1. To be eligible as a TMEP, the project must have a maximum total capital cost of (select one):
   a. No cost cap
   b. 50 million
   c. 30 million
   d. 20 million (aligns with Interregional TMEPs)
   e. 10 million
   f. 5 million
   g. 2 million
   h. Cannot support this metric

2. Under the current proposal, benefits are calculated as a number of years the average historical congestion (adjusted for outages) is expected to persist, absent system changes. Number of years for this calculation (select one):
   a. 6
   b. 5
   c. 4 (aligns with Interregional TMEPs)
   d. 3
   e. 2
   f. Cannot support this metric

3. Benefits should be calculated based on the average of past X years of persistent past congestion (Day Ahead + Balancing), adjusted for planned outage impacts and one-off events, where X years is (select one):
   a. 4
   b. 3
   c. 2 (aligns with Interregional TMEPs)
   d. 1
   e. Cannot support this metric

4. How do you prefer TMEPs interact with the existing market efficiency proposal window (select one)?
   a. Separate window independent of MEP window
   b. Share window with MEPs, with criteria (TBD) to carve out priority for TMEPs
   c. Procurement model (no solution proposal window)
d. Regional TMEPs addressed as exclusions to proposal windows

e. Cannot support this metric

5. All market efficiency analysis includes evaluation of broader congestion impacts. The TMEP construct should (select one):
   a. Allow PJM discretion, in consultation with stakeholders (consistent with MEP and interregional TMEP processes)
   b. Develop bright-line criteria for maximum allowable congestion shift
   c. Allow no shifted congestion
   d. Cannot support this metric

6. Consistent with the goals of the TMEP, one of the project criteria is a maximum in service timeline (select one):
   a. Within 36 months of award
   b. Within 30 months of award (~aligns with Interregional TMEPs)
   c. Within 24 months of award
   d. Within 18 months of award
   e. Cannot support this metric

7. Do you support changing the status quo (adding TMEP type construct to the regional process)?
   a. Yes
   b. No

8. Do you support establishment of TMEP type construct to the regional process to address persistent past congestion, which is not due to planned outages, one-off events and/or is not addressed by any planned upgrades or ISA generators (select one)?
   a. Yes
   b. No