



**Generation Interconnection
Feasibility Study Report
for
Queue Project AE2-084
DERRY TAP-DERRY BUS 69 KV
8.4 MW Capacity / 20 MW Energy**

Revised: August, 2019

Original Issue: July 2019

1 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. Cost allocation rules for network upgrades can be found in PJM Manual 14A, Attachment B. 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 Interconnection Customer seeking to interconnect a wind or solar generation facility shall maintain meteorological data facilities as well as provide that meteorological data which is required per Schedule H to the Interconnection Service Agreement and Section 8 of Manual 14D.

PJM utilizes manufacturer models to ensure the performance of turbines is properly captured during the simulations performed for stability verification and, where applicable, for compliance with low voltage ride through requirements. Turbine manufacturers provide such models to their customers. The list of manufacturer models PJM has already validated is contained in Attachment B of Manual 14G. Manufacturer models may be updated from time to time, for various reasons such as to reflect changes to the control systems or to more accurately represent the capabilities turbines and controls which are currently available in the field. Additionally, as new turbine models are developed, turbine manufacturers provide such new models which must be used in the conduct of these studies. PJM needs adequate time to evaluate the new models in order to reduce delays to the System Impact Study process timeline for the Interconnection Customer as well as other Interconnection Customers in the study group. Therefore, PJM will require that any Interconnection Customer with a new manufacturer model must supply that model to PJM, along with a \$10,000 fully refundable deposit, no later than three (3) months prior to the starting date of the System Impact Study (See Section 4.3 for starting dates) for the Interconnection Request which shall specify the use of the new model. The Interconnection Customer will be required to submit a completed dynamic model study request form (Attachment B-1 of Manual 14G) in order to document the request for the study.

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.

2 Revision History

PJM has determined that a stability analysis will be required for queue project AE2-084. This August 2019 issue of the AE2-084 study updates the July 2019 issued report from a Combined Feasibility/System Impact Study to a Feasibility Study.

3 General

The Interconnection Customer (IC) has proposed a Solar generating facility located in Montour County, Pennsylvania. The installed facilities will have a total capability of 20 MW with 8.4 MW of this output being recognized by PJM as Capacity. The proposed in-service date for this project is March 5, 2021. This study does not imply a TO commitment to this in-service date.

Queue Number	AE2-084
Project Name	DERRY TAP-DERRY BUS 69 KV
State	Pennsylvania
County	Montour
Transmission Owner	PPL
MFO	20
MWE	20
MWC	8.4
Fuel	Solar
Basecase Study Year	2022

4 Point of Interconnection

AE2-084 will interconnect with the PPL EU transmission system via the Milton-Millville 69 kV line, 6.92 miles from the Derry Tap bus and 2.72 miles from the Derry bus.

5 Cost Summary

The AE2-084 project will be responsible for the following costs:

Description	Total Cost
Attachment Facilities	\$ 494,000
Direct Connection Network Upgrade	\$ 0
Non Direct Connection Network Upgrades	\$ 238,000
Total Costs	\$ 732,000

In addition, the AE2-084 project may be responsible for a contribution to the following costs

Description	Total Cost
System Upgrades	\$ 0

6 Attachment Facilities

69 kV Transmission Line Tap

The Attachment Facilities will connect to the Milton-Millville 69 kV line approximately 6.92 miles from the Milton 230/69 kV Substation. This scope of work is based on the IC collector substation GPS Coordinates: 41° 1'4.61"N, 76°42'55.88"W.

- Remove wood pole at 28542N31195 and install tap pole.
- Install MOLBAB (Motor Operated Load Break Air Break Switch) on tap to dead-end structure in AE2-084 substation.
- Install transposition structure to allow for clearance for crossing under the PPL EU Milton-Montour 230 kV line

The total preliminary cost estimate for the Attachment work is given in the table below. These costs do not include CIAC Tax Gross-up.

Description	Total Cost
69 kV Transmission Line Tap	\$ 494,000
Total Attachment Facility Costs	\$ 494,000

7 Direct Connection Cost Estimate

None.

