Initial Review and Screening
2020 RTEP Proposal Window 1 – Cluster No. 8

Version 2

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2020 RTEP Proposal Window 1 – Cluster No. 8

As part of its 2020 RTEP process cycle of studies, PJM identified clustered groups of flowgates that were put forward for proposals as part of 2020 RTEP Window No. 1. Specifically, Cluster No. 8 - discussed in this Initial Review and Screening report - includes those flowgates listed in **Table 1**.

Table 1. 2020 RTEP Proposal Window 1 – Cluster No. 8 List of Flowgates

Flowgate	kV Level	Analysis
AEP-T366, AEP-T367, AEP-T368, AEP-T373	69kV	Thermal

Proposals Submitted to PJM

PJM conducted 2020 RTEP Proposal Window No. 1 for 60 days beginning July 1, 2020 and closing August 31, 2020. During the window, several entities submitted two proposals through PJM's Competitive Planner Tool. The proposals are summarized in **Table 2**. Publicly available redacted versions of the proposals can be found on PJM's web site: https://www.pjm.com/planning/competitive-planning-process/redacted-proposals.aspx.

Table 2. 2020 RTEP Proposal Window 1 – Cluster No. 8 List of Proposals

Proposal ID#	Project Type	Project Description	Total Construction Cost M$	Cost Capping Provisions (Y/N)
182	Upgrade	Newcomerstown-Salt Fork Switch 69 kV Rebuild	15.884	N
109	Upgrade	West Cambridge Transformer Addition	4.309	N

Initial Review and Screening

PJM has completed an initial review and screening of the proposals listed in **Table 2** above based on data and information provided by the project sponsors as part of their submitted proposals. This review and screening included the following preliminary analytical quality assessment:

- *Initial Performance Review* – PJM evaluated whether or not the project proposal solved the required reliability criteria violation drivers posted as part of the open solicitation process.
- *Initial Planning Level Cost Review* – PJM reviewed the estimated project cost submitted by the project sponsor and any relevant cost containment mechanisms submitted as well.
- *Initial Feasibility Review* – PJM reviewed the overall proposed implementation plan to determine if the project, as proposed, can feasibly be constructed.

- *Additional Benefits Review* – PJM reviewed information provided by the proposing entity to determine if the project, as proposed, provides additional benefits such as the elimination of other needs on the system

Initial performance reviews yielded the following results:

1. No significant difference among the two proposals as to their respective ability to solve the identified reliability criteria violations.
2. No creation of additional reliability criteria violations.

Initial cost reviews provide no significant factors to consider other than the differences in apparent costs. A high level review of the plans identified in the proposals does not reveal any concerns at this stage of review.

Additional Benefits

To facilitate PJM's identification of more efficient or cost effective transmission solutions to identified regional needs, PJM may consider the secondary benefits a proposal window-submitted project may provide beyond those required to solve identified reliability criteria violations. As discussed in Section 1.1 and Section 1.4.2 of PJM Manual 14B, Transmission Owner Attachment M-3 needs and projects are reviewed to determine any overlap with solutions proposed to solve the violations identified as part of opening an RTEP proposal window.

A review of these overlaps as part of PJM's 2020 Window No. 1 screening has identified potential secondary benefits beyond solving identified reliability criteria violations. Based on the information provided by the sponsor, Proposal No. 182 will address the identified reliability criteria violations posted in the window and associated aging infrastructure identified following a review of the information provided by the sponsor of the proposal. These needs are outlined below in regards to the Newcomerstown-Broom Road 69 kV Circuit (17.62 miles).

- From 2015 – 2020 the Newcomerstown-Broom Road 69 kV circuit has experienced 11 momentary and 5 permanent outages resulting in approximately 750k CMI.
- The circuit currently has 53 open conditions on 49 structures (23% of the total structures), including pole damage, rot top, rot heart, rotted/split poles, burnt insulators, and missing ground lead wires.
- Structures are made up of 1926 steel lattice towers (5 structures) and wood poles from the 1960s (88 structures) and the 1980s (120 structures).
- The circuit conductor was primarily installed in 1926 consisting of 3/0 Copper (9.76 miles) and 336 ACSR (4.3 miles) from the 1960s.
- Proposal No. 182 is rebuilding the overloaded 3/0 Copper sections of line between Newcomerstown, Kimbolton, and Salt Fork stations, approximately 8.9 miles.

Initial Review Conclusions and next steps

Given the possible additional benefits associated with Proposal No. 182 that indicate it will address these aging infrastructure concerns, Proposal No. 182 warrants consideration. PJM understands that the aging infrastructure issues identified, which would be resolved through Proposal No. 182, would not be resolved by Proposal No. 109, leaving the RTEP exposed to increased costs as then the scopes of work for both proposals would need to be pursued, one to address the identified reliability criteria violations and the other to address the aging infrastructure, and load would have to pay for two projects as opposed to one. PJM will conduct a final review with stakeholders for Proposal No. 182 and make a final determination as which project to recommend for PJM Board approval.