67
933482	AC2-162 E	1.37
933501	AC2-165 C	11.95
933502	AC2-165 E	6.08
933711	AC2-194 C	1.23
933712	AC2-194 E	1.98
933731	AC2-196 C	2.05
933732	AC2-196 E	1.37
933991	AD1-023 C	14.47
933992	AD1-023 E	7.88
934011	AD1-025 C O1	19.31
934012	AD1-025 E O1	11.44
934041	AD1-029 C	11.37
934042	AD1-029 E	7.5
934061	AD1-033 C O1	8.63
934062	AD1-033 E O1	5.75
934071	AD1-034 C O1	9.23
934072	AD1-034 E O1	5.98
934141	AD1-041 C O1	5.83
934142	AD1-041 E O1	3.88
934201	AD1-047 C	8.63
934202	AD1-047 E	5.75
934211	AD1-048 C	2.71
934212	AD1-048 E	1.37
934391	AD1-063 C	1.77

934392	AD1-063 E	1.18
934521	AD1-076 C O1	60.02
934522	AD1-076 E O1	30.56
934541	AD1-078 C	4.21
934542	AD1-078 E	2.47
934571	AD1-082 C O1	8.82
934572	AD1-082 E O1	5.03
934781	AD1-105 C	8.39
934782	AD1-105 E	5.83
LTF	AD1-120	11.44
LTF	AD1-121	11.41
935111	AD1-144 C	1.98
935112	AD1-144 E	1.08
935161	AD1-151 C O1	18.45
935162	AD1-151 E O1	12.3
935211	AD1-156 C	2.45
935212	AD1-156 E	1.63
LTF	CARR	1.41
LTF	CBM-S1	13.51
LTF	CBM-S2	26.87
LTF	CBM-W1	23.7
LTF	CBM-W2	70.03
LTF	CIN	5.74
LTF	CPLE	8.27
LTF	G-007	5.95
LTF	IPL	3.65
LTF	LGEE	1.29
LTF	MEC	13.49
LTF	MECS	3.75
LTF	O-066	19.88
LTF	RENSSELAER	1.12
LTF	ROSETON	8.09
292791	U1-032 E	4.1
292883	U1-093 E	3.51
292885	U1-094 E	3.51
292887	U1-095 E	3.51
900672	V4-068 E	0.33
901082	W1-029E	52.03
LTF	WEC	1.54

907092	<i>XI-038 E</i>	6.76
913392	<i>YI-086 E</i>	2.48
916042	<i>ZI-036 E</i>	51.24
916192	<i>ZI-068 E</i>	2.16
916302	<i>ZI-086 E</i>	10.4
917122	<i>Z2-027 E</i>	1.2
917332	<i>Z2-043 E</i>	1.07
917592	<i>Z2-099 E</i>	0.48
918492	<i>AA1-063AE OP</i>	4.33
918512	<i>AA1-065 E OP</i>	4.82
918562	<i>AA1-072 E</i>	0.18
919152	<i>AA1-139 E</i>	7.34
919692	<i>AA2-053 E</i>	3.99
919732	<i>AA2-059 E</i>	0.62
<i>LTF</i>	<i>AA2-074</i>	5.63
920022	<i>AA2-086 E</i>	0.26
920042	<i>AA2-088 E</i>	11.56
920672	<i>AA2-174 E</i>	0.46
920691	<i>AA2-178 C</i>	10.69
920692	<i>AA2-178 E</i>	4.58
930051	<i>AB1-013 C</i>	3.23
930052	<i>AB1-013 E</i>	21.6
930122	<i>AB1-027 E</i>	1.21
930861	<i>AB1-132 C</i>	15.03
930862	<i>AB1-132 E</i>	6.44
931231	<i>AB1-173 C</i>	2.43
931232	<i>AB1-173 E</i>	1.13
931241	<i>AB1-173AC</i>	2.43
931242	<i>AB1-173AE</i>	1.13
923801	<i>AB2-015 C OI</i>	9.58
923802	<i>AB2-015 E OI</i>	7.86
923831	<i>AB2-022 C</i>	2.62
923832	<i>AB2-022 E</i>	1.41
923842	<i>AB2-024 E</i>	1.23
923852	<i>AB2-025 E</i>	1.24
923862	<i>AB2-026 E</i>	1.2
923911	<i>AB2-031 C OI</i>	2.41
923912	<i>AB2-031 E OI</i>	1.19
923991	<i>AB2-040 C OI</i>	7.91

923992	AB2-040 E O1	6.47
924071	AB2-051	157.7
924182	AB2-062 E	5.56
924241	AB2-068 O1	215.45
924381	AB2-087 C	0.62
924382	AB2-087 E	0.29
924501	AB2-099 C	0.64
924502	AB2-099 E	0.27
924511	AB2-100 C	12.62
924512	AB2-100 E	6.22
924811	AB2-134 C O1	14.72
924812	AB2-134 E O1	14.48
925021	AB2-158 C	13.05
925022	AB2-158 E	5.82
925051	AB2-160 C O1	6.25
925052	AB2-160 E O1	10.2
925061	AB2-161 C O1	3.87
925062	AB2-161 E O1	6.31
925121	AB2-169 C	6.95
925122	AB2-169 E	6.24
925171	AB2-174 C O1	7.58
925172	AB2-174 E O1	6.86
925281	AB2-186 C	0.69
925282	AB2-186 E	0.3
925291	AB2-188 C O1	2.63
925292	AB2-188 E O1	1.18
925331	AB2-190 C	22.96
925332	AB2-190 E	9.84
925522	AC1-027 E	1.32
925692	AC1-045 E	1.08
925861	AC1-065 C	3.71
925862	AC1-065 E	6.05
926001	AC1-076 C	6.86
926002	AC1-076 E	11.15
926071	AC1-086 C	22.13
926072	AC1-086 E	10.07
926201	AC1-098 C	6.45
926202	AC1-098 E	3.84
926211	AC1-099 C	2.16

926212	ACI-099 E	1.27
926291	ACI-107	325.2
926412	ACI-112 E	1.23
926441	ACI-115 C	1.05
926442	ACI-115 E	1.7
926551	ACI-134	9.78
926662	ACI-147 E	1.52
926731	ACI-158 C	185.78
926732	ACI-158 E	81.53
926741	ACI-159	76.04
926751	ACI-161 C	35.07
926752	ACI-161 E	14.97
926771	ACI-163 C	2.1
926772	ACI-163 E	0.98
926781	ACI-164 C	44.63
926782	ACI-164 E	20.05
927041	ACI-191 C	10.33
927042	ACI-191 E	5.15
927111	ACI-206 C	10.94
927112	ACI-206 E	5.17
927141	ACI-208 C	9.49
927142	ACI-208 E	4.21
927221	ACI-216 C OI	11.24
927222	ACI-216 E OI	8.84