

PRE-FILED DIRECT TESTIMONY OF
DONNA ROBICHAUD
ON BEHALF OF SWEETLEAF SOLAR LLC
NCUC DOCKET NO. EMP-111, SUB 0

OFFICIAL COPY

JUN 02 2020

INTRODUCTION

Q. PLEASE STATE YOUR NAME, TITLE, AND BUSINESS ADDRESS.

A. My name is Donna Robichaud. I am senior vice president of development strategy for Geenex Solar LLC (“Geenex Solar”) based in Charlotte, North Carolina. The company’s address is 1930 Abbott Street, Suite 402, Charlotte, NC 28203.

Q. PLEASE DESCRIBE YOUR EDUCATION AND PROFESSIONAL EXPERIENCE.

A. I have a B.S. in Math, Physics, and Mechanical Engineering and a Masters’ degree in Business Administration. From May 1990 to September 2012, I worked for Duke Energy and its predecessors in various capacities. Between 1990 and 1997, I was the lead mechanical project engineer for various capital projects in power plants, including a new combustion turbine plant. From 1997 to 2010, I developed, managed, and provided strategic direction for district energy, cogeneration, renewable energy, and carbon offset projects in the non-regulated division of the company, currently identified as Duke Energy Renewables. In my last two and a half years at Duke Energy, I led Duke Energy Carolinas LLC’s development and ownership of renewable energy projects, administration of other third party renewable power purchase agreements, and management of the interconnection queue.

After leaving Duke I established my own consulting firm, QF Solutions LLC, later renamed QF Holding Corp. (“QF Holding”). QF Holding has been under contract to provide consulting services to Geenex since 2013.

1 **Q. PLEASE DESCRIBE YOUR RELATIONSHIP WITH THE APPLICANT IN**
2 **THIS DOCKET AND YOUR EMPLOYMENT RESPONSIBILITIES.**

3 A. Geenex Solar is the owner and developer of Sweetleaf Solar LLC (“Sweetleaf
4 Solar” or “Applicant”) for the Sweetleaf Solar Project (hereinafter, the “Project” or “Sweetleaf
5 Solar Project”). Since 2013, I have been advising Geenex in a consulting role on their growth
6 strategy, including where to build solar plants, size of solar plants and what markets/states to enter.
7 This work began with Geenex’s first distribution-interconnected Qualifying Facility (QF) projects
8 in the Dominion service territory, and later included larger merchant transmission interconnected
9 projects throughout PJM and in other investor owned utility service territories. My primary duties
10 for Geenex include administering the PJM interconnection process for Geenex projects, and
11 conducting contingency analyses. Other duties include providing public policy support, PJM
12 policy advocacy, energy market analysis, and related regulatory work.

13 **Q. HAVE YOU PREVIOUSLY TESTIFIED BEFORE THIS COMMISSION?**

14 A. I have previously offered testimony by affidavit before the North Carolina Utilities
15 Commission on behalf of Fresh Air Energy – X, LLC and Fresh Air Energy – II, LLC in NCUC
16 Docket No. E-22, Sub 150. I recently provided Prefiled Supplemental Testimony on behalf of
17 Sumac Solar LLC (another project under development by Geenex) in support of its application for
18 a merchant plant CPCN in docket no. EMP-110 Sub 0.

19 **Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY?**

20 A. The purpose of my testimony is to support the Application for a Certificate of
21 Public Convenience and Necessity for a Merchant Plant (“Application”) filed by Sweetleaf Solar
22 in this docket, and to provide the Commission technical information concerning the Sweetleaf

1 Solar Project, including its electrical configuration and issues related to interconnection and
2 Network Upgrades.

3 **Q. WERE YOU INVOLVED IN THE PREPARATION OF SWEETLEAF**
4 **SOLAR'S CPCN APPLICATION?**

5 A. Yes. I collaborated in preparing the Application on behalf of Sweetleaf, both by
6 providing information from my personal knowledge and also by gathering information from other
7 members of the Geenex team. I am familiar with the contents of the application, which are hereby
8 incorporated by reference.

9 **FACILITY DESCRIPTION AND INTERCONNECTION**

10 **Q. WHAT IS THE PROJECT'S ANTICIPATED ELECTRICITY**
11 **PRODUCTION CAPABILITY?**

12 A. The nameplate generating capacity of the Project is 94 MW (AC) with anticipated
13 generation of 210 GWh of electricity per year. Because solar power is subject to intermittent solar
14 irradiance, Sweetleaf Solar's maximum dependable capacity is projected to be 0 MW during some
15 hours of the day.

16 **Q. PLEASE DESCRIBE THE BASIC COMPONENTS OF THE FACILITY.**

17 A. The Facility will install approximately 94 MW of mono- or poly-crystalline
18 photovoltaic solar modules on single-axis trackers. These trackers are installed on a north-south
19 axis tilting in an east-west direction to enable the modules to follow the sun throughout the day.
20 Trackers consist of galvanized steel and are anchored on H-shaped steel posts that are driven about
21 6 feet into the ground. The trackers do not have a concrete foundation. As currently configured,
22 the Project would include roughly 311,108 mono- or poly-crystalline photovoltaic solar modules
23 with a total capacity of approximately 118 MWdc. These would be connected to 29 inverters, each

1 with a capacity of 3.36 MW, which will transform DC power generated by the solar modules into
2 97.44 MW for gross capacity (94 MWac net capacity). Forty transformers will step the voltage of
3 generated power up from 550 – 600V at the inverters to 34.5 kV. Power from these 29 step-up
4 transformers will be collected at the main power transformer, which will further increase voltage
5 to 230 kV, so as to align with the voltage at the switching station which will be built for the project.
6 The switching station will connect to the existing 230 kV transmission lines crossing the project
7 site. Note that this electrical configuration may change prior to construction due to factors such as
8 changes in component characteristics and availability, as well as site engineering issues.

9 Because the land for the Facility consists of adjacent and non-adjacent parcels, individual
10 blocks of trackers with solar modules will be connected through medium-voltage cable runs
11 between the parcels. These connections will be using either overhead poles or buried cable,
12 installed in culverts or via directional boring. Where projects parcels are not immediately adjacent,
13 easements with neighboring landowners have been secured to allow for installation of power lines.

14 **Q. DOES THE APPLICANT HAVE PLANS TO INCORPORATE ENERGY**
15 **STORAGE AT THE FACILITY?**

16 A. At this time the Applicant has no plans to include energy storage at the Facility.

17 **Q. HOW WILL THE PROJECT BE INTERCONNECTED TO THE GRID?**

18 A. The Project will interconnect with the transmission grid owned by Virginia Electric
19 and Power Company, d/b/a Dominion Energy North Carolina (“Dominion”). The Project will
20 interconnect with the PJM transmission system via a new three breaker ring bus switching station
21 that connects on the Hornertown – Hathaway 230 kV line after a new step-up transformer.
22 Sweetleaf Solar expects to enter into an Interconnection Service Agreement with Dominion, and

1 PJM Interconnection LLC by Q2 2021. This Interconnection Service Agreement will provide the
2 terms and conditions under which the Project will interconnect.

3 **Q. HAS THE PROJECT BEEN ASSESSED NETWORK UPGRADES. IF SO**
4 **WHAT IS THE APPROXIMATE COST OF THE PROPOSED UPGRADES?**

5 A. Yes. In December 2019, Sweetleaf Solar LLC received a Generation
6 Interconnection System Impact Study Report (“SIS Report”) from PJM for the Project, which has
7 been assigned PJM Interconnection Queue numbers AD1-056 and AD1-057 (Attachment A). The
8 SIS Report identified a number of upgrades to DENC’s transmission system to facilitate the
9 interconnection of the Project. Some of these upgrades are absolutely required for Sweetleaf to
10 interconnect to DENC’s system. Other upgrades are potentially required, in order remedy
11 “contingent overloads,” i.e. overload conditions that would only exist under certain contingency
12 conditions, such as a line outage on another part of DENC’s system. The Project could physically
13 connect without completing the upgrades required for contingent overloads, but may not be able
14 to inject power into DENC’s grid unless confirmed by PJM with a Deliverability Study. Because
15 PJM (unlike Duke Energy Progress or Duke Energy Carolinas) does not conduct interconnection
16 studies in a strict serial order, any of several projects might trigger the need for the same contingent
17 upgrade and receive a cost allocation for such upgrade. So the actual upgrades and contribution
18 amount for those upgrades required for contingent overloads are not confirmed until PJM issues
19 an Interconnection Service Agreement (ISA). Before an ISA is issued, PJM updates their SIS
20 report to include such changes as approved Baseline Upgrades, previously queued projects that are
21 withdrawn or downsized, and generating plant retirements.

22 The SIS report also discusses “Baseline Upgrades” potentially needed before the Project
23 can go online. The need for these transmission reliability upgrades has already been identified in

PJM's planning process for the reliable performance, operation, and expansion of the Bulk Electric System, and is not triggered by the Project. PJM ensures compliance with the North American Reliability Corporation (NERC) standards and criteria, FERC Form No. 715 or economic criteria.¹ Cost allocation for these upgrades are assigned to various load zones as described under Schedule 6 of the PJM Operating Agreement and Schedule 12 of the PJM Open Access Transmission Tariff (OATT). While Sweetleaf is not allocated costs for these Baseline Upgrades, Sweetleaf may need these upgrades to be completed prior to delivering power to the grid.

A high-level summary of the Project's cost responsibility for Attachment Facilities and Upgrades, as identified in the SIS, is as follows:

Description	Total Cost
Attachment Facilities	\$ 1,800,000
Direct Connection Network Upgrades	\$ 6,300,000
Non Direct Connection Network Upgrades	\$ 1,000,000
Allocation for New System Upgrades	\$ 19,200,000
Contribution for Previously Identified Upgrades	\$ 10,682,913
Total Costs	\$ 38,982,913

Q. IF NETWORK UPGRADES ARE REQUIRED FOR THE PROJECT, WILL THE PROJECT BE REIMBURSED FOR THE COST OF THOSE UPGRADES?

A. No. Under the PJM Open Access Transmission Tariff (OATT), potential Network Upgrades identified as a result of Interconnection Customers are funded by one or more Interconnection Customers. Costs for these upgrades are not refunded through contribution by ratepayers.

¹ PJM Manual 14B: PJM Regional Transmission Planning Process, Revision 46, Effective Date 08/28/2019.

1 Section 217.3 of the OATT sets forth the cost allocation for Network Upgrades which are
2 funded by one or more Interconnection Customers. A summary is as follows:

- 3 • Interconnection Upgrades: These are upgrades required to connect the project to
4 the transmission grid. An Interconnection Customer is required to pay 100% of the
5 cost. These costs are not allocated to ratepayers.
- 6 • Network Upgrades: These upgrades are necessary to accommodate an
7 Interconnection Customer's project and are not part of upgrades approved in the
8 Regional Transmission Expansion Plan. The entire cost of these upgrades is
9 allocated to new Interconnection Customers. The first new Interconnection
10 Customer in a cluster that trips an overload on a facility, and subsequent new
11 Interconnection Customers in the same cluster that exceed a certain threshold and
12 contribute to an overload, are allocated upgrade costs based on each
13 Interconnection Customer's proportionate contribution to the overload on the
14 facility. Interconnection Customers in the subsequent cluster that use the same
15 facility are also allocated costs based on their proportional impact on the facility.
16 These costs are not allocated to ratepayers.
- 17 • Baseline Upgrades: As discussed previously, Baseline Upgrades are those that
18 have already been identified as necessary through PJM's planning process.
19 Sweetleaf is not required to make any payments related to these upgrades. Baseline
20 Upgrades may need to be completed prior to Sweetleaf delivering power to the grid.

21 **Q. DOES THE PROJECT TRIGGER THE NEED FOR UPGRADES ON ANY**
22 **AFFECTED SYSTEM THAT MIGHT RESULT IN COSTS BEING ALLOCATED TO**
23 **RATEPAYERS?**

1 A. Not that the Applicant is aware of. The SIS identifies potential constraints on three
2 of the tie lines between Dominion and Duke Energy Progress (“DEP”): the Battleboro – Rocky
3 Mt. 115 kV line, the Everetts – Greenville 230 kV line, and the Rocky Mt. – Hathaway 230 kV
4 line. The SIS also indicates that there are no mitigations currently planned for the DEP portion of
5 any of these three overloads. However, the Project could be subject to operational restriction if
6 real-time system reliability issues occur on these lines. The Applicant is aware that DEP issued a
7 Generator Interconnection Affected System Study Report for the Battleboro – Rocky Mt 115 kV
8 on May 6, 2020, and that this report estimates that it would cost approximately \$23.2 million to
9 resolve the constraint on the DEP portion. Sweetleaf has not been asked to sign an Affected
10 System Study Agreement or fund any upgrades related to the three DEP overloads.

11 **Q. COULD THERE BE ANY “NOT YET IDENTIFIED” NETWORK**
12 **UPGRADES REQUIRED FOR SWEETLEAF TO CONNECT TO THE GRID?**

13 A. Based on the information currently available, that appears very unlikely. However,
14 while PJM performs very robust studies, there is no guarantee that future revisions to their studies
15 will not uncover other necessary upgrades. Similarly, DEP may also conduct future studies on
16 their system which could uncover other upgrades and ask PJM to incorporate their results in their
17 final reports for Sweetleaf.

18 **NEED FOR THE FACILITY**

19 **Q. PLEASE EXPLAIN THE NEED FOR THE FACILITY.**

20 A. A description of the need for the facility in North Carolina and the broader region
21 is set forth in Exhibit 3 of the Application, which is hereby incorporated by reference.

22 **Q. DESCRIBE THE OFFTAKE PLANS FOR THE PROJECT.**

1 A. Geenex Solar has substantial experience with solar power development and offtake
2 in the PJM market and the expectations for power purchase from the PJM market in the southeast
3 United States are strong. Geenex Solar has previously secured and is actively negotiating for over
4 1.8 GW of offtake within the PJM market, and is using this experience to secure offtake for
5 Sweetleaf Solar.

6 The Sweetleaf Solar Project will interconnect with the Dominion Energy transmission grid,
7 affording it access to the PJM Interconnection (“PJM”), a Regional Transmission Organization
8 (“RTO”) in which Dominion participates. As discussed in Exhibit 3 to the Application, the Project
9 is poised to take advantage of several offtake opportunities in the PJM market, and the long-term
10 offtake prospects for renewable energy, renewable energy credits, and ancillary services generated
11 by the Project are very favorable.

12 Sweetleaf Solar is in active negotiations with a renewable energy developer/investor who
13 will own, operate, and secure the power purchase agreements for the off-take of the 94 MW
14 facility. The final owner/operator will be secured by 2nd quarter of 2021.

