



Initial Review and Screening 2023 RTEP Proposal Window 1 - Cluster No. 3

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2023 RTEP Proposal Window No. 1 - Cluster No. 3

As part of its 2023 RTEP process cycle of studies, PJM identified clustered groups of flowgates that were put forward for proposals as part of 2023 RTEP Window No. 1. Specifically, Cluster No. 3 - discussed in this Initial Review and Screening report - includes those flowgates listed in **Table 1**.

Table 1. 2023 RTEP Proposal Window No. 1 – Cluster No. 3 List of Flowgates

Flowgate	kV Level	Driver
2023W1-GD-W229, 2023W1-GD-W955, 2023W1-GD-W988, 2023W1-GD-W945, 2023W1-GD-W993, 2023W1-GD-W268, 2023W1-GD-W972, 2023W1-GD-W1397, 2023W1-GD-W1387, 2023W1-GD-W946	138	Thermal

Proposals Submitted to PJM

PJM conducted 2023 RTEP Proposal Window No. 1 for 60 days beginning July 24, 2023 and closing September 22, 2023. During the window, several entities submitted six 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. 2023 RTEP Proposal Window No. 1– Cluster No.1 List of Proposals

Proposal ID#	Project Type	Project Description	Total Construction Cost M\$	Cost Capping Provisions (Y/N)
500	GREENFIELD	Expand Haumesser Road substation. Extend the line 11323 West Dekalb tap 1.6 miles into Haumesser Road to create new line 9411 from Haumesser to West Dekalb. Expand West Dekalb to tie line 9411 from Haumesser Road to the existing line 8315 from Glidden. Reconductor/rebuild 10 miles of line 9411 and 6 miles of line 8315.	113.94	N
712	UPGRADE	Rebuild/reconductor 138 kV line 11323 from Haumesser Road to the H-452 tap.	10.22	N
972	UPGRADE	Rebuild 138 kV line 11323 as double circuit from Haumesser Road to the H-452 tap and string a second circuit. Expand Haumesser Road to a 4 circuit breaker ring bus. Add a circuit breaker at H-452 to create a second path between Haumesser Road and Waterman.	28.11	N

Initial Review and Screening

PJM has completed an initial review and screening of the proposals listed in **Table 2** and PJM identified the option described in the preceding section 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:

1. *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.
2. *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.
3. *Initial Feasibility Review* – PJM reviewed the overