Generation Interconnection

Feasibility Study Report

for

Queue Project AE2-326

JACKSONS FERRY 138 KV

31.32 MW Capacity / 52.2 MW Energy

December, 2019

Table Of Contents

© PJM Interconnection 2019. All rights reserved

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.

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.

© PJM Interconnection 2019. All rights reserved

2 General

The Interconnection Customer has proposed a Storage generating facility located in Wythe County, Virginia (See Figure 2). The installed storage facilities will have a total capability of 52.2 MW with 31.32 MW of this output being recognized by PJM as Capacity. This project is an increase to the Interconnection customer's previous AC2-123 project, a 75.0 MW (44.6 MW) solar facility. Note that AE2-326 will have separate inverters, but share the main transformer and generator lead (both with increased capacity from what was originally specified in AC2-123) and the same connection point, with the AC2-123 project. The point of interconnection will be AEP's Jacksons Ferry 138 kV substation. In addition, the Interconnection Customer has indicated that at times they will charge the batteries from the grid. The proposed in-service date for this project is December 2022. This study does not imply a TO commitment to this in-service date.

The objective of this Feasibility Study is to determine budgetary cost estimates and approximate construction timelines for identified transmission facilities required to connect the proposed generating facilities to the AEP transmission system. These reinforcements include the Attachment Facilities, Local Upgrades, and Network Upgrades required for maintaining the reliability of the AEP transmission system.

The Feasibility Study includes Short Circuit and Peak Load steady state power flow analyses. The conduct of power flow studies at other load levels, stability analysis, and coordination with non-PJM Transmission Planners, as required under the PJM planning process, is not performed during the Generation Interconnection Feasibility Study phase of the PJM study process. Additional reinforcement requirements for this Interconnection Request may be defined during the conduct of these additional analyses which shall be performed following execution of the System Impact Study agreement.

Queue Number	AE2-326
Project Name	JACKSONS FERRY 138 KV
State	Virginia
County	Wythe
Transmission Owner	AEP
MFO	127.2
MWE	52.2
MWC	31.32
Fuel	Storage
Basecase Study Year	2022

© PJM Interconnection 2019. All rights reserved

2.1 Point of Interconnection

AE2-326 will interconnect with the AEP transmission system at Jacksons Ferry 138kV substation.

To be constructed by the Interconnection customer's previous PJM project AC2-123.

Note: It is assumed that the 138kV revenue metering system and gen lead installed for #AC2-123 will be adequate for the additional generation connection requested in AE2-326.

The AE2-326 project will be responsible for the following costs:

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

In addition, the AE2-326 project may be responsible for a contribution to the following costs

Description	Total Cost
System Upgrades	$ 0

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

© PJM Interconnection 2019. All rights reserved

3 Transmission Owner Scope of Work

4 Attachment Facilities

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
	$0
Total Attachment Facility Costs	$0

5 Direct Connection Cost Estimate

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

Description	Total Cost
	$0
Total Direct Connection Facility Costs	$0

6 Non-Direct Connection Cost Estimate

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
	$0
Total Non-Direct Connection Facility Costs	$0

7 Incremental Capacity Transfer Rights (ICTRs)

Will be determined at a later study phase

© PJM Interconnection 2019. All rights reserved

8 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 generally be between 24 to 36 months after signing Agreement execution.

9 Transmission Owner Analysis

None

10 Interconnection Customer Requirements

It is understood that the Interconnection Customer is responsible for all costs associated with this interconnection. The costs above are reimbursable to AEP. The cost of the Interconnection Customer's generating plant and the costs for the line connecting the generating plant to the Jacksons Ferry 138 kV line are not included in this report; these are assumed to be the Interconnection Customer'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.

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.

© PJM Interconnection 2019. All rights reserved

11 Revenue Metering and SCADA Requirements

11.1 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.

11.2 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

© PJM Interconnection 2019. All rights reserved

12 Network Impacts

The Queue Project AE2-326 was evaluated as a 52.2 MW (Capacity 31.32 MW) injection at Jacksons Ferry 138kV substation in the AEP area. Project AE2-326 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AE2-326 was studied with a commercial probability of 53%. Potential network impacts were as follows:

© PJM Interconnection 2019. All rights reserved

Summer Peak Load Flow

© PJM Interconnection 2019. All rights reserved

13 Generation Deliverability

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

None

14 Multiple Facility Contingency

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

None

15 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

16 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.

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
7445603	934750	AD1-102 TAP	AEP	242609	05CLYTR2	AEP	1	242512 05CLOVRD 765 242514 05J.FERR 765 1	operation	243.0	136.28	137.05	DC	4.17
7445604	934750	AD1-102 TAP	AEP	242609	05CLYTR2	AEP	1	Base Case	operation	219.0	122.14	122.85	DC	3.45

© PJM Interconnection 2019. All rights reserved

17 System Reinforcements

ID	Index	Facility	Upgrade Description	Cost
			TOTAL COST	$0

© PJM Interconnection 2019. All rights reserved

18 Flow Gate Details

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 gage other generators impact.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.

© PJM Interconnection 2019. All rights reserved

Affected Systems

© PJM Interconnection 2019. All rights reserved

19 Affected Systems

19.1 LG&E

LG&E Impacts to be determined during later study phases (as applicable).

19.2 MISO

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

19.3 TVA

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

19.4 Duke Energy Progress

Duke Energy Progress Impacts to be determined during later study phases (as applicable).

19.5 NYISO

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

© PJM Interconnection 2019. All rights reserved

20 Contingency Descriptions

Contingency Name	Contingency Definition
Base Case	
242512 05CLOVRD 765 242514 05J.FERR 765 1	CONTINGENCY '242512 05CLOVRD 765 242514 05J.FERR 765 1' / 8408 OPEN BRANCH FROM BUS 242512 TO BUS 242514 CKT 1 / 242512 05CLOVRD 765 242514 05J.FERR 765 1 END

© PJM Interconnection 2019. All rights reserved

Short Circuit

© PJM Interconnection 2019. All rights reserved

21 Short Circuit

The following Breakers are overduty (prior to the AE2 queue): Jacksons Ferry 138 kV P2 and R1

PJM Supplemental Project s1382 will replace breakers P2 and R1 at Jacksons Ferry 138kV with new Siemens 4000 A, 63 kA breakers with the projected in-service date of 12/1/2020.

The Short Circuit results will be finalized during the Impact Study Stage

© PJM Interconnection 2019. All rights reserved