15 **Q. WHAT ARE THE LONG-TERM PLANS FOR OWNERSHIP OF THE**
16 **PROJECT?**

17 A. Sweetleaf Solar currently has a number of interested development partners seeking
18 to own and operate the project. These investors are all highly experienced in marketing, owning,
19 and operating renewable energy assets. Geenex Solar will continue to lead the project through
20 development up until notice-to-proceed for construction at which point the final owner/operator
21 will take over.

22 **Q. DOES THIS CONCLUDE YOUR TESTIMONY?**

23 A. Yes.

Attachment A

System Impact Study Report

***Generation Interconnection
System Impact Study Report***

For

***PJM Generation Interconnection Request
Queue Position AD1-056/AD1-057***

***Hornertown - Hathaway 230kV
61.3 MW Capacity / 94 MW Energy***

December / 2019

Introduction

This System Impact Study (SIS) has been prepared in accordance with the PJM Open Access Transmission Tariff, Section 205, as well as the System Impact Study Agreement between Sweetleaf Solar LLC, the Interconnection Customer (IC) and PJM Interconnection, LLC (PJM), Transmission Provider (TP). The Interconnected Transmission Owner (ITO) is Virginia Electric and Power Company (VEPCO).

Preface

The intent of the System Impact Study is to determine a plan, with approximate cost and construction time estimates, to connect the subject generation interconnection project to the PJM network at a location specified by the IC. As a requirement for interconnection, the IC may be responsible for the cost of constructing Network Upgrades, which are facility additions, or upgrades to existing facilities, that are needed to maintain the reliability of the PJM system. All facilities required for interconnection of a generation interconnection project must be designed to meet the technical specifications (on PJM web site) for the appropriate transmission owner.

In some instances an IC may not be responsible for 100% of the identified network upgrade cost because other transmission network uses, e.g. another generation interconnection or merchant transmission upgrade, 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 System Impact Study is performed.

The System Impact Study estimates do not include the feasibility, cost, or time required to obtain property rights and permits for construction of the required facilities. The IC 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 IC has proposed a solar generating facility located in Halifax County, North Carolina. The installed AD1-056/AD1-057 facilities will have a total capability of 94 MW with 61.3 MW of this output being recognized by PJM as capacity. The proposed in-service date for this project is June 1, 2020. This study does not imply an ITO commitment to this in-service date.

Point of Interconnection

AD1-056/AD1-057 will interconnect with the ITO transmission system via a new three breaker ring bus switching station that connects the Hornertown – Hathaway 230kV line.

Cost Summary

The AD1-056/AD1-057 project will be responsible for the following costs:

Description	Total Cost
Attachment Facilities	\$ 1,800,000
Direct Connection Network Upgrades	\$ 6,300,000
Non Direct Connection Network Upgrades	\$ 1,000,000
Allocation for New System Upgrades	\$ 19,200,000
Contribution for Previously Identified Upgrades	\$ 10,682,913
Total Costs	\$ 38,982,913

Attachment Facilities

Generation Substation: Install metering and associated protection equipment. Estimated Cost \$600,000.

Transmission: Construct approximately one span of 230kV Attachment line between the generation substation and a new AD1-056/AD1-057 Switching Station. The estimated cost for this work is \$1,200,000.

The estimated total cost of the Attachment Facilities is \$1,800,000. It is estimated to take 18-24 months to complete this work upon execution of an Interconnection Construction Service Agreement (ICSA). These preliminary cost estimates are based on typical engineering costs. A more detailed engineering cost estimates are normally done when the IC provides an exact site plan location for the generation substation during the Facility Study phase.

Direct Connection Cost Estimate

Substation: Establish the new 230 kV AD1-056/AD1-057 Switching Substation (interconnection substation). The arrangement in the substation will be as shown in Attachment 1. The estimated cost of this work scope is \$6,300,000. It is estimated to take 24-36 months to complete this work upon execution of an Interconnection Construction Service Agreement.

Non-Direct Network Upgrades:

Transmission: Install transmission structure in-line with transmission line to allow the proposed interconnection switching station to be interconnected with the transmission system. Estimated cost is \$1,000,000 and is estimated to take 24-30 months to complete.

Remote Terminal Work: During the Facilities Study, ITO's System Protection Engineering Department will review transmission line protection as well as anti-islanding required to accommodate the new generation and interconnection substation. System Protection Engineering will determine the minimal acceptable protection requirements to reliably interconnect the proposed generating facility with the transmission system. The review is based on maintaining system reliability by reviewing ITO's protection requirements with the known transmission system configuration which includes generating facilities in the area. This review may determine that transmission line protection and communication upgrades are required at remote substations.

New System Reinforcements

PJM OATT 217.3 outlines cost responsibility for Network Upgrades and as the minimum amount of Network Upgrades required to resolve a single reliability criteria violation will not meet or exceed \$5,000,000 such costs shall be allocated to those Interconnection Requests in the New Services Queue that contribute to the need for such upgrades. Such allocations shall be made in proportion to each Interconnection Request's megawatt contribution to the need for these upgrades subject to the rules for minimum cost allocation thresholds in the PJM Manuals. For the purpose of applying the \$5,000,000 threshold, each reliability criteria violation shall be considered separately.

Violation #	Ruling Violation #	Loading	Upgrade Description	Upgrade Cost	Allocated Cost
# 1	1	From 99.9% To 100.42%	Replace wave trap at North Anna Substation on the Midlothian – North Anna 500 kV line #576	\$250,000	\$0
# 2, 3, 4, 5, 17	17	From 99% To 111.01%	Rebuild 12.8 miles of the AD1-057 tap – Hathaway 230kV line	\$19,200,000	\$19,200,000
# 6	6	From 132.57% To 135.09%	Wreck and rebuild 4.39 miles of the Line #1001 Chesnut - Whitakers 115 kV	\$8,780,000	\$0
# 7	7	From 124.77% To 132.81%	Rebuild the 4.3 miles of Dominion 230 kV Line #2058 Rocky Mt. – Hathaway	\$13,000,000	\$0
# 8	8	From 107.99% To 109%	Reconductor 0.14 miles of the Chesterfield to Basin 230kV line	\$250,000	\$0
# 9, 10	9	From 235.44% To 245.7%	Battleboro – Rocky Mt. 115 kV line (Dominion – Duke Energy/Progress tie line)	\$0	\$0
# 11	11	From 104.86% To 107.56%	Rebuild the 20.5 miles of Dominion 230 kV Line #218 Everetts - Greenville	\$30,750,000	\$10,682,913
# 12	12	From 109.5% To 112%	Wreck and rebuild 0.98 miles of the Chestnut - Cox DP 115 kV line	\$1,960,000	\$0
# 13, 14	13	From 119.7% To 128.87%	Wreck and rebuild 1.28 miles of the Lakeview – Carolina 230 kV line #2141	\$1,780,000	\$0
# 15	15	From 133.45% To 135.97%	Wreck and rebuild 4.55miles of the Whitakers– Battleboro 115kV line # 1001	\$9,100,000	\$0
# 16	16	From 102.1% To 107.68%	Rebuild Clubhouse-Lakeview 230 kV Line #254	\$27,000,000	\$0
Total Estimate Allocated Cost of Network Upgrades				\$ 29,882,913	

Interconnection Customer Requirements

ITO's Facility Interconnection Requirements as posted on PJM's website

<http://www.pjm.com/~media/planning/plan-standards/private-dominion/facility-connection-requirements1.ashx>

Voltage Ride Through Requirements - The Customer Facility shall be designed to remain in service (not trip) for voltages and times as specified for the Eastern Interconnection in Attachment 1 of NERC Reliability Standard PRC-024-1, and successor Reliability Standards, for both high and low voltage conditions, irrespective of generator size, subject to the permissive trip exceptions established in PRC-024-1 (and successor Reliability Standards).

Frequency Ride Through Requirements - The Customer Facility shall be designed to remain in service (not trip) for frequencies and times as specified in Attachment 2 of NERC Reliability Standard PRC-024-1, and successor Reliability Standards, for both high and low frequency condition, irrespective of generator size, subject to the permissive trip exceptions established in PRC-024-1 (and successor Reliability Standards).

Reactive Power - The Generation Interconnection Customer shall design its non-synchronous Customer Facility with the ability to maintain a power factor of at least 0.95 leading to 0.95 lagging measured at the generator's terminals.

Meteorological Data Reporting Requirement - The solar generation facility shall, at a minimum, be required to provide the Transmission Provider with site-specific meteorological data including:

- Temperature (degrees Fahrenheit)
- Atmospheric pressure (hectopascals)
- Irradiance
- Forced outage data

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.

Interconnected Transmission Owner Requirements

Metering and SCADA/Communication equipment must meet the requirements outlined in section 3.1.6 Metering and Telecommunications of ITO's Facility Connection Requirement NERC Standard FAC-001 which is publically available at www.dom.com.

Network Impacts

The Queue Project AD1-056/AD1-057 was evaluated as a 94.0 MW (Capacity 61.3 MW) injection into Hornertown-Hathaway 230kV substation. Project AD1-056/AD1-057 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AD1-056/AD1-057 was studied with a commercial probability of 100%. Potential network impacts were as follows:

Contingency Descriptions

The following contingencies resulted in overloads:

Contingency Name	Description
DVP_P1-2: LN 2020	CONTINGENCY 'DVP_P1-2: LN 2020' OPEN BRANCH FROM BUS 313851 TO BUS 314638 CKT 1 230.00 /* 6ECITYDP2 230.00 - 6ELIZ CT OPEN BRANCH FROM BUS 313851 TO BUS 314639 CKT 1 230.00 /* 6ECITYDP2 230.00 - 6TANGLEW OPEN BRANCH FROM BUS 314639 TO BUS 314651 CKT 1 230.00 /* 6TANGLEW 230.00 - 6WINFALL OPEN BUS 313851 /* ISLAND OPEN BUS 314639 /* ISLAND OPEN BUS 913391 /* ISLAND OPEN BUS 913392 /* ISLAND END
DVP_P1-2: LN 2056-A	CONTINGENCY 'DVP_P1-2: LN 2056-A' OPEN BRANCH FROM BUS 313845 TO BUS 934330 CKT 1 TAP 230.00 /* 6HATHAWAY 230.00 - AD1-057 END
DVP_P1-2: LN 2058	CONTINGENCY 'DVP_P1-2: LN 2058' OPEN BRANCH FROM BUS 304222 TO BUS 313845 CKT 1 6MORNSTR 230.00 /* 6ROCKYMT230T230.00 - END
DVP_P1-2: LN 2060	CONTINGENCY 'DVP_P1-2: LN 2060' OPEN BRANCH FROM BUS 314561 TO BUS 314599 CKT 1 230.00 /* 6CAROLNA 230.00 - 6ROA VAL END
DVP_P1-2: LN 2131A	CONTINGENCY 'DVP_P1-2: LN 2131A' OPEN BRANCH FROM BUS 314662 TO BUS 916040 CKT 1 TAP 230.00 /* 6S HERTFORD 230.00 - Z1-036 OPEN BRANCH FROM BUS 314651 TO BUS 314662 CKT 1 230.00 /* 6WINFALL 230.00 - 6S HERTFORD OPEN BUS 314662 /* ISLAND END

DVP_P1-2: LN 2141	CONTINGENCY 'DVP_P1-2: LN 2141' OPEN BRANCH FROM BUS 314561 TO BUS 314583 CKT 1 230.00 /* 6CAROLNA 230.00 - 6LAKEVIEW END
DVP_P1-2: LN 2181	CONTINGENCY 'DVP_P1-2: LN 2181' OPEN BUS 304226 /* ISLAND: 6PA-RMOUNT#4115.00 OPEN BRANCH FROM BUS 304226 TO BUS 314591 CKT 1 230.00 /* 6PA-RMOUNT#4230.00 - 6NASH OPEN BRANCH FROM BUS 313845 TO BUS 314591 CKT 1 230.00 /* 6HATHAWAY 230.00 - 6NASH OPEN BUS 314591 /* ISLAND: 6NASH 230.00 END
DVP_P1-2: LN 246	CONTINGENCY 'DVP_P1-2: LN 246' OPEN BRANCH FROM BUS 314537 TO BUS 314575 CKT 1 230.00 /* 6SUFFOLK 230.00 - 6NUCO TP OPEN BRANCH FROM BUS 314569 TO BUS 314575 CKT 1 230.00 /* 6EARLEYS 230.00 - 6NUCO TP OPEN BRANCH FROM BUS 314575 TO BUS 314590 CKT 1 230.00 /* 6NUCO TP 230.00 - 6NUCOR OPEN BUS 314575 /* ISLAND OPEN BUS 314590 /* ISLAND END
DVP_P1-2: LN 254-A	CONTINGENCY 'DVP_P1-2: LN 254-A' OPEN BRANCH FROM BUS 314563 TO BUS 924510 CKT 1 230.00 /* 6CLUBHSE 230.00 - AB2-100 TAP END
DVP_P1-2: LN 563	CONTINGENCY 'DVP_P1-2: LN 563' OPEN BRANCH FROM BUS 314902 TO BUS 314914 CKT 1 500.00 /* 8CARSON 500.00 - 8MDLTHAN END
DVP_P1-2: LN 574	CONTINGENCY 'DVP_P1-2: LN 574' OPEN BRANCH FROM BUS 314908 TO BUS 314911 CKT 1 500.00 /* 8ELMONT 500.00 - 8LDYSMTH END
DVP_P4-2: 254T2141	CONTINGENCY 'DVP_P4-2: 254T2141' /* LAKEVIEW OPEN BRANCH FROM BUS 314583 TO BUS 314561 CKT 1 /* 2141 OPEN BRANCH FROM BUS 314583 TO BUS 924510 CKT 1 /* 254 END
DVP_P4-2: 562T563	CONTINGENCY 'DVP_P4-2: 562T563' /*CARSON OPEN BRANCH FROM BUS 314902 TO BUS 314923 CKT 1 /*CARSON TO MIDLOTHIAN OPEN BRANCH FROM BUS 314914 TO BUS 314902 CKT 1 /*CARSON 500.00 - 8SEPTA 500.00 END

