Generation Interconnection Feasibility Study Report

For

PJM Generation Interconnection Request Queue Position AC1-105

Halifax – Mount Laurel 115kV 34.5 MW Capacity / 51 MW Energy

March / 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 Scottsburg, VA (Halifax County). The installed facilities will have a total capability of 51 MW with 34.5 MW of this output being recognized by PJM as capacity. The proposed in-service date for this project is 7/31/2018. **This study does not imply an ITO commitment to this in-service date.**

Point of Interconnection

AC1-105 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 Halifax – Mount Laurel 115kV line.

Option 2 will connect via a new three breaker ring bus switching station that connects on the Clover – Halifax 230kV line.

Cost Summary

The AC1-105 project will be responsible for the following costs:

Description	Total Cost
Attachment Facilities	$1,100,000
Direct Connection Network Upgrades	$5,600,000
Non Direct Connection Network Upgrades	$ 600,000
Total Costs	**$7,300,000**

Attachment Facilities

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

Transmission: Build a half mile of 115 kV attachment line to the POI. Estimated cost $500,000.

The estimated total cost of the Attachment Facilities is $1,100,000. It is estimated to take 12-14 months to complete this work. These costs do not include CIAC Tax Gross-up. The single line is shown below in Attachment 1.

Direct Connection Cost Estimate

Substation: Build a three breaker and install associated equipment at the 115 kV Switching Station located between Halifax and Mt Laurel Substations on Line #33. Estimated cost $5,600,000 and it is estimated to take 24-30 months to permit and construct.

Non-Direct Connection Cost Estimate

Transmission: Install necessary transmission structures to split Line # 33 into the proposed new AC1-105 Switching Station. Estimated cost $600,000.

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.

ITO Analysis

Reinforcement: Chesterfield – Basin 230 kV line #259: replace 0.14 miles of 1109 ACAR with a conductor which will increase the current line rating by 15% to approximately 550 MVA. Estimated cost $250,000 and is estimated to take 15-18 months to engineer, permit and construct.

Reinforcement: Elmont – Ladysmith 500 kV line #574: replace wave trap at both Elmont and Ladysmith Substations. This will increase line rating by 12% to 2913 MVA. Estimated cost $500,000 and it is estimated to 14-16 months to engineer and construct.

Reinforcement: Altavista – Otteer River 115 kV line #31: replace wave trap at Altavista Substations this will increase line rating by 27% to 304 MVA. Estimated cost $150,000 and it is estimated to 14-16 months to engineer and construct.

Reinforcement: Skimmer 115 – 69 kV Transformer #1: replace existing transformer with a larger unit. Estimated cost $4,100,000 and it is estimated to 14-16 months to engineer and construct.

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

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.

Option One

Network Impacts

The Queue Project AC1-105 was evaluated as a 51.0 MW (Capacity 34.0 MW) injection tapping the Halifax-Mount Laurel 115kV line in the ITO area. Project AC1-105 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AC1-105 was studied with a commercial probability of 53%. Potential network impacts were as follows:

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 contingencies were studied for the full energy output. The contingencies of Line with Failed Breaker and Bus Fault will be performed for the Impact Study.)

None

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)

None

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.

None

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 #AC1-105 interconnection of a 51 MW Energy (34.5 MW Capacity) injection into the ITO's Transmission System at a new interconnection switching station located between the Halifax and Mt Laurel Substation at 115 kV section of 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 –
   (a) An outage of the Carson-Midlothian 500 kV Line loads the Chesterfield-Basin 230 kV Line to 4.1% of its emergency rating of 478 MVA. (b) An outage of Midlothian-North Anna 500 kV Line overloads the Elmont-Ladysmith 500 kV Line by 8.2% of its 2598 emergency rating. (c) an normal overload of Altavista-Otter River 115 kV Line #31 of 0.3% of its normal rating of 239 MVA.
   (d) An outage of the Skimmer 115-69 kV Tx#2 overloads Skimmer 115-69 kV Tx#1 by 0.4% (e)An outage of the Skimmer 115-69 kV Tx#2 overloads Skimmer 115-69 kV Tx#1 by1.74%
2. Critical System Condition (No Surry 230 kV Unit) –
   (a) an normal overload of Altavista-Otter River 115 kV Line #31 of 1.2% of its normal rating of 239 MVA.
   (b) An outage of the Skimmer 115-69 kV Tx#2 overloads Skimmer 115-69 kV Tx#1 by 1.4%. .
   (c) An outage of the Skimmer 115-69 kV Tx#1 overloads Skimmer 115-69 kV Tx#2 by 0.7%. (d)An outage of Midlothian-North Anna 500 kV Line overloads the Elmont-Ladysmith 500 kV Line by 3.3% of its 2598 emergency rating

Category C Analysis: (Multiple Facility Analysis)

1. Bus Fault - No deficiencies identified
2. Line Stuck Breaker - No deficiencies identified
3. Tower Line –
   An outage of Tower Line 2058&2081 overloads the Battleboro-Rocky MT(Duke) Tie Line by 26%(164 MVA Rating). An affected systems study may be required at the System Impact Study Phase.

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 Two

Network Impacts

The Queue Project AC1-105 was evaluated as a 51.0 MW (Capacity 34.0 MW) injection tapping the Clover-Halifax 230kV line in the ITO area. Project AC1-105 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AC1-105 was studied with a commercial probability of 53%. Potential network impacts were as follows:

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 contingencies were studied for the full energy output. The contingencies of Line with Failed Breaker and Bus Fault will be performed for the Impact Study.)

None

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(Summary of impacted circuit breakers)

New circuit breakers found to be over-duty:

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

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(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)

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None

Light Load Analysis

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ITO Analysis

ITO assessed the impact of the proposed Queue Project #AC1-105 interconnection of a 51 MW Energy (34 MW Capacity) injection into the ITO's Transmission System at a new interconnection switching station located between the Halifax and Clover Substation at 230 kV, 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.

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Attachment 1.

System Configuration