

***Generation Interconnection  
Feasibility Study Report***

***For***

***PJM Generation Interconnection Request  
Queue Position AC2-179***

***Blue Racer 138kV***

**August 2017**

## Preface

The intent of the feasibility study is to determine a plan, with ballpark cost and construction time estimates, to connect the subject generation to the PJM network at a location specified by the Interconnection Customer. The Interconnection Customer may request the interconnection of generation as a capacity resource or as an energy-only resource. As a requirement for interconnection, the Interconnection Customer 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 project developer is responsible for the right of way, real estate, and construction permit issues. For properties currently owned by Transmission Owners, the costs may be included in the study.

## General

The interconnection customer (IC) proposes to install PJM Project #AC2-179, a 57.0 MW (55.0 MW Capacity) natural gas generating facility in Marshall County, West Virginia (see Figure 2). The primary point of interconnection will be a direct connection to the Blue Racer 138 kV substation owned by the IC. The secondary point of interconnection will be a direct connection to AEP's Natrium 138 kV substation (see Figure 1).

The requested in service date is December 31, 2019.

## Attachment Facilities

### Primary Point of Interconnection (Blue Racer 138kV substation)

The IC will need to determine how to interconnect the AC2-179 generating plant to the Blue Racer 138 kV substation since it is not owned by AEP.

138 kV Revenue Metering will be required.

### Non-Direct Connection Cost Estimate

Description	Estimated Cost
138 kV Revenue Metering	\$250,000
Upgrade line protection and controls at the Natrium 138 kV substation.	\$100,000
<b>Total</b>	<b>\$350,000</b>

**Table 1**

### Secondary Point of Interconnection (Natrium 138kV Substation)

To accommodate the interconnection at the Natrium 138 kV substation, installation of one (1) additional 138 kV circuit breaker will be required (see Figure 1). Installation of associated protection and control equipment, 138 kV line risers, SCADA, and 138 kV revenue metering will also be required.

It is understood that the IC is responsible for all costs associated with this interconnection. The cost of the IC's generating plant and the costs for the line connecting the generating plant to the point of interconnection are not included in this report; these are assumed to be the IC's responsibility.

The Generation Interconnection Agreement does not in or by itself establish a requirement for American Electric Power to provide power for consumption at the developer's facilities. A

separate agreement may be reached with the local utility that provides service in the area to ensure that infrastructure is in place to meet this demand and proper metering equipment is installed. It is the responsibility of the developer to contact the local service provider to determine if a local service agreement is required.

## **Interconnection Customer Requirements**

Requirement from the PJM Open Access Transmission Tariff:

1. 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.
2. The Interconnection Customer may be required to install and/or pay for metering as necessary to properly track real time output of the facility as well as installing metering which shall be used for billing purposes. See Section 8 of Appendix 2 to the Interconnection Service Agreement as well as Section 4 of PJM Manual 14D for additional information.

## **Revenue Metering and SCADA Requirements**

### **PJM Requirements**

The Interconnection Customer 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.

### **AEP Requirements**

The Interconnection Customer will be required to comply with all AEP Revenue Metering Requirements for Generation Interconnection Customers. The Revenue Metering Requirements may be found within the "Requirements for Connection of New Facilities or Changes to Existing Facilities Connected to the AEP Transmission System" document located at the following link:

<http://www.pjm.com/~media/planning/plan-standards/private-aep/aep-interconnection-requirements.ashx>

## **Option 1**

### **Network Impacts**

The Queue Project AC2-179 was evaluated as a 57.0 MW (Capacity 55.0 MW) injection at the Blue Racer 138 kV substation in the AEP area. Project AC2-179 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AC2-179 was studied with a commercial probability of 53%. Potential network impacts were as follows:

### **Base Case Used**

Summer Peak Analysis – 2020 Case

### **Contingency Descriptions**

The following contingencies resulted in overloads:

None

### **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)*

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**

None

### **Short Circuit**

*(Summary of impacted circuit breakers)*

New circuit breakers found to be over-duty:

None

## **Affected System Analysis & Mitigation**

### **LGEE Impacts:**

LGEE Impacts to be determined during later study phases (as applicable).