DVP_P7-1: LN 2058-2181	CONTINGENCY 'DVP_P7-1: LN 2058-2181'
	OPEN BRANCH FROM BUS 304222 TO BUS 313845 CKT 1 6HATHAWAY 230.00 /* 6ROCKYMT230T230.00 -
	OPEN BUS 304226 /* ISLAND: 6PA-RMOUNT#4115.00
	OPEN BRANCH FROM BUS 304226 TO BUS 314591 CKT 1 230.00 /* 6PA-RMOUNT#4230.00 - 6NASH
	OPEN BRANCH FROM BUS 313845 TO BUS 314591 CKT 1 230.00 /* 6HATHAWAY 230.00 - 6NASH
	OPEN BUS 314591 /* ISLAND: 6NASH 230.00
DVP_P7-1: LN 54-2012_B	END
	CONTINGENCY 'DVP_P7-1: LN 54-2012_B'
	OPEN BRANCH FROM BUS 919690 TO BUS 314581 CKT 1 115.00 /* AA2-053 TAP 115.00 - 3JACKSON
	OPEN BRANCH FROM BUS 314581 TO BUS 314626 CKT 1 115.00 /* 3JACKSON 115.00 - 3WOODLND
	OPEN BRANCH FROM BUS 314625 TO BUS 314626 CKT 1 115.00 /* 3AULANDR 115.00 - 3WOODLND
	OPEN BUS 314581 /* ISLAND
	OPEN BUS 314625 /* ISLAND
	OPEN BUS 314626 /* ISLAND
	OPEN BRANCH FROM BUS 314266 TO BUS 314569 CKT 1 6EARLEYS 230.00 /* 6NORTHAMPTON230.00 -
	OPEN BRANCH FROM BUS 314266 TO BUS 314599 CKT 1 VAL 230.00 /* 6NORTHAMPTON230.00 - 6ROA
DVP_P7-1: LN 56-2060	OPEN BUS 314266 /* ISLAND
	END
	CONTINGENCY 'DVP_P7-1: LN 56-2060'
	OPEN BRANCH FROM BUS 313723 TO BUS 314604 CKT 1 115.00 /* 3PECAN 115.00 - 3SEABORD
	OPEN BRANCH FROM BUS 314558 TO BUS 314587 CKT 1 115.00 /* 3BOYKINS 115.00 - 3MARGTSV
	OPEN BRANCH FROM BUS 314587 TO BUS 314604 CKT 1 115.00 /* 3MARGTSV 115.00 - 3SEABORD
	OPEN BUS 314587 /* ISLAND: 3MARGTSV 115.00
	OPEN BUS 314604 /* ISLAND: 3SEABORD 115.00
	OPEN BRANCH FROM BUS 314561 TO BUS 314599 CKT 1 230.00 /* 6CAROLNA 230.00 - 6ROA VAL
	END

DVP_P7-1: LN 81-2056	CONTINGENCY 'DVP_P7-1: LN 81-2056'	
	OPEN BRANCH FROM BUS 314559 TO BUS 314578 CKT 1 115.00	/* 3CAROLNA 115.00 - 3HORNRTN
	OPEN BRANCH FROM BUS 314578 TO BUS 314598 CKT 1 115.00	/* 3HORNRTN 115.00 - 3ROAN DP
	OPEN BRANCH FROM BUS 314598 TO BUS 314628 CKT 1 DP115.00	/* 3ROAN DP 115.00 - 3DARLINGT
	OPEN BUS 314578	/* ISLAND: 3HORNRTN 115.00
	OPEN BUS 314598	/* ISLAND: 3ROAN DP 115.00
	OPEN BRANCH FROM BUS 304226 TO BUS 314591 CKT 1 230.00	/* 6PA-RMOUNT#4230.00 - 6NASH
	OPEN BRANCH FROM BUS 313845 TO BUS 314591 CKT 1 230.00	/* 6MORNSTR 230.00 - 6NASH
	OPEN BRANCH FROM BUS 304226 TO BUS 304222 CKT 1 6ROCKYMT230T	/* 6PA-RMOUNT#4230.00 -
	OPEN BUS 304226	/* ISLAND
	OPEN BUS 314591	/* ISLAND: 6NASH 230.00
	END	

Summer Peak Analysis – 2021

Generator Deliverability

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

Contingency					Bus			Power Flow	Loading %		Rating		MW Contribution	Flowgate Appendix
#	Type	Name	Affected Area	Facility Description	From	To	Ckt		Initial	Final	Type	MVA		
1	N-1	DVP_P1-2: LN 574	DVP - DVP	8MDLTHAN-8NO ANNA 500 kV line	314914	314918	1	AC	99.9	100.42	ER	2442	14.7	1
2	N-1	DVP_P1-2: LN 2141	DVP - DVP	AD1-057 TAP-6MORNSTR 230 kV line	934330	313845	1	AC	95.86	104.45	ER	442	39.55	
3	N-1	DVP_P1-2: LN 2060	DVP - DVP	AD1-057 TAP-6MORNSTR 230 kV line	934330	313845	1	AC	93.54	101.37	ER	442	36.19	

Multiple Facility Contingency

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

Contingency					Bus			Power Flow	Loading %		Rating		MW Contribution	Flowgate Appendix
#	Type	Name	Affected Area	Facility Description	From	To	Ckt		Initial	Final	Type	MVA		
4	DCTL	DVP_P7-1: LN 54-2012_B	DVP - DVP	AD1-057 TAP-6MORNSTR 230 kV line	934330	313845	1	AC	94.77	104.65		541	55.96	
5	DCTL	DVP_P7-1: LN 56-2060	DVP - DVP	AD1-057 TAP-6MORNSTR 230 kV line	934330	313845	1	AC	93.82	103.76		541	56.16	

Short Circuit

(Summary of impacted circuit breakers)

New circuit breakers found to be over-duty:

None

Contributions to previously identified circuit breakers found to be over-duty:

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)

Contingency					Bus			Power Flow	Loading %		Rating		MW Contribution	Flowgate Appendix
#	Type	Name	Affected Area	Facility Description	From	To	Ckt		Initial	Final	Type	MVA		
6	N-1	DVP_P1-2: LN 2056-A	DVP - DVP	3CHESTNUT-3WITAKRS 115 kV line	313719	314623	1	AC	132.57	135.09	ER	134	3.56	5
7	DCTL	DVP_P7-1: LN 81-2056	DVP - CPLE	6MORNSTR-6ROCKYMT230T 230 kV line	313845	304222	1	AC	124.77	132.81	ER	374	30.34	6
8	LFFB	DVP_P4-2: 562T563	DVP - DVP	6CHESTF B-6BASIN 230 kV line	314287	314276	1	AC	107.99	109		549	6.53	7
9	DCTL	DVP_P7-1: LN 2058-2181	DVP - CPLE	3BTLEBRO-3ROCKYMT115T 115 kV line	314554	304223	1	AC	235.44	245.7	ER	164	17.02	8
10	DCTL	DVP_P7-1: LN 81-2056	DVP - CPLE	3BTLEBRO-3ROCKYMT115T 115 kV line	314554	304223	1	AC	114.49	117.37	ER	164	5.74	
11	DCTL	DVP_P7-1: LN 2058-2181	DVP - CPLE	6EVERETS-6GREENVILE T 230 kV line	314574	304451	1	AC	104.86	107.56	ER	478	13.5	9
12	N-1	DVP_P1-2: LN 2056-A	DVP - DVP	3COX DP-3CHESTNUT 115 kV line	314577	313719	1	AC	109.5	112	ER	134	3.56	10
13	N-1	DVP_P1-2: LN 2056-A	DVP - DVP	6LAKEVEW-6CAROLNA 230 kV line	314583	314561	1	AC	119.7	128.87	ER	375	34.82	11
14	N-1	DVP_P1-2: LN 254-A	DVP - DVP	6LAKEVEW-6CAROLNA 230 kV line	314583	314561	1	AC	115.92	122.13	ER	375	23.31	
15	N-1	DVP_P1-2: LN 2056-A	DVP - DVP	3WITAKRS-3BTLEBRO 115 kV line	314623	314554	1	AC	133.45	135.97	ER	134	3.56	12
16	N-1	DVP_P1-2: LN 2141	DVP - DVP	AB2-100 TAP-6CLUBHSE 230 kV line	924510	314563	1	AC	102.1	107.68	ER	375	21.63	13
17	LFFB	DVP_P4-2: 254T2141	DVP - DVP	AD1-057 TAP-6MORNSTR 230 kV line	934330	313845	1	AC	120.36	137.24		541	93.81	14

Steady-State Voltage Requirements

(Summary of the VAR requirements based upon the results of the steady-state voltage studies)

None

Stability and Reactive Power Requirement for Low Voltage Ride Through

(Summary of the VAR requirements based upon the results of the dynamic studies)

No mitigations were found to be required.

New System Reinforcements

(Upgrades required to mitigate reliability criteria violations, i.e. Network Impacts, initially caused by the addition of this interconnection request)

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost	AD1-056 / AD1-057 Allocation						
# 1	8MDLTHAN-8NO ANNA 500 kV line	<p>Description: Replace wave trap at North Anna Substation on the Midlothian – North Anna 500 kV line #576</p> <p>Rating: 3424/3424/3938</p> <p>Schedule: 12-16 months</p> <p>Note 1: As changes to the interconnection process occur, such as prior queued projects withdrawing from the queue, reducing in size, etc, Queue Project AD1-056/AD1-057 could become the driver and could be responsible for the upgrade</p> <p>Note 2: Although Queue Project AD1-056/AD1-057 may not have cost responsibility for this upgrade, Queue Project AD1-056/AD1-057 may need this upgrade in-service to be deliverable to the PJM system. If Queue Project AD1-056/AD1-057 comes into service prior to completion of the upgrade, Queue Project AD1-056/AD1-057 will need an interim study.</p>	n6055	\$250,000	\$0						
# 2, 3, 4, 5, 17	AD1-057 TAP-6MORNSTR 230 kV line	<p>Description: Rebuild 12.8 miles of the AD1-057 tap – Hathaway 230kV line</p> <p>Schedule: 30 - 36 months</p> <p>Ratings: 10471047/1204</p> <table><tr><td>Queue</td><td>MW contribution</td><td>Cost</td></tr><tr><td>AD1-057</td><td>26.3</td><td>\$19,200,000</td></tr></table>	Queue	MW contribution	Cost	AD1-057	26.3	\$19,200,000	n6223	\$19,200,000	\$19,200,000
Queue	MW contribution	Cost									
AD1-057	26.3	\$19,200,000									
Total New Network Upgrades					\$ 19,200,000						

Contribution to Previously Identified System Reinforcements

(Overloads initially caused by prior Queue positions with additional contribution to overloading by this project. This project may have a % allocation cost responsibility which is calculated and reported for in the Impact Study)

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost	AD1-056 / AD1-057 Allocation
# 6	3CHESTNUT-3WITAKRS 115 kV line	<p>Description : Wreck and rebuild 4.39 miles of the Line #1001 Chestnut - Whitakers 115 kV Rating: 262 MVA (normal), 287 MVA (emergency), and 349 MVA (load dump). Schedule: 30-36 months</p> <p>Note 1: As changes to the interconnection process occur, such as prior queued projects withdrawing from the queue, reducing in size, etc, Queue Project AD1-056/AD1-057 could become the driver and could be responsible for the upgrade</p> <p>Note 2: Although Queue Project AD1-056/AD1-057 may not have cost responsibility for this upgrade, Queue Project AD1-056/AD1-057 may need this upgrade in-service to be deliverable to the PJM system. If Queue Project AD1-056/AD1-057 comes into service prior to completion of the upgrade, Queue Project AD1-056/AD1-057 will need an interim study.</p>	n6222	\$8,780,000	\$0

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost	AD1-056 / AD1-057 Allocation
# 7	6MORNSTR-6ROCKYMT230T 230 kV line	<p>Description: Rebuild the 4.3 miles of Dominion 230 kV Line #2058 Rocky Mt. – Hathaway Rating: 1047/1047/1204 Schedule: 12/31/2024 in-service date</p> <p>Note: Although Queue Project AD1-056/AD1-057 may not have cost responsibility for this upgrade, Queue Project AD1-056/AD1-057 may need this upgrade in-service to be deliverable to the PJM system. If Queue Project AD1-056/AD1-057 comes into service prior to completion of the upgrade, Queue Project AD1-056/AD1-057 will need an interim study.</p>	b3122	\$13,000,000	\$0
# 8	6CHSTF B-6BASIN 230 kV line	<p>Description: Reconductor 0.14 miles of the Chesterfield to Basin 230kV line.</p> <p>This project is in-service.</p>	b2990	\$250,000	\$0
# 9, 10	3BTLEBRO-3ROCKYMT115T 115 kV line	<p>A potential constraint was identified by PJM on the Battleboro – Rocky Mt. 115 kV line (Dominion – Duke Energy/Progress (DEP) tie line). There are no mitigations currently planned for the DEP portion of this overload. The Queue Project AD1-056/AD1-057 may be subject to operational restriction if real-time system reliability issues occur. Additionally, if a baseline Network Upgrade project is identified on the Battleboro – Rocky Mt. 115 kV line prior to the execution of the Queue Project’s final agreements, the Queue Project may require this upgrade to be in-service to be deliverable to the PJM system. If Queue Project AD1-056/AD1-057 comes into service prior to completion of the baseline Network Upgrade, Queue Project AD1-056/AD1-057 will need an interim deliverability study.</p>			\$0

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost	AD1-056 / AD1-057 Allocation												
# 11	6EVERETS-6GREENVILLE T 230 kV line	<p>Dominion Portion: Description: Rebuild the 20.5 miles of Dominion 230 kV Line #218 Everetts - Greenville Rating: 1047/1047/1204 Schedule: 30-36 months</p> <table><tr><td>Queue</td><td>MW contribution</td><td>Cost</td></tr><tr><td>AD1-023</td><td>18.24</td><td>\$14,444,502</td></tr><tr><td>AD1-047</td><td>7.1</td><td>\$5,622,585</td></tr><tr><td>AD1-057</td><td>13.49</td><td>\$10,682,913</td></tr></table> <p>Duke Energy/Progress Portion: A potential constraint was identified by PJM on the Duke Energy/Progress (DEP) portion of the Everetts - Greenville 230 kV line. There are no mitigations currently planned for the DEP portion of this overload. The Queue Project AD1-056/AD1-057 may be subject to operational restriction if real-time system reliability issues occur. Additionally, if a baseline Network Upgrade project is identified on the Everetts - Greenville 230 kV line prior to the execution of the Queue Project’s final agreements, the Queue Project may require this upgrade to be in-service to be deliverable to the PJM system. If Queue Project AD1-056/AD1-057 comes into service prior to completion of the baseline Network Upgrade, Queue Project AD1-056/AD1-057 will need an interim deliverability study.</p>	Queue	MW contribution	Cost	AD1-023	18.24	\$14,444,502	AD1-047	7.1	\$5,622,585	AD1-057	13.49	\$10,682,913	n6144	\$30,750,000	\$10,682,913
Queue	MW contribution	Cost															
AD1-023	18.24	\$14,444,502															
AD1-047	7.1	\$5,622,585															
AD1-057	13.49	\$10,682,913															