8 Non-Direct Connection Cost Estimate

Remote End Work – Milton Substation

- Model IC in CAPE and conduct a wide area short-circuit study two busses away from the IC facilities. Identify affected relays and revise settings as needed.
- Conduct a review of the IC relay settings and engineering package (submitted by IC to PPL EU)
- The following upgrades are required at the Milton substation:
 - Install DTT equipment.
 - Connect DTT equipment to new communication path installed between the Milton substation and the IC customer facilities.
 - Modify the existing Millville - Milton 69kV circuit breaker 13R protection and control schemes.
 - Modify the existing protective relay settings.
 - Modify the existing SCADA for new alarms.
 - Modify the existing Alarm Management System (AMS).
 - Install new cables and modify control wiring for the above.
 - Perform system checks and test equipment before placing in service
 - Update all Millville line designations on equipment, panels, and drawing to reference the new IC customer.

The total preliminary cost estimate for the Non-Direct Connection work is given in the table below. These costs do not include CIAC Tax Gross-up.

Description	Total Cost
Remote End Work – Milton Substation	\$ 238,000
Total Non-Direct Connection Facility Costs	\$ 238,000

9 Transmission Owner Study Assumptions

- Availability of optimal transmission line route
- Outage feasibility not assessed until Facilities Study
- No major environmental, real estate, or permitting issues
- IC is responsible for acquisition of easements and right of way for the Attachment Facilities

10 Schedule

The estimated time to complete the scope of work is 12-18 months after the PJM three-party Interconnection Service Agreement (ISA) and Interconnection Construction Service Agreement (ICSA) are signed and PPL EU receives Notice to Proceed from the IC.

11 Transmission Owner Analysis

PL EU identified that the contingency Milton-Sunbury 69 kV line bus section breaker failure at Milton 69 kV substation results in the loss of the entire 69 kV substation and the two 230/69 kV transformers at Milton.

Mitigation Scope: Change the standard operating configuration of the Milton-Sunbury 69 kV line to radial instead of network operation.

Cost: \$0

12 Interconnection Customer Requirements

11.1 PPL EU Interconnection Requirements

PPL EU applicable technical standards that address requirements for interconnection of generation, transmission, and end user facilities can be found at the following link:

<https://pjm.com/planning/design-engineering/to-tech-standards/private-ppl.aspx>

11.2 IC Direct Transfer Trip (DTT) Requirements

PPL EU will require an independent communication path, for Direct Transfer Trip (DTT) of the IC Intertie Protective Relaying (IPR) Fault Interrupting Devices (FIDs), consisting of one communication circuit with the Milton 230/69 kV Substation.

PPL EU does not have OPGW available on the Milton-Millville 69 kV line available for DTT to the Milton 230/69 kV Substation. PPL EU assumes that the IC will procure the independent communication path through a third-party provider. Upon request, PPL EU will evaluate the feasibility of installing OPGW on the Milton-Millville 69 kV line for DTT.

13 Revenue Metering and SCADA Requirements

13.1 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 Section 8 of Attachment O.

13.2 PPL Requirements

Installation of revenue grade Bi-directional Metering Equipment will be required in the vicinity of the POI to measure kWh and kVARh. PPL EU will design and supply the required metering equipment; all installation costs would be borne by the IC including CTs/PTs. All metering equipment must meet applicable PPL EU tariff requirements as well as being compliant with all applicable requirements of the PJM agreements. The

equipment must provide bidirectional revenue metering (kWh and kVARh) and real-time data (kW, kVAR, circuit breaker status, and generator bus voltages) for the IC's generating resource. The metering equipment should be housed in a control cabinet or similar enclosure and must be accessible to PPL EU metering personnel.

14 Network Impacts

The Queue Project AE2-084 was evaluated as a 20.0 MW (Capacity 8.4 MW) injection tapping the **Derry TP to Derry 69kV** line in the PPL area. Project AE2-084 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AE2-084 was studied with a commercial probability of 0.53. Potential network impacts were as follows:

Summer Peak Load Flow

15 Generation Deliverability

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

None

16 Multiple Facility Contingency

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

None

17 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

18 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 developer 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.

Short Circuit

19 Short Circuit

The following Breakers are over duty:

None

Stability Analysis

20 Stability Analysis

To be performed during the System Impact Study