### **MISO Impacts:**

MISO Impacts to be determined during later study phases (as applicable).

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

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

### **OVEC Impacts:**

OVEC Impacts to be determined during later study phases (as applicable).

## **Delivery of Energy Portion of Interconnection Request**

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 developer can proceed with network upgrades to eliminate the operational restriction at their discretion by submitting a Merchant Transmission Interconnection request. Only the most severely overloaded conditions are listed. 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 will study all overload conditions associated with the overloaded element(s) identified.

None

## **System Reinforcements**

None

## **Option 2**

### **Network Impacts**

The Queue Project AC2-179 was evaluated as a 57.0 MW (Capacity 55.0 MW) injection at the Natrium 138 kV substation in the AEP area. Project AC2-179 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AC2-179 was studied with a commercial probability of 53%. Potential network impacts were as follows:

### **Base Case Used**

Summer Peak Analysis – 2020 Case

### **Contingency Descriptions**

The following contingencies resulted in overloads:

None

### **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)*

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**

None

### **Short Circuit**

*(Summary of impacted circuit breakers)*

New circuit breakers found to be over-duty:

- Delaware 138 kV circuit breaker P
  - Duty percent with AC2-179 is 100.32%

- Duty percent without AC2-179 is 99.84%
- This circuit breaker is scheduled to be replaced in Q3 of 2018

## **Affected System Analysis & Mitigation**

### **LGEE Impacts:**

LGEE Impacts to be determined during later study phases (as applicable).

### **MISO Impacts:**

MISO Impacts to be determined during later study phases (as applicable).

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

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

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OVEC Impacts to be determined during later study phases (as applicable).

## **Delivery of Energy Portion of Interconnection Request**

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 developer can proceed with network upgrades to eliminate the operational restriction at their discretion by submitting a Merchant Transmission Interconnection request.

Only the most severely overloaded conditions are listed. 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 will study all overload conditions associated with the overloaded element(s) identified.

None

## **System Reinforcements**

None

## **Schedule**

It is anticipated that the time between receipt of executed agreements and Commercial Operation may range from 12 to 18 months if no line work is required. If line work is required, construction time would be between 24 to 36 months after signing an interconnection agreement.

**Note:** The time provided between anticipated normal completion of System Impact, Facilities Studies, subsequent execution of ISA and ICSA documents, and the proposed In-Service Date is shorter than usual and may be difficult to achieve.

### **Conclusion**

Based upon the results of this Feasibility Study, the construction of the 57.0 MW (55.0 MW Capacity) natural gas generating facility of the IC (PJM Project #AC2-179) will require the following additional interconnection charges. This plan of service will interconnect the proposed generating facility in a manner that will provide operational reliability and flexibility to both the AEP system and the IC generating facility.

<b>Cost Breakdown for Primary Point of Interconnection (Blue Racer 138 kV substation)</b>		
<b>Attachment Cost</b>	To be determined by the IC	<b>The IC to provide cost</b>
<b>Non-Direct Connection Cost Estimate</b>	138 kV Revenue Metering	<b>\$250,000</b>
	Upgrade line protection and controls at the Natrium 138 kV substation.	<b>\$100,000</b>
	<b>Total Estimated Cost for Project AC2-179</b>	<b>\$350,000</b>

**Table 2**

The estimates are preliminary in nature, as they were determined without the benefit of detailed engineering studies. Final estimates will require an on-site review and coordination to determine final construction requirements.

**Figure 1: Secondary Point of Interconnection (Natrium 138kV Substation)**  
**Single Line Diagram**

**Figure 2: Secondary Point of Interconnection (Natrium 138kV Substation)**