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost	AD1-056 / AD1-057 Allocation
# 12	3COX DP-3CHESTNUT 115 kV line	<p>Description: Wreck and rebuild 0.98 miles of the Chestnut - Cox DP 115 kV line Rating: 262 MVA (normal), 287 MVA (emergency), and 349 MVA (load dump) Schedule: 20-24 months (A NC PUC approval maybe required)</p> <p>Note 1: as changes to the interconnection process occur, such as prior queued projects withdrawing from the queue, reducing in size, etc, Queue Project AD1-056/AD1-057 could receive cost allocation.</p> <p>Note 2: Although Queue Project AD1-056/AD1-057 may not have cost responsibility for this upgrade, Queue Project AD1-056/AD1-057 may need this upgrade in-service to be deliverable to the PJM system. If Queue Project AD1-056/AD1-057 comes into service prior to completion of the upgrade, Queue Project AD1-056/AD1-057 will need an interim study.</p>	n6248	\$1,960,000	\$0

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost	AD1-056 / AD1-057 Allocation
# 13, 14	6LAKEVIEW-6CAROLNA 230 kV line	<p>Description: Wreck and rebuild 1.28 miles of the Lakeview – Carolina 230 kV line #2141</p> <p>Rating: 1047 MVA (normal), 1047 MVA (emergency), and 1204 MVA (load dump)</p> <p>Schedule: A NC PUC approval maybe required.</p> <p>Note 1: As changes to the interconnection process occur, such as prior queued projects withdrawing from the queue, reducing in size, etc, Queue Project AD1-056/AD1-057 could become the driver and could be responsible for the upgrade</p> <p>Note 2: Although Queue Project AD1-056/AD1-057 may not have cost responsibility for this upgrade, Queue Project AD1-056/AD1-057 may need this upgrade in-service to be deliverable to the PJM system. If Queue Project AD1-056/AD1-057 comes into service prior to completion of the upgrade, Queue Project AD1-056/AD1-057 will need an interim study.</p>	n6052	\$1,780,000	\$0

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost	AD1-056 / AD1-057 Allocation
# 15	3WITAKRS-3BTLEBRO 115 kV line	<p>Description: Wreck and rebuild 4.55 miles of the Whitakers–Battleboro 115kV line # 1001</p> <p>Note 1: As changes to the interconnection process occur, such as prior queued projects withdrawing from the queue, reducing in size, etc, Queue Project AD1-056/AD1-057 could become the driver and could be responsible for the upgrade</p> <p>Note 2: Although Queue Project AD1-056/AD1-057 may not have cost responsibility for this upgrade, Queue Project AD1-056/AD1-057 may need this upgrade in-service to be deliverable to the PJM system. If Queue Project AD1-056/AD1-057 comes into service prior to completion of the upgrade, Queue Project AD1-056/AD1-057 will need an interim study.</p>	n6321	\$9,100,000	\$0
# 16	AB2-100 TAP-6CLUBHSE 230 kV line	<p>Description: Rebuild Clubhouse-Lakeview 230 kV Line #254</p> <p>Schedule: 12/31/2024 in-service date</p>	b3121	\$27,000,000	\$0
Total Previously Identified Upgrades					\$ 10,682,913

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 IC 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 interconnection request by addressing 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.

#	Type	Contingency	Affected Area	Facility Description	Bus		Ckt	Power Flow	Loading %		Rating		MW Contribution
		Name			From	To			Initial	Final	Type	MVA	
21	N-1	DVP_P1-2: LN 2056-B	DVP - DVP	3CHESTNUT-3WITAKRS 115 kV line	313719	314623	1	AC	164.95	168.96	ER	134	6.46
22	Non	Non	DVP - DVP	3CHESTNUT-3WITAKRS 115 kV line	313719	314623	1	AC	146.26	149.6	NR	123	4.88
23	N-1	DVP_P1-2: LN 2181	DVP - CPLE	6MORNSTR-6ROCKYMT230T 230 kV line	313845	304222	1	AC	121.61	124.15	ER	374	9.6
24	N-1	DVP_P1-2: LN 2058	DVP - DVP	6MORNSTR-6NASH 230 kV line	313845	314591	1	AC	108.12	110.28	ER	449	9.79
25	N-1	DVP_P1-2: LN 2056-A	DVP - DVP	3SO JUSTICE-3COX DP 115 kV line	313858	314577	1	AC	126.09	129.4	ER	165	6.46
26	N-1	DVP_P1-2: LN 563	DVP - DVP	6CHESTF B-6BASIN 230 kV line	314287	314276	1	AC	125.14	126.34	ER	449	6.32
27	N-1	DVP_P1-2: LN 2131A	DVP - DVP	6SAPONY-6CARSON 230 kV line	314435	314282	1	AC	86	90.13	ER	679	27.82
28	N-1	DVP_P1-2: LN 130-A	DVP - DVP	6CAROLNA 230/115 kV transformer	314559	314561	1	AC	118.54	133.12	ER	240	35.88
29	Non	Non	DVP - DVP	6CAROLNA 230/115 kV transformer	314559	314561	1	AC	92.31	98.73	NR	227	16.53
30	N-1	DVP_P1-3: 3CAROLNA-6CAROLNA	DVP - DVP	6CLUBHSE 230/115 kV transformer	314562	314563	1	AC	96.26	115.68	ER	183	34.98
31	N-1	DVP_P1-2: LN 2131A	DVP - DVP	6CLUBHSE-6SAPONY 230 kV line	314563	314435	1	AC	99.03	103.71	ER	599	27.83
32	N-1	DVP_P1-2: LN 2131A	DVP - DVP	6EARLEYS-6NUCO TP 230 kV line	314569	314575	1	AC	105.51	107.07	ER	572	10.64
33	N-1	DVP_P1-2: LN 2131A	DVP - CPLE	6EVERETS-6GREENVILLE T 230 kV line	314574	304451	1	AC	85.5	86.37	ER	478	5.16
34	N-1	DVP_P1-2: LN 2131A	DVP - DVP	6NUCO TP-6SUFFOLK 230 kV line	314575	314537	1	AC	99.3	100.85	ER	572	10.64
35	N-1	DVP_P1-2: LN 2056-A	DVP - DVP	3COX DP-3CHESTNUT 115 kV line	314577	313719	1	AC	147.7	151.77	ER	134	6.46
36	Non	Non	DVP - DVP	3COX DP-3CHESTNUT 115 kV line	314577	313719	1	AC	111.6	114.96	NR	123	4.88
37	N-1	DVP_P1-2: LN 2060	DVP - DVP	6HORNRTN-AD1-057 TAP 230 kV line	314579	934330	1	AC	106.43	109.39	ER	442	13.78
38	N-1	DVP_P1-2: LN 130-A	DVP - DVP	6LAKEVEW-AB2-100 TAP 230 kV line	314583	924510	1	AC	109.51	113.92	ER	375	16.76
39	N-1	DVP_P1-2: LN 2058	DVP - CPLE	6NASH-6PA-RMOUNT#4 230 kV line	314591	304226	1	AC	98.43	100.49	ER	470	9.79
40	Non	Non	DVP - DVP	3TREGO-3TREGOTP 115 kV line	314612	314615	1	AC	298.44	475.37	NR	45	80
41	Non	Non	DVP - DVP	3BRINKDP-AB1-173 TAP 115 kV line	314619	931230	1	AC	82.14	165.28	NR	96	80
42	N-1	DVP_P1-2: LN 2056-B	DVP - DVP	3WITAKRS-3BTLEBRO 115 kV line	314623	314554	1	AC	167.66	171.61	ER	134	6.46
43	N-1	DVP_P1-2: LN 130-A	DVP - DVP	AB2-100 TAP-6CLUBHSE 230 kV line	924510	314563	1	AC	124.39	128.77	ER	375	16.76
44	N-1	DVP_P1-2: LN 2056-A	DVP - DVP	AC1-208 TAP-3SO JUSTICE 115 kV line	927140	313858	1	AC	94.05	97.71	ER	165	7.15
45	Non	Non	DVP - DVP	AB1-173 TAP-3TREGO 115 kV line	931230	314612	1	AC	143.87	227.14	NR	96	80
46	N-1	DVP_P1-2: LN 2141	DVP - DVP	AD1-057 TAP-6MORNSTR 230 kV line	934330	313845	1	AC	107.9	109.2	ER	442	7.03

Light Load Analysis in 2021

Not required

Affected System Analysis & Mitigation

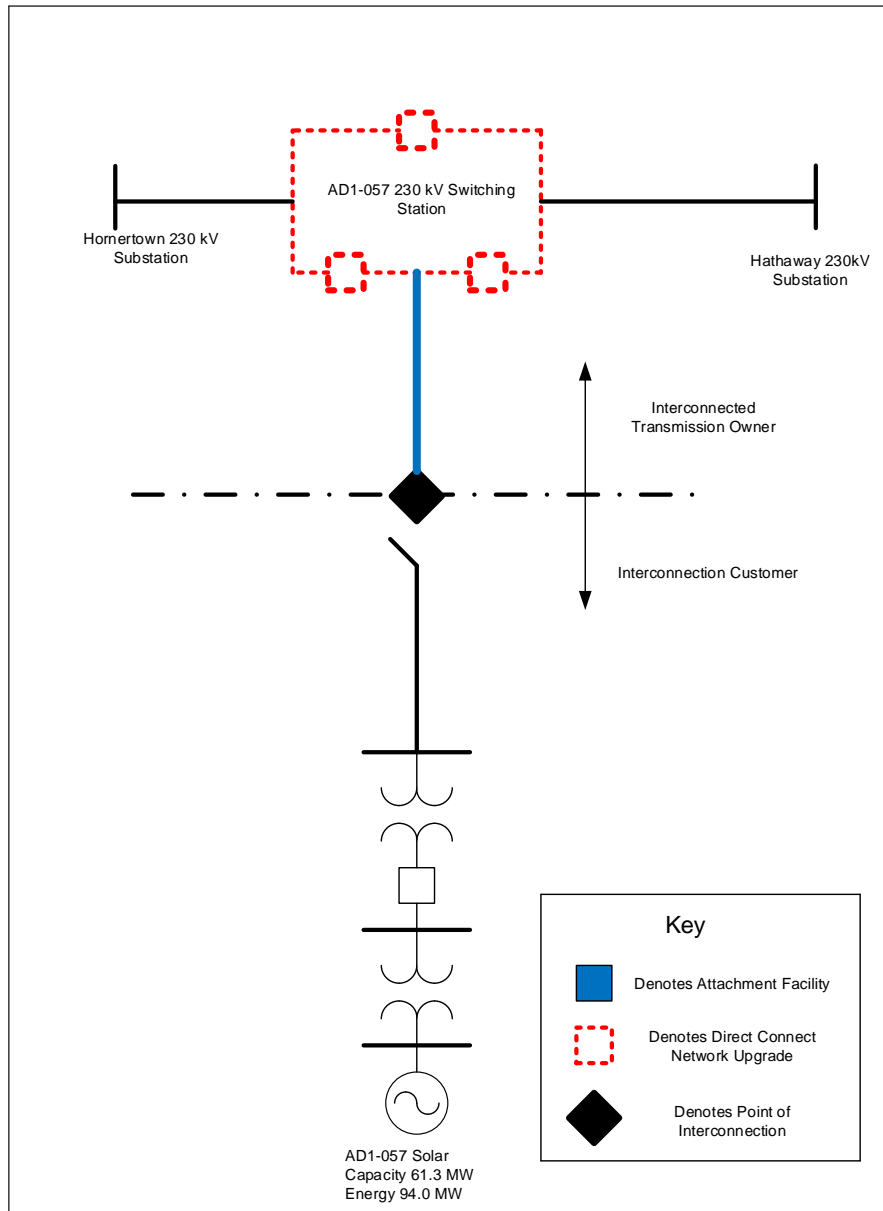
Duke Energy/Progress:

Potential constraints were identified by PJM on the following Dominion – Duke Energy/Progress (DEP) tie lines. There are no mitigations currently planned for the DEP portions of these overloads. The Queue Project AD1-056/AD1-057 may be subject to operational restriction if real-time system reliability issues occur. The following facilities were identified in this report:

- Battleboro – Rocky Mt. 115 kV line
- Everetts - Greenville 230 kV line
- Rocky Mt. – Hathaway 230 kV line

Attachment 1.

System Configuration



Appendices

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.

Appendix 1

(DVP - DVP) The 8MDLTHAN-8NO ANNA 500 kV line (from bus 314914 to bus 314918 ckt 1) loads from 99.9% to 100.42% (AC power flow) of its emergency rating (2442 MVA) for the single line contingency outage of 'DVP_P1-2: LN 574'. This project contributes approximately 14.7 MW to the thermal violation.

CONTINGENCY 'DVP_P1-2: LN 574'

OPEN BRANCH FROM BUS 314908 TO BUS 314911 CKT 1

/* 8ELMONT

500.00 - 8LDYSMTH 500.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315102	1BRUNSWICKG1	15.66
315103	1BRUNSWICKG2	15.66
315104	1BRUNSWICKG3	15.66
315105	1BRUNSWICKS1	32.54
315099	1CHESPKB	1.97
315131	1EDGECEMA	13.32
315132	1EDGECEMB	13.32
315108	1ELIZAR1	5.81
315109	1ELIZAR2	5.71
315110	1ELIZAR3	5.89
315074	1HOPCGN1	11.9
315075	1HOPCGN2	11.75
315083	1SPRUNCA	15.72
315084	1SPRUNCB	15.72
315085	1SPRUNCC	11.65
315086	1SPRUNCD	11.65
315090	1YORKTN1	41.69
315091	1YORKTN2	43.26
314315	3LOCKS E	1.85

932041	AC2-012 C	16.1
932501	AC2-070 C	2.04
932531	AC2-073 C	2.99
932581	AC2-078 C	6.22
932591	AC2-079 C	8.92
932631	AC2-084 C	13.05
932831	AC2-110 C	1.7
933061	AC2-130	3.23
933291	AC2-141 C	48.3
933501	AC2-165 C	16.06
933731	AC2-196 C	0.53
933991	AD1-023 C	20.23
934011	AD1-025 C O1	24.81
934061	AD1-033 C O1	11.87
934141	AD1-041 C O1	6.63
934201	AD1-047 C	12.17
934211	AD1-048 C	3.13
934231	AD1-050 C	6.68
934331	AD1-057 C O1	14.7
934391	AD1-063 C	2.02
934521	AD1-076 C O1	83.83
934571	AD1-082 C O1	11.9
934611	AD1-087 C O1	12.01
934621	AD1-088 C	17.52
935111	AD1-144 C	2.69
935161	AD1-151 C O1	23.7

935171	AD1-152 C OI	11.94
935211	AD1-156 C	3.28
935221	AD1-157 C	1.94
935231	AD1-160 C	1.42
LTF	CARR	1.38
LTF	CBM-S1	22.19
LTF	CBM-S2	40.31
LTF	CBM-W1	47.84
LTF	CBM-W2	118.
LTF	CIN	11.06
LTF	CPL	12.3
LTF	IPL	7.06
LTF	LGEE	2.42
LTF	MEC	24.52
LTF	MECS	10.15
LTF	RENSSELAER	1.1
LTF	ROWAN /* 35% REVERSE 4479078	< 0.01
LTF	WEC	2.99
LTF	Z1-043	11.77
916191	Z1-068 C	0.08
916301	Z1-086 C	95.29
919701	AA2-057 C	10.39
LTF	AA2-074	8.37
930861	AB1-132 C	21.24
931231	AB1-173 C	3.42
931241	AB1-173AC	3.42

923801	AB2-015 C O1	13.3
923831	AB2-022 C	3.61
923911	AB2-031 C O1	3.4
923991	AB2-040 C O1	11.15
924021	AB2-043 C O1	4.25
924151	AB2-059 C O1	15.16
924161	AB2-060 C O1	12.23
924241	AB2-068 O1	240.65
924301	AB2-077 C O1	2.7
924311	AB2-078 C O1	2.7
924321	AB2-079 C O1	2.7
924401	AB2-089 C	3.03
924491	AB2-098 C	0.83
924501	AB2-099 C	0.89
924511	AB2-100 C	17.76
924811	AB2-134 C O1	18.91
925051	AB2-160 C O1	8.05
925061	AB2-161 C O1	5.22
925121	AB2-169 C	9.79
925171	AB2-174 C O1	10.68
925331	AB2-190 C	29.49
925521	ACI-027 C	0.59
925591	ACI-034 C	9.82
925781	ACI-054 C	10.32
925861	ACI-065 C	4.24
926071	ACI-086 C	31.28

<i>926201</i>	<i>ACI-098 C</i>	<i>9.15</i>
<i>926211</i>	<i>ACI-099 C</i>	<i>3.07</i>
<i>926271</i>	<i>ACI-105 C</i>	<i>7.53</i>
<i>926291</i>	<i>ACI-107</i>	<i>363.25</i>
<i>926751</i>	<i>ACI-161 C</i>	<i>48.3</i>
<i>926781</i>	<i>ACI-164 C</i>	<i>51.52</i>
<i>927021</i>	<i>ACI-189 C</i>	<i>12.57</i>
<i>927141</i>	<i>ACI-208 C</i>	<i>13.46</i>
<i>927221</i>	<i>ACI-216 C OI</i>	<i>14.43</i>

Appendix 5

(DVP - DVP) The 3CHESTNUT-3WITAKRS 115 kV line (from bus 313719 to bus 314623 ckt 1) loads from 132.57% to 135.09% (AC power flow) of its emergency rating (134 MVA) for the single line contingency outage of 'DVP_P1-2: LN 2056-A'. This project contributes approximately 3.56 MW to the thermal violation.

CONTINGENCY 'DVP_P1-2: LN 2056-A'

OPEN BRANCH FROM BUS 313845 TO BUS 934330 CKT 1

/* 6HATHAWAY

230.00 - AD1-057 TAP 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315139	1GASTONA	1.2
315141	1GASTONB	1.2
315126	1ROARAP2	1.03
315128	1ROARAP4	0.99
315136	1ROSEMG1	0.86
315138	1ROSEMG2	0.4
315137	1ROSEMS1	0.53
315115	1S HAMPT1	0.59
932631	AC2-084 C	20.12
934201	AD1-047 C	3.88
934331	AD1-057 C O1	3.56
LTF	AMIL	0.14
LTF	BLUEG	0.74
LTF	CALDERWOOD	0.45
LTF	CANNELTON	0.14
LTF	CATAWBA	0.44
LTF	CBM-N	< 0.01
LTF	CHEOAH	0.42

<i>LTF</i>	<i>CHILHOWEE</i>	<i>0.15</i>
<i>LTF</i>	<i>CLIFTY</i>	<i>2.71</i>
<i>LTF</i>	<i>COTTONWOOD</i>	<i>1.51</i>
<i>LTF</i>	<i>EDWARDS</i>	<i>0.23</i>
<i>LTF</i>	<i>ELMERSMITH</i>	<i>0.42</i>
<i>LTF</i>	<i>FARMERCITY</i>	<i>0.18</i>
<i>LTF</i>	<i>G-007A</i>	<i>0.29</i>
<i>LTF</i>	<i>GIBSON</i>	<i>0.26</i>
<i>LTF</i>	<i>HAMLET</i>	<i>0.91</i>
<i>LTF</i>	<i>MORGAN</i>	<i>1.33</i>
<i>LTF</i>	<i>NEWTON</i>	<i>0.63</i>
<i>LTF</i>	<i>NYISO</i>	<i>< 0.01</i>
<i>LTF</i>	<i>O-066A</i>	<i>0.13</i>
<i>LTF</i>	<i>PRAIRIE</i>	<i>1.38</i>
<i>LTF</i>	<i>SANTEETLA</i>	<i>0.13</i>
<i>LTF</i>	<i>SMITHLAND</i>	<i>0.12</i>
<i>LTF</i>	<i>TATANKA</i>	<i>0.31</i>
<i>LTF</i>	<i>TILTON</i>	<i>0.27</i>
<i>LTF</i>	<i>TRIMBLE</i>	<i>0.14</i>
<i>LTF</i>	<i>TVA</i>	<i>0.56</i>
<i>LTF</i>	<i>UNIONPOWER</i>	<i>0.75</i>
<i>900671</i>	<i>V4-068 C</i>	<i>0.05</i>
<i>LTF</i>	<i>VFT</i>	<i>0.78</i>
<i>917331</i>	<i>Z2-043 C</i>	<i>0.51</i>
<i>918491</i>	<i>AAI-063AC OP</i>	<i>0.92</i>
<i>918561</i>	<i>AAI-072 C</i>	<i>0.08</i>

<i>919691</i>	<i>AA2-053 C</i>	<i>1.03</i>
<i>919701</i>	<i>AA2-057 C</i>	<i>26.37</i>
<i>920041</i>	<i>AA2-088 C</i>	<i>0.52</i>
<i>920591</i>	<i>AA2-165 C</i>	<i>0.68</i>
<i>920671</i>	<i>AA2-174 C</i>	<i>0.05</i>
<i>930861</i>	<i>AB1-132 C</i>	<i>4.88</i>
<i>931231</i>	<i>AB1-173 C</i>	<i>1.09</i>
<i>931241</i>	<i>AB1-173AC</i>	<i>1.09</i>
<i>923801</i>	<i>AB2-015 C O1</i>	<i>2.73</i>
<i>923911</i>	<i>AB2-031 C O1</i>	<i>1.08</i>
<i>923991</i>	<i>AB2-040 C O1</i>	<i>3.55</i>
<i>924501</i>	<i>AB2-099 C</i>	<i>0.28</i>
<i>925171</i>	<i>AB2-174 C O1</i>	<i>3.12</i>
<i>925781</i>	<i>AC1-054 C</i>	<i>2.48</i>
<i>926071</i>	<i>AC1-086 C</i>	<i>7.18</i>
<i>926201</i>	<i>AC1-098 C</i>	<i>14.11</i>
<i>926211</i>	<i>AC1-099 C</i>	<i>4.73</i>
<i>927141</i>	<i>AC1-208 C</i>	<i>19.61</i>

Appendix 6

(DVP - CPLE) The 6MORNSTR-6ROCKYMT230T 230 kV line (from bus 313845 to bus 304222 ckt 1) loads from 124.77% to 132.81% (AC power flow) of its emergency rating (374 MVA) for the tower line contingency outage of 'DVP_P7-1: LN 81-2056'. This project contributes approximately 30.34 MW to the thermal violation.

CONTINGENCY 'DVP_P7-1: LN 81-2056'

```

OPEN BRANCH FROM BUS 314559 TO BUS 314578 CKT 1          /* 3CAROLNA
115.00 - 3HORNRTN 115.00
OPEN BRANCH FROM BUS 314578 TO BUS 314598 CKT 1          /* 3HORNRTN
115.00 - 3ROAN DP 115.00
OPEN BRANCH FROM BUS 314598 TO BUS 314628 CKT 1          /* 3ROAN DP
115.00 - 3DARLINGT DP115.00
OPEN BUS 314578                                           /* ISLAND: 3HORNRTN 115.00
OPEN BUS 314598                                           /* ISLAND: 3ROAN DP 115.00
OPEN BRANCH FROM BUS 304226 TO BUS 314591 CKT 1          /* 6PA-
RMOUNT#4230.00 - 6NASH 230.00
OPEN BRANCH FROM BUS 313845 TO BUS 314591 CKT 1          /* 6MORNSTR
230.00 - 6NASH 230.00
OPEN BRANCH FROM BUS 304226 TO BUS 304222 CKT 1          /* 6PA-
RMOUNT#4230.00 - 6ROCKYMT230T
OPEN BUS 304226                                           /* ISLAND
OPEN BUS 314591                                           /* ISLAND: 6NASH 230.00
END

```

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315131	1EDGECEMA	24.8
315132	1EDGECEMB	24.8
315139	1GASTONA	3.84
315141	1GASTONB	3.84
315126	1ROARAP2	1.17
315128	1ROARAP4	1.13
315136	1ROSEMG1	3.22
315138	1ROSEMG2	1.51
315137	1ROSEMS1	2.

<i>314557</i>	<i>3BETHELC</i>	<i>1.61</i>
<i>314554</i>	<i>3BTLEBRO</i>	<i>1.08</i>
<i>314566</i>	<i>3CRESWEL</i>	<i>1.09</i>
<i>314572</i>	<i>3EMPORIA</i>	<i>0.27</i>
<i>314582</i>	<i>3KELFORD</i>	<i>0.7</i>
<i>314603</i>	<i>3SCOT NK</i>	<i>3.23</i>
<i>314617</i>	<i>3TUNIS</i>	<i>0.55</i>
<i>314539</i>	<i>3UNCAMP</i>	<i>1.04</i>
<i>314541</i>	<i>3WATKINS</i>	<i>0.33</i>
<i>314620</i>	<i>6CASHIE</i>	<i>0.49</i>
<i>314574</i>	<i>6EVERETS</i>	<i>1.81</i>
<i>314594</i>	<i>6PLYMOTH</i>	<i>0.44</i>
<i>932631</i>	<i>AC2-084 C</i>	<i>9.38</i>
<i>932632</i>	<i>AC2-084 E</i>	<i>4.62</i>
<i>933991</i>	<i>AD1-023 C</i>	<i>7.25</i>
<i>933992</i>	<i>AD1-023 E</i>	<i>3.95</i>
<i>934201</i>	<i>AD1-047 C</i>	<i>5.53</i>
<i>934202</i>	<i>AD1-047 E</i>	<i>3.69</i>
<i>934331</i>	<i>AD1-057 C O1</i>	<i>19.79</i>
<i>934332</i>	<i>AD1-057 E O1</i>	<i>10.55</i>
<i>934521</i>	<i>AD1-076 C O1</i>	<i>28.51</i>
<i>934522</i>	<i>AD1-076 E O1</i>	<i>14.52</i>
<i>LTF</i>	<i>AMIL</i>	<i>0.38</i>
<i>LTF</i>	<i>BLUEG</i>	<i>1.99</i>
<i>LTF</i>	<i>CALDERWOOD</i>	<i>1.17</i>
<i>LTF</i>	<i>CANNELTON</i>	<i>0.38</i>

<i>LTF</i>	<i>CARR</i>	<i>< 0.01</i>
<i>LTF</i>	<i>CATAWBA</i>	<i>1.14</i>
<i>LTF</i>	<i>CELEVELAND</i> /* 35% REVERSE 4479079 4642907	<i>< 0.01</i>
<i>LTF</i>	<i>CHEOAH</i>	<i>1.09</i>
<i>LTF</i>	<i>CHILHOWEE</i>	<i>0.38</i>
<i>LTF</i>	<i>CLIFTY</i>	<i>7.33</i>
<i>LTF</i>	<i>COTTONWOOD</i>	<i>3.91</i>
<i>LTF</i>	<i>EDWARDS</i>	<i>0.61</i>
<i>LTF</i>	<i>ELMERSMITH</i>	<i>1.11</i>
<i>LTF</i>	<i>FARMERCITY</i>	<i>0.48</i>
<i>LTF</i>	<i>G-007A</i>	<i>0.76</i>
<i>LTF</i>	<i>GIBSON</i>	<i>0.7</i>
<i>LTF</i>	<i>HAMLET</i>	<i>2.25</i>
<i>LTF</i>	<i>MORGAN</i>	<i>3.43</i>
<i>LTF</i>	<i>NEWTON</i>	<i>1.68</i>
<i>LTF</i>	<i>O-066A</i>	<i>0.35</i>
<i>LTF</i>	<i>PRAIRIE</i>	<i>3.62</i>
<i>LTF</i>	<i>RENSSELAER</i>	<i>< 0.01</i>
<i>LTF</i>	<i>SANTEETLA</i>	<i>0.32</i>
<i>LTF</i>	<i>SMITHLAND</i>	<i>0.32</i>
<i>LTF</i>	<i>TATANKA</i>	<i>0.82</i>
<i>LTF</i>	<i>TILTON</i>	<i>0.73</i>
<i>LTF</i>	<i>TRIMBLE</i>	<i>0.38</i>
<i>LTF</i>	<i>TVA</i>	<i>1.45</i>
<i>LTF</i>	<i>UNIONPOWER</i>	<i>1.94</i>
<i>900671</i>	<i>V4-068 C</i>	<i>0.06</i>

900672	V4-068 E	0.18
LTF	VFT	2.01
907092	X1-038 E	2.6
LTF	Y3-032	< 0.01
917331	Z2-043 C	0.37
917332	Z2-043 E	0.84
917341	Z2-044 C	0.33
917342	Z2-044 E	0.75
917511	Z2-088 C OP1	1.6
917512	Z2-088 E OP1	6.74
918411	AA1-050	1.35
918491	AA1-063AC OP	1.09
918492	AA1-063AE OP	2.74
918511	AA1-065 C OP	1.11
918512	AA1-065 E OP	2.92
918531	AA1-067 C	0.24
918532	AA1-067 E	0.54
918561	AA1-072 C	0.06
918562	AA1-072 E	0.14
919691	AA2-053 C	1.22
919692	AA2-053 E	2.79
919701	AA2-057 C	8.78
919702	AA2-057 E	4.39
920042	AA2-088 E	5.93
920591	AA2-165 C	0.23
920592	AA2-165 E	0.58

920671	AA2-174 C	0.06
920672	AA2-174 E	0.32
920692	AA2-178 E	1.86
930401	AB1-081 C	2.74
930402	AB1-081 E	6.24
930861	AB1-132 C	15.62
930862	AB1-132 E	6.7
931231	AB1-173 C	1.56
931232	AB1-173 E	0.73
931241	AB1-173AC	1.56
931242	AB1-173AE	0.73
923801	AB2-015 C O1	3.94
923802	AB2-015 E O1	3.23
923852	AB2-025 E	0.45
923911	AB2-031 C O1	1.55
923912	AB2-031 E O1	0.76
923991	AB2-040 C O1	5.07
923992	AB2-040 E O1	4.15
924151	AB2-059 C O1	17.15
924152	AB2-059 E O1	8.83
924491	AB2-098 C	0.42
924492	AB2-098 E	0.18
924501	AB2-099 C	0.4
924502	AB2-099 E	0.17
924511	AB2-100 C	8.3
924512	AB2-100 E	4.09

925121	<i>AB2-169 C</i>	<i>4.03</i>
925122	<i>AB2-169 E</i>	<i>3.62</i>
925171	<i>AB2-174 C O1</i>	<i>4.75</i>
925172	<i>AB2-174 E O1</i>	<i>4.3</i>
925591	<i>AC1-034 C</i>	<i>11.11</i>
925592	<i>AC1-034 E</i>	<i>8.38</i>
926071	<i>AC1-086 C</i>	<i>23.01</i>
926072	<i>AC1-086 E</i>	<i>10.47</i>
926201	<i>AC1-098 C</i>	<i>6.58</i>
926202	<i>AC1-098 E</i>	<i>3.92</i>
926211	<i>AC1-099 C</i>	<i>2.21</i>
926212	<i>AC1-099 E</i>	<i>1.3</i>
927021	<i>AC1-189 C</i>	<i>12.21</i>
927022	<i>AC1-189 E</i>	<i>6.08</i>
927141	<i>AC1-208 C</i>	<i>10.44</i>
927142	<i>AC1-208 E</i>	<i>4.64</i>

Appendix 7

(DVP - DVP) The 6CHESTF B-6BASIN 230 kV line (from bus 314287 to bus 314276 ckt 1) loads from 107.99% to 109.0% (AC power flow) of its load dump rating (549 MVA) for the line fault with failed breaker contingency outage of 'DVP_P4-2: 562T563'. This project contributes approximately 6.53 MW to the thermal violation.

CONTINGENCY 'DVP_P4-2: 562T563' /*CARSON
 OPEN BRANCH FROM BUS 314902 TO BUS 314923 CKT 1 /*CARSON TO
 MIDLOTHIAN
 OPEN BRANCH FROM BUS 314914 TO BUS 314902 CKT 1 /*CARSON 500.00
 - 8SEPTA 500.00
 END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315065	1CHESTF6	33.69
315131	1EDGECEMA	3.54
315132	1EDGECEMB	3.54
315074	1HOPCGN1	5.88
315075	1HOPCGN2	5.81
315077	1HOPHCF1	1.78
315078	1HOPHCF2	1.78
315079	1HOPHCF3	1.78
315080	1HOPHCF4	2.7
315076	1HOPPOLC	1.27
315073	1STONECA	4.88
314557	3BETHEL C	0.3
314554	3BTLEBRO	0.3
314572	3EMPORIA	0.22
314578	3HORNRTN	1.43
314582	3KELFORD	0.33
314314	3LOCKS	0.06

<i>314315</i>	<i>3LOCKS E</i>	<i>0.83</i>
<i>314603</i>	<i>3SCOT NK</i>	<i>1.31</i>
<i>314617</i>	<i>3TUNIS</i>	<i>0.33</i>
<i>314539</i>	<i>3UNCAMP</i>	<i>0.94</i>
<i>314541</i>	<i>3WATKINS</i>	<i>0.27</i>
<i>314620</i>	<i>6CASHIE</i>	<i>0.31</i>
<i>314594</i>	<i>6PLYMOTH</i>	<i>0.3</i>
<i>932581</i>	<i>AC2-078 C</i>	<i>3.04</i>
<i>932582</i>	<i>AC2-078 E</i>	<i>4.95</i>
<i>932591</i>	<i>AC2-079 C</i>	<i>2.7</i>
<i>932592</i>	<i>AC2-079 E</i>	<i>4.41</i>
<i>932631</i>	<i>AC2-084 C</i>	<i>3.51</i>
<i>932632</i>	<i>AC2-084 E</i>	<i>1.73</i>
<i>933991</i>	<i>AD1-023 C</i>	<i>4.75</i>
<i>933992</i>	<i>AD1-023 E</i>	<i>2.59</i>
<i>934011</i>	<i>AD1-025 C O1</i>	<i>9.49</i>
<i>934012</i>	<i>AD1-025 E O1</i>	<i>5.62</i>
<i>934201</i>	<i>AD1-047 C</i>	<i>3.93</i>
<i>934202</i>	<i>AD1-047 E</i>	<i>2.62</i>
<i>934331</i>	<i>AD1-057 C O1</i>	<i>4.26</i>
<i>934332</i>	<i>AD1-057 E O1</i>	<i>2.27</i>
<i>934521</i>	<i>AD1-076 C O1</i>	<i>19.37</i>
<i>934522</i>	<i>AD1-076 E O1</i>	<i>9.86</i>
<i>934571</i>	<i>AD1-082 C O1</i>	<i>4.47</i>
<i>934572</i>	<i>AD1-082 E O1</i>	<i>2.55</i>
<i>935161</i>	<i>AD1-151 C O1</i>	<i>9.07</i>

935162	AD1-151 E O1	6.04
935211	AD1-156 C	2.12
935212	AD1-156 E	1.41
LTF	CARR	0.23
LTF	CBM-S1	4.
LTF	CBM-S2	8.63
LTF	CBM-W1	7.44
LTF	CBM-W2	20.89
LTF	CIN	1.7
LTF	CPL	2.76
LTF	G-007	1.04
LTF	IPL	1.08
LTF	LGEE	0.37
LTF	MEC	4.07
LTF	MECS	1.38
LTF	O-066	3.48
LTF	RENSSELAER	0.18
292791	U1-032 E	2.54
900672	V4-068 E	0.12
LTF	WEC	0.47
907092	X1-038 E	2.35
914231	Y2-077	0.72
916302	Z1-086 E	3.71
917332	Z2-043 E	0.39
917342	Z2-044 E	0.22
917512	Z2-088 E OP1	1.45

918492	AA1-063AE OP	1.7
918512	AA1-065 E OP	1.69
918562	AA1-072 E	0.07
919692	AA2-053 E	1.6
919701	AA2-057 C	2.8
919702	AA2-057 E	1.4
LTF	AA2-074	1.88
920042	AA2-088 E	4.24
920592	AA2-165 E	0.18
920672	AA2-174 E	0.18
930402	AB1-081 E	1.46
930861	AB1-132 C	6.74
930862	AB1-132 E	2.89
931231	AB1-173 C	1.1
931232	AB1-173 E	0.52
931241	AB1-173AC	1.1
931242	AB1-173AE	0.52
923801	AB2-015 C O1	3.37
923802	AB2-015 E O1	2.76
923851	AB2-025 C	0.33
923852	AB2-025 E	0.78
923911	AB2-031 C O1	1.1
923912	AB2-031 E O1	0.54
923991	AB2-040 C O1	3.6
923992	AB2-040 E O1	2.94
924151	AB2-059 C O1	4.01

924152	AB2-059 E OI	2.06
924501	AB2-099 C	0.23
924502	AB2-099 E	0.1
924511	AB2-100 C	6.79
924512	AB2-100 E	3.35
924811	AB2-134 C OI	7.23
924812	AB2-134 E OI	7.11
925051	AB2-160 C OI	3.59
925052	AB2-160 E OI	5.86
925061	AB2-161 C OI	1.96
925062	AB2-161 E OI	3.2
925171	AB2-174 C OI	3.52
925172	AB2-174 E OI	3.18
925331	AB2-190 C	11.28
925332	AB2-190 E	4.84
925591	ACI-034 C	2.6
925592	ACI-034 E	1.96
925821	ACI-061	< 0.01
926071	ACI-086 C	9.93
926072	ACI-086 E	4.52
926201	ACI-098 C	2.47
926202	ACI-098 E	1.47
926211	ACI-099 C	0.83
926212	ACI-099 E	0.49
927141	ACI-208 C	3.74
927142	ACI-208 E	1.66

<i>927221</i>	<i>ACI-216 C OI</i>	<i>5.52</i>
<i>927222</i>	<i>ACI-216 E OI</i>	<i>4.34</i>

Appendix 8

(DVP - CPLE) The 3BTLEBRO-3ROCKYMT115T 115 kV line (from bus 314554 to bus 304223 ckt 1) loads from 235.44% to 245.7% (AC power flow) of its emergency rating (164 MVA) for the tower line contingency outage of 'DVP_P7-1: LN 2058-2181'. This project contributes approximately 17.02 MW to the thermal violation.

CONTINGENCY 'DVP_P7-1: LN 2058-2181'

OPEN BRANCH FROM BUS 304222 TO BUS 313845 CKT 1 /*

6ROCKYMT230T230.00 - 6HATHAWAY 230.00

OPEN BUS 304226 /* ISLAND: 6PA-RMOUNT#4115.00

OPEN BRANCH FROM BUS 304226 TO BUS 314591 CKT 1 /* 6PA-

RMOUNT#4230.00 - 6NASH 230.00

OPEN BRANCH FROM BUS 313845 TO BUS 314591 CKT 1 /* 6HATHAWAY

230.00 - 6NASH 230.00

OPEN BUS 314591 /* ISLAND: 6NASH 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315131	1EDGECEMA	13.41
315132	1EDGECEMB	13.41
315139	1GASTONA	2.39
315141	1GASTONB	2.39
315126	1ROARAP2	0.99
315128	1ROARAP4	0.96
315136	1ROSEMG1	1.94
315138	1ROSEMG2	0.91
315137	1ROSEMS1	1.2
314557	3BETHEL C	0.88
314554	3BTLEBRO	1.95
314572	3EMPORIA	0.2
314578	3HORNRTN	2.51
314582	3KELFORD	0.69

<i>314603</i>	<i>3SCOT NK</i>	<i>3.67</i>
<i>314617</i>	<i>3TUNIS</i>	<i>0.44</i>
<i>314541</i>	<i>3WATKINS</i>	<i>0.26</i>
<i>314620</i>	<i>6CASHIE</i>	<i>0.32</i>
<i>314574</i>	<i>6EVERETS</i>	<i>1.04</i>
<i>932631</i>	<i>AC2-084 C</i>	<i>11.33</i>
<i>932632</i>	<i>AC2-084 E</i>	<i>5.58</i>
<i>933991</i>	<i>AD1-023 C</i>	<i>4.71</i>
<i>933992</i>	<i>AD1-023 E</i>	<i>2.56</i>
<i>934201</i>	<i>AD1-047 C</i>	<i>4.29</i>
<i>934202</i>	<i>AD1-047 E</i>	<i>2.86</i>
<i>934331</i>	<i>AD1-057 C O1</i>	<i>11.1</i>
<i>934332</i>	<i>AD1-057 E O1</i>	<i>5.92</i>
<i>LTF</i>	<i>AMIL</i>	<i>0.26</i>
<i>LTF</i>	<i>BLUEG</i>	<i>1.35</i>
<i>LTF</i>	<i>CALDERWOOD</i>	<i>0.8</i>
<i>LTF</i>	<i>CANNELTON</i>	<i>0.26</i>
<i>LTF</i>	<i>CARR</i>	<i>< 0.01</i>
<i>LTF</i>	<i>CATAWBA</i>	<i>0.78</i>
<i>LTF</i>	<i>CHEOAH</i>	<i>0.74</i>
<i>LTF</i>	<i>CHILHOWEE</i>	<i>0.26</i>
<i>LTF</i>	<i>CLIFTY</i>	<i>4.96</i>
<i>LTF</i>	<i>COTTONWOOD</i>	<i>2.67</i>
<i>LTF</i>	<i>EDWARDS</i>	<i>0.42</i>
<i>LTF</i>	<i>ELMERSMITH</i>	<i>0.76</i>
<i>LTF</i>	<i>FARMERCITY</i>	<i>0.33</i>

<i>LTF</i>	<i>G-007A</i>	<i>0.49</i>
<i>LTF</i>	<i>GIBSON</i>	<i>0.47</i>
<i>LTF</i>	<i>HAMLET</i>	<i>1.56</i>
<i>LTF</i>	<i>MORGAN</i>	<i>2.34</i>
<i>LTF</i>	<i>NEWTON</i>	<i>1.14</i>
<i>LTF</i>	<i>O-066A</i>	<i>0.22</i>
<i>LTF</i>	<i>PRAIRIE</i>	<i>2.47</i>
<i>LTF</i>	<i>RENSSELAER</i>	<i>< 0.01</i>
<i>LTF</i>	<i>SANTEETLA</i>	<i>0.22</i>
<i>LTF</i>	<i>SMITHLAND</i>	<i>0.22</i>
<i>LTF</i>	<i>TATANKA</i>	<i>0.56</i>
<i>LTF</i>	<i>TILTON</i>	<i>0.49</i>
<i>LTF</i>	<i>TRIMBLE</i>	<i>0.26</i>
<i>LTF</i>	<i>TVA</i>	<i>0.99</i>
<i>LTF</i>	<i>UNIONPOWER</i>	<i>1.32</i>
<i>900672</i>	<i>V4-068 E</i>	<i>0.15</i>
<i>LTF</i>	<i>VFT</i>	<i>1.3</i>
<i>917331</i>	<i>Z2-043 C</i>	<i>0.36</i>
<i>917332</i>	<i>Z2-043 E</i>	<i>0.82</i>
<i>917341</i>	<i>Z2-044 C</i>	<i>0.55</i>
<i>917342</i>	<i>Z2-044 E</i>	<i>1.25</i>
<i>917511</i>	<i>Z2-088 C OP1</i>	<i>0.88</i>
<i>917512</i>	<i>Z2-088 E OP1</i>	<i>3.69</i>
<i>918411</i>	<i>AA1-050</i>	<i>0.74</i>
<i>918492</i>	<i>AA1-063AE OP</i>	<i>2.28</i>
<i>918512</i>	<i>AA1-065 E OP</i>	<i>1.94</i>

918532	AA1-067 E	0.31
918561	AA1-072 C	0.05
918562	AA1-072 E	0.14
919691	AA2-053 C	1.02
919692	AA2-053 E	2.32
919701	AA2-057 C	13.27
919702	AA2-057 E	6.64
920042	AA2-088 E	4.77
920591	AA2-165 C	0.34
920592	AA2-165 E	0.87
920671	AA2-174 C	0.05
920672	AA2-174 E	0.27
930401	AB1-081 C	3.77
930402	AB1-081 E	8.59
930861	AB1-132 C	9.71
930862	AB1-132 E	4.16
931231	AB1-173 C	1.21
931232	AB1-173 E	0.56
931241	AB1-173AC	1.21
931242	AB1-173AE	0.56
923801	AB2-015 C O1	3.09
923802	AB2-015 E O1	2.53
923911	AB2-031 C O1	1.2
923912	AB2-031 E O1	0.59
923991	AB2-040 C O1	3.93
923992	AB2-040 E O1	3.22

924151	AB2-059 C OI	23.61
924152	AB2-059 E OI	12.16
924491	AB2-098 C	0.24
924492	AB2-098 E	0.1
924501	AB2-099 C	0.31
924502	AB2-099 E	0.13
924511	AB2-100 C	5.31
924512	AB2-100 E	2.62
925121	AB2-169 C	2.45
925122	AB2-169 E	2.19
925171	AB2-174 C OI	3.6
925172	AB2-174 E OI	3.26
925591	AC1-034 C	15.29
925592	AC1-034 E	11.54
926071	AC1-086 C	14.3
926072	AC1-086 E	6.51
926201	AC1-098 C	7.95
926202	AC1-098 E	4.74
926211	AC1-099 C	2.66
926212	AC1-099 E	1.56
927021	AC1-189 C	6.74
927022	AC1-189 E	3.36
927141	AC1-208 C	11.27
927142	AC1-208 E	5.

Appendix 9

(DVP - CPLE) The 6EVERETS-6GREENVILLE T 230 kV line (from bus 314574 to bus 304451 ckt 1) loads from 104.86% to 107.56% (AC power flow) of its emergency rating (478 MVA) for the tower line contingency outage of 'DVP_P7-1: LN 2058-2181'. This project contributes approximately 13.5 MW to the thermal violation.

CONTINGENCY 'DVP_P7-1: LN 2058-2181'

OPEN BRANCH FROM BUS 304222 TO BUS 313845 CKT 1 /*

6ROCKYMT230T230.00 - 6HATHAWAY 230.00

OPEN BUS 304226 /* ISLAND: 6PA-RMOUNT#4115.00

OPEN BRANCH FROM BUS 304226 TO BUS 314591 CKT 1 /* 6PA-
RMOUNT#4230.00 - 6NASH 230.00

OPEN BRANCH FROM BUS 313845 TO BUS 314591 CKT 1 /* 6HATHAWAY
230.00 - 6NASH 230.00

OPEN BUS 314591 /* ISLAND: 6NASH 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315294	1DOMTR10	2.99
315292	1DOMTR78	2.02
315293	1DOMTR9	1.65
315131	1EDGECEMA	9.28
315132	1EDGECEMB	9.28
315136	1ROSEMG1	1.9
315138	1ROSEMG2	0.89
315137	1ROSEMS1	1.18
314557	3BETHEL C	1.14
314554	3BTLEBRO	0.43
314566	3CRESWEL	2.04
314572	3EMPORIA	0.21
314578	3HORNRTN	2.04
314582	3KELFORD	0.72

314603	3SCOT NK	2.51
314617	3TUNIS	0.7
314539	3UNCAMP	1.18
314541	3WATKINS	0.36
314620	6CASHIE	0.88
314574	6EVERETS	5.39
314594	6PLYMOTH	0.83
314648	6SUNBURY	0.4
314651	6WINFALL	0.97
932631	AC2-084 C	6.17
932632	AC2-084 E	3.04
933991	AD1-023 C	13.47
933992	AD1-023 E	7.33
934201	AD1-047 C	4.29
934202	AD1-047 E	2.86
934331	AD1-057 C O1	8.81
934332	AD1-057 E O1	4.7
934521	AD1-076 C O1	54.75
934522	AD1-076 E O1	27.88
LTF	AMIL	0.49
LTF	BLUEG	2.5
LTF	CALDERWOOD	1.54
LTF	CANNELTON	0.48
LTF	CATAWBA	1.51
LTF	CBM-N	< 0.01
LTF	CELEVELAND /* 35% REVERSE 4479079 4642907	< 0.01

<i>LTF</i>	<i>CHEOAH</i>	<i>1.44</i>
<i>LTF</i>	<i>CHILHOWEE</i>	<i>0.5</i>
<i>LTF</i>	<i>CLIFTY</i>	<i>9.05</i>
<i>LTF</i>	<i>COTTONWOOD</i>	<i>5.21</i>
<i>LTF</i>	<i>EDWARDS</i>	<i>0.78</i>
<i>LTF</i>	<i>ELMERSMITH</i>	<i>1.42</i>
<i>LTF</i>	<i>FARMERCITY</i>	<i>0.62</i>
<i>LTF</i>	<i>G-007A</i>	<i>1.03</i>
<i>LTF</i>	<i>GIBSON</i>	<i>0.88</i>
<i>LTF</i>	<i>HAMLET</i>	<i>3.22</i>
<i>LTF</i>	<i>MORGAN</i>	<i>4.57</i>
<i>LTF</i>	<i>NEWTON</i>	<i>2.15</i>
<i>LTF</i>	<i>NYISO</i>	<i>0.08</i>
<i>LTF</i>	<i>O-066A</i>	<i>0.47</i>
<i>LTF</i>	<i>PRAIRIE</i>	<i>4.69</i>
<i>LTF</i>	<i>SANTEETLA</i>	<i>0.43</i>
<i>LTF</i>	<i>SMITHLAND</i>	<i>0.42</i>
<i>LTF</i>	<i>TATANKA</i>	<i>1.05</i>
<i>LTF</i>	<i>TILTON</i>	<i>0.92</i>
<i>LTF</i>	<i>TRIMBLE</i>	<i>0.47</i>
<i>LTF</i>	<i>TVA</i>	<i>1.92</i>
<i>LTF</i>	<i>UNIONPOWER</i>	<i>2.56</i>
<i>900672</i>	<i>V4-068 E</i>	<i>0.21</i>
<i>LTF</i>	<i>VFT</i>	<i>2.74</i>
<i>901082</i>	<i>W1-029E</i>	<i>23.38</i>
<i>907092</i>	<i>X1-038 E</i>	<i>2.96</i>

913392	Y1-086 E	1.05
LTF	Y3-032	< 0.01
916042	Z1-036 E	29.13
917122	Z2-027 E	0.51
917331	Z2-043 C	0.38
917332	Z2-043 E	0.86
917342	Z2-044 E	0.33
917511	Z2-088 C OP1	1.46
917512	Z2-088 E OP1	6.13
918411	AA1-050	1.23
918492	AA1-063AE OP	2.44
918511	AA1-065 C OP	1.85
918512	AA1-065 E OP	4.84
918531	AA1-067 C	0.71
918532	AA1-067 E	1.62
918561	AA1-072 C	0.06
918562	AA1-072 E	0.14
919692	AA2-053 E	2.58
919701	AA2-057 C	4.25
919702	AA2-057 E	2.12
920042	AA2-088 E	6.25
920592	AA2-165 E	0.28
920672	AA2-174 E	0.3
920691	AA2-178 C	1.53
920692	AA2-178 E	3.5
930402	AB1-081 E	2.42

930861	<i>AB1-132 C</i>	<i>10.36</i>
930862	<i>AB1-132 E</i>	<i>4.44</i>
931231	<i>AB1-173 C</i>	<i>1.21</i>
931232	<i>AB1-173 E</i>	<i>0.56</i>
931241	<i>AB1-173AC</i>	<i>1.21</i>
931242	<i>AB1-173AE</i>	<i>0.56</i>
923801	<i>AB2-015 C O1</i>	<i>4.4</i>
923802	<i>AB2-015 E O1</i>	<i>3.61</i>
923831	<i>AB2-022 C</i>	<i>1.02</i>
923832	<i>AB2-022 E</i>	<i>0.55</i>
923911	<i>AB2-031 C O1</i>	<i>1.2</i>
923912	<i>AB2-031 E O1</i>	<i>0.59</i>
923991	<i>AB2-040 C O1</i>	<i>3.93</i>
923992	<i>AB2-040 E O1</i>	<i>3.22</i>
924151	<i>AB2-059 C O1</i>	<i>6.64</i>
924152	<i>AB2-059 E O1</i>	<i>3.42</i>
924491	<i>AB2-098 C</i>	<i>1.26</i>
924492	<i>AB2-098 E</i>	<i>0.54</i>
924501	<i>AB2-099 C</i>	<i>0.53</i>
924502	<i>AB2-099 E</i>	<i>0.23</i>
924511	<i>AB2-100 C</i>	<i>5.85</i>
924512	<i>AB2-100 E</i>	<i>2.88</i>
925121	<i>AB2-169 C</i>	<i>10.02</i>
925122	<i>AB2-169 E</i>	<i>8.99</i>
925171	<i>AB2-174 C O1</i>	<i>3.64</i>
925172	<i>AB2-174 E O1</i>	<i>3.29</i>

925591	<i>ACI-034 C</i>	4.3
925592	<i>ACI-034 E</i>	3.25
926071	<i>ACI-086 C</i>	15.26
926072	<i>ACI-086 E</i>	6.94
926201	<i>ACI-098 C</i>	4.33
926202	<i>ACI-098 E</i>	2.58
926211	<i>ACI-099 C</i>	1.45
926212	<i>ACI-099 E</i>	0.85
<i>LTF</i>	<i>ACI-131</i>	5.64
927021	<i>ACI-189 C</i>	15.45
927022	<i>ACI-189 E</i>	7.7
927141	<i>ACI-208 C</i>	5.74
927142	<i>ACI-208 E</i>	2.55

Appendix 10

(DVP - DVP) The 3COX DP-3CHESTNUT 115 kV line (from bus 314577 to bus 313719 ckt 1) loads from 109.5% to 112.0% (AC power flow) of its emergency rating (134 MVA) for the single line contingency outage of 'DVP_P1-2: LN 2056-A'. This project contributes approximately 3.56 MW to the thermal violation.

CONTINGENCY 'DVP_P1-2: LN 2056-A'

OPEN BRANCH FROM BUS 313845 TO BUS 934330 CKT 1

/* 6HATHAWAY

230.00 - AD1-057 TAP 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315139	1GASTONA	1.2
315141	1GASTONB	1.2
315126	1ROARAP2	1.03
315128	1ROARAP4	0.99
315136	1ROSEMG1	0.86
315138	1ROSEMG2	0.4
315137	1ROSEMS1	0.53
315115	1S HAMPT1	0.59
932631	AC2-084 C	20.12
934201	AD1-047 C	3.88
934331	AD1-057 C O1	3.56
LTF	AMIL	0.14
LTF	BLUEG	0.74
LTF	CALDERWOOD	0.45
LTF	CANNELTON	0.14
LTF	CATAWBA	0.44
LTF	CBM-N	< 0.01
LTF	CHEOAH	0.42

<i>LTF</i>	<i>CHILHOWEE</i>	<i>0.15</i>
<i>LTF</i>	<i>CLIFTY</i>	<i>2.69</i>
<i>LTF</i>	<i>COTTONWOOD</i>	<i>1.5</i>
<i>LTF</i>	<i>EDWARDS</i>	<i>0.23</i>
<i>LTF</i>	<i>ELMERSMITH</i>	<i>0.42</i>
<i>LTF</i>	<i>FARMERCITY</i>	<i>0.18</i>
<i>LTF</i>	<i>G-007A</i>	<i>0.3</i>
<i>LTF</i>	<i>GIBSON</i>	<i>0.26</i>
<i>LTF</i>	<i>HAMLET</i>	<i>0.91</i>
<i>LTF</i>	<i>MORGAN</i>	<i>1.32</i>
<i>LTF</i>	<i>NEWTON</i>	<i>0.63</i>
<i>LTF</i>	<i>NYISO</i>	<i>0.02</i>
<i>LTF</i>	<i>O-066A</i>	<i>0.14</i>
<i>LTF</i>	<i>PRAIRIE</i>	<i>1.37</i>
<i>LTF</i>	<i>SANTEETLA</i>	<i>0.12</i>
<i>LTF</i>	<i>SMITHLAND</i>	<i>0.12</i>
<i>LTF</i>	<i>TATANKA</i>	<i>0.31</i>
<i>LTF</i>	<i>TILTON</i>	<i>0.27</i>
<i>LTF</i>	<i>TRIMBLE</i>	<i>0.14</i>
<i>LTF</i>	<i>TVA</i>	<i>0.56</i>
<i>LTF</i>	<i>UNIONPOWER</i>	<i>0.75</i>
<i>900671</i>	<i>V4-068 C</i>	<i>0.05</i>
<i>LTF</i>	<i>VFT</i>	<i>0.8</i>
<i>917331</i>	<i>Z2-043 C</i>	<i>0.51</i>
<i>918491</i>	<i>AAI-063AC OP</i>	<i>0.92</i>
<i>918561</i>	<i>AAI-072 C</i>	<i>0.08</i>

<i>919691</i>	<i>AA2-053 C</i>	<i>1.03</i>
<i>920041</i>	<i>AA2-088 C</i>	<i>0.52</i>
<i>920671</i>	<i>AA2-174 C</i>	<i>0.05</i>
<i>930861</i>	<i>AB1-132 C</i>	<i>4.88</i>
<i>931231</i>	<i>AB1-173 C</i>	<i>1.09</i>
<i>931241</i>	<i>AB1-173AC</i>	<i>1.09</i>
<i>923801</i>	<i>AB2-015 C O1</i>	<i>2.73</i>
<i>923911</i>	<i>AB2-031 C O1</i>	<i>1.08</i>
<i>923991</i>	<i>AB2-040 C O1</i>	<i>3.55</i>
<i>924501</i>	<i>AB2-099 C</i>	<i>0.28</i>
<i>925171</i>	<i>AB2-174 C O1</i>	<i>3.12</i>
<i>925781</i>	<i>AC1-054 C</i>	<i>2.49</i>
<i>926071</i>	<i>AC1-086 C</i>	<i>7.18</i>
<i>926201</i>	<i>AC1-098 C</i>	<i>14.12</i>
<i>926211</i>	<i>AC1-099 C</i>	<i>4.73</i>
<i>927141</i>	<i>AC1-208 C</i>	<i>19.61</i>

Appendix 11

(DVP - DVP) The 6LAKEVEW-6CAROLNA 230 kV line (from bus 314583 to bus 314561 ckt 1) loads from 119.7% to 128.87% (AC power flow) of its emergency rating (375 MVA) for the single line contingency outage of 'DVP_P1-2: LN 2056-A'. This project contributes approximately 34.82 MW to the thermal violation.

CONTINGENCY 'DVP_P1-2: LN 2056-A'

OPEN BRANCH FROM BUS 313845 TO BUS 934330 CKT 1

/* 6HATHAWAY

230.00 - AD1-057 TAP 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315139	1GASTONA	11.74
315141	1GASTONB	11.74
315136	1ROSEMG1	8.43
315138	1ROSEMG2	3.95
315137	1ROSEMS1	5.23
314704	3LAWRENC	0.2
934331	AD1-057 C O1	34.82
935211	AD1-156 C	0.61
LTF	AMIL	0.18
LTF	BLUEG	0.92
LTF	CALDERWOOD	0.54
LTF	CANNELTON	0.17
LTF	CATAWBA	0.53
LTF	CBM-N	< 0.01
LTF	CHEOAH	0.51
LTF	CHILHOWEE	0.18
LTF	CLIFTY	3.36
LTF	COTTONWOOD	1.83

<i>LTF</i>	<i>EDWARDS</i>	<i>0.28</i>
<i>LTF</i>	<i>ELMERSMITH</i>	<i>0.51</i>
<i>LTF</i>	<i>FARMERCITY</i>	<i>0.22</i>
<i>LTF</i>	<i>G-007A</i>	<i>0.38</i>
<i>LTF</i>	<i>GIBSON</i>	<i>0.32</i>
<i>LTF</i>	<i>HAMLET</i>	<i>1.07</i>
<i>LTF</i>	<i>MORGAN</i>	<i>1.6</i>
<i>LTF</i>	<i>NEWTON</i>	<i>0.78</i>
<i>LTF</i>	<i>NYISO</i>	<i>0.02</i>
<i>LTF</i>	<i>O-066A</i>	<i>0.18</i>
<i>LTF</i>	<i>PRAIRIE</i>	<i>1.68</i>
<i>LTF</i>	<i>SANTEETLA</i>	<i>0.15</i>
<i>LTF</i>	<i>SMITHLAND</i>	<i>0.15</i>
<i>LTF</i>	<i>TATANKA</i>	<i>0.38</i>
<i>LTF</i>	<i>TILTON</i>	<i>0.33</i>
<i>LTF</i>	<i>TRIMBLE</i>	<i>0.17</i>
<i>LTF</i>	<i>TVA</i>	<i>0.68</i>
<i>LTF</i>	<i>UNIONPOWER</i>	<i>0.9</i>
<i>LTF</i>	<i>VFT</i>	<i>1.03</i>
<i>930861</i>	<i>AB1-132 C</i>	<i>47.71</i>
<i>923851</i>	<i>AB2-025 C</i>	<i>0.42</i>
<i>924511</i>	<i>AB2-100 C</i>	<i>21.45</i>
<i>926071</i>	<i>AC1-086 C</i>	<i>70.26</i>

Appendix 12

(DVP - DVP) The 3WITAKRS-3BTLEBRO 115 kV line (from bus 314623 to bus 314554 ckt 1) loads from 133.45% to 135.97% (AC power flow) of its emergency rating (134 MVA) for the single line contingency outage of 'DVP_P1-2: LN 2056-A'. This project contributes approximately 3.56 MW to the thermal violation.

CONTINGENCY 'DVP_P1-2: LN 2056-A'

OPEN BRANCH FROM BUS 313845 TO BUS 934330 CKT 1

/* 6HATHAWAY

230.00 - AD1-057 TAP 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315139	1GASTONA	1.2
315141	1GASTONB	1.2
315126	1ROARAP2	1.03
315128	1ROARAP4	0.99
315136	1ROSEMG1	0.86
315138	1ROSEMG2	0.4
315137	1ROSEMS1	0.53
315115	1S HAMPT1	0.59
932631	AC2-084 C	20.12
934201	AD1-047 C	3.87
934331	AD1-057 C O1	3.56
LTF	AMIL	0.14
LTF	BLUEG	0.75
LTF	CALDERWOOD	0.45
LTF	CANNELTON	0.14
LTF	CARR	< 0.01
LTF	CATAWBA	0.45
LTF	CHEOAH	0.42

<i>LTF</i>	<i>CHILHOWEE</i>	<i>0.15</i>
<i>LTF</i>	<i>CLIFTY</i>	<i>2.74</i>
<i>LTF</i>	<i>COTTONWOOD</i>	<i>1.52</i>
<i>LTF</i>	<i>EDWARDS</i>	<i>0.23</i>
<i>LTF</i>	<i>ELMERSMITH</i>	<i>0.42</i>
<i>LTF</i>	<i>FARMERCITY</i>	<i>0.18</i>
<i>LTF</i>	<i>G-007A</i>	<i>0.28</i>
<i>LTF</i>	<i>GIBSON</i>	<i>0.26</i>
<i>LTF</i>	<i>HAMLET</i>	<i>0.91</i>
<i>LTF</i>	<i>MORGAN</i>	<i>1.33</i>
<i>LTF</i>	<i>NEWTON</i>	<i>0.64</i>
<i>LTF</i>	<i>O-066A</i>	<i>0.13</i>
<i>LTF</i>	<i>PRAIRIE</i>	<i>1.39</i>
<i>LTF</i>	<i>SANTEETLA</i>	<i>0.13</i>
<i>LTF</i>	<i>SMITHLAND</i>	<i>0.12</i>
<i>LTF</i>	<i>TATANKA</i>	<i>0.31</i>
<i>LTF</i>	<i>TILTON</i>	<i>0.27</i>
<i>LTF</i>	<i>TRIMBLE</i>	<i>0.14</i>
<i>LTF</i>	<i>TVA</i>	<i>0.56</i>
<i>LTF</i>	<i>UNIONPOWER</i>	<i>0.75</i>
<i>900671</i>	<i>V4-068 C</i>	<i>0.05</i>
<i>LTF</i>	<i>VFT</i>	<i>0.75</i>
<i>917331</i>	<i>Z2-043 C</i>	<i>0.51</i>
<i>917341</i>	<i>Z2-044 C</i>	<i>1.12</i>
<i>918491</i>	<i>AAI-063AC OP</i>	<i>0.92</i>
<i>918561</i>	<i>AAI-072 C</i>	<i>0.08</i>

<i>919691</i>	<i>AA2-053 C</i>	<i>1.03</i>
<i>919701</i>	<i>AA2-057 C</i>	<i>26.37</i>
<i>920041</i>	<i>AA2-088 C</i>	<i>0.52</i>
<i>920591</i>	<i>AA2-165 C</i>	<i>0.68</i>
<i>920671</i>	<i>AA2-174 C</i>	<i>0.05</i>
<i>930861</i>	<i>AB1-132 C</i>	<i>4.87</i>
<i>931231</i>	<i>AB1-173 C</i>	<i>1.09</i>
<i>931241</i>	<i>AB1-173AC</i>	<i>1.09</i>
<i>923801</i>	<i>AB2-015 C O1</i>	<i>2.73</i>
<i>923911</i>	<i>AB2-031 C O1</i>	<i>1.08</i>
<i>923991</i>	<i>AB2-040 C O1</i>	<i>3.55</i>
<i>924501</i>	<i>AB2-099 C</i>	<i>0.28</i>
<i>925171</i>	<i>AB2-174 C O1</i>	<i>3.12</i>
<i>925781</i>	<i>AC1-054 C</i>	<i>2.48</i>
<i>926071</i>	<i>AC1-086 C</i>	<i>7.18</i>
<i>926201</i>	<i>AC1-098 C</i>	<i>14.11</i>
<i>926211</i>	<i>AC1-099 C</i>	<i>4.73</i>
<i>927141</i>	<i>AC1-208 C</i>	<i>19.61</i>

Appendix 13

(DVP - DVP) The AB2-100 TAP-6CLUBHSE 230 kV line (from bus 924510 to bus 314563 ckt 1) loads from 102.1% to 107.68% (AC power flow) of its emergency rating (375 MVA) for the single line contingency outage of 'DVP_P1-2: LN 2141'. This project contributes approximately 21.63 MW to the thermal violation.

CONTINGENCY 'DVP_P1-2: LN 2141'

OPEN BRANCH FROM BUS 314561 TO BUS 314583 CKT 1

/* 6CAROLNA

230.00 - 6LAKEVIEW 230.00

END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315131	1EDGECEMA	11.58
315132	1EDGECEMB	11.58
315139	1GASTONA	11.37
315141	1GASTONB	11.37
315136	1ROSEMG1	7.51
315138	1ROSEMG2	3.52
315137	1ROSEMS1	4.66
932631	AC2-084 C	3.81
934331	AD1-057 C O1	21.63
LTF	CARR	0.08
LTF	CBM-S1	3.82
LTF	CBM-S2	7.87
LTF	CBM-W1	8.3
LTF	CBM-W2	20.46
LTF	CIN	1.86
LTF	CPL	2.68
LTF	IPL	1.18
LTF	LGEE	0.4

<i>LTF</i>	<i>MEC</i>	<i>4.22</i>
<i>LTF</i>	<i>MECS</i>	<i>1.86</i>
<i>LTF</i>	<i>RENSSELAER</i>	<i>0.06</i>
<i>LTF</i>	<i>WEC</i>	<i>0.51</i>
<i>917341</i>	<i>Z2-044 C</i>	<i>0.22</i>
<i>917511</i>	<i>Z2-088 C OPI</i>	<i>0.82</i>
<i>918411</i>	<i>AA1-050</i>	<i>0.69</i>
<i>918531</i>	<i>AA1-067 C</i>	<i>0.17</i>
<i>919701</i>	<i>AA2-057 C</i>	<i>5.02</i>
<i>LTF</i>	<i>AA2-074</i>	<i>1.82</i>
<i>920591</i>	<i>AA2-165 C</i>	<i>0.13</i>
<i>930401</i>	<i>AB1-081 C</i>	<i>1.79</i>
<i>930861</i>	<i>AB1-132 C</i>	<i>46.21</i>
<i>924151</i>	<i>AB2-059 C OI</i>	<i>11.21</i>
<i>924491</i>	<i>AB2-098 C</i>	<i>0.29</i>
<i>924511</i>	<i>AB2-100 C</i>	<i>49.02</i>
<i>925121</i>	<i>AB2-169 C</i>	<i>2.06</i>
<i>925591</i>	<i>AC1-034 C</i>	<i>7.26</i>
<i>926071</i>	<i>AC1-086 C</i>	<i>68.05</i>
<i>926201</i>	<i>AC1-098 C</i>	<i>2.67</i>
<i>926211</i>	<i>AC1-099 C</i>	<i>0.9</i>
<i>927021</i>	<i>AC1-189 C</i>	<i>6.65</i>
<i>927141</i>	<i>AC1-208 C</i>	<i>3.19</i>

Appendix 14

(DVP - DVP) The AD1-057 TAP-6MORNSTR 230 kV line (from bus 934330 to bus 313845 ckt 1) loads from 120.36% to 137.24% (AC power flow) of its load dump rating (541 MVA) for the line fault with failed breaker contingency outage of 'DVP_P4-2: 254T2141'. This project contributes approximately 93.81 MW to the thermal violation.

CONTINGENCY 'DVP_P4-2: 254T2141' /* LAKEVIEW
 OPEN BRANCH FROM BUS 314583 TO BUS 314561 CKT 1 /* 2141
 OPEN BRANCH FROM BUS 314583 TO BUS 924510 CKT 1 /* 254
 END

<i>Bus Number</i>	<i>Bus Name</i>	<i>Full Contribution</i>
315139	1GASTONA	20.63
315141	1GASTONB	20.63
315136	1ROSEMG1	14.82
315138	1ROSEMG2	6.94
315137	1ROSEMS1	9.19
934331	AD1-057 C O1	61.18
934332	AD1-057 E O1	32.64
LTF	AMIL	0.06
LTF	BLUEG	0.35
LTF	CALDERWOOD	0.11
LTF	CANNELTON	0.06
LTF	CARR	0.07
LTF	CATAWBA	0.07
LTF	CHEOAH	0.1
LTF	CHILHOWEE	0.04
LTF	CLIFTY	1.43
LTF	COTTONWOOD	0.42
LTF	EDWARDS	0.1

<i>LTF</i>	<i>ELMERSMITH</i>	<i>0.17</i>
<i>LTF</i>	<i>FARMERCITY</i>	<i>0.07</i>
<i>LTF</i>	<i>G-007</i>	<i>0.21</i>
<i>LTF</i>	<i>GIBSON</i>	<i>0.12</i>
<i>LTF</i>	<i>HAMLET</i>	<i>0.11</i>
<i>LTF</i>	<i>MORGAN</i>	<i>0.35</i>
<i>LTF</i>	<i>NEWTON</i>	<i>0.26</i>
<i>LTF</i>	<i>O-066</i>	<i>0.7</i>
<i>LTF</i>	<i>PRAIRIE</i>	<i>0.51</i>
<i>LTF</i>	<i>RENSSELAER</i>	<i>0.06</i>
<i>LTF</i>	<i>SANTEETLA</i>	<i>0.03</i>
<i>LTF</i>	<i>SMITHLAND</i>	<i>0.04</i>
<i>LTF</i>	<i>TATANKA</i>	<i>0.12</i>
<i>LTF</i>	<i>TILTON</i>	<i>0.12</i>
<i>LTF</i>	<i>TRIMBLE</i>	<i>0.07</i>
<i>LTF</i>	<i>TVA</i>	<i>0.15</i>
<i>LTF</i>	<i>UNIONPOWER</i>	<i>0.15</i>
<i>930861</i>	<i>AB1-132 C</i>	<i>83.83</i>
<i>930862</i>	<i>AB1-132 E</i>	<i>35.93</i>
<i>926071</i>	<i>AC1-086 C</i>	<i>123.46</i>
<i>926072</i>	<i>AC1-086 E</i>	<i>56.19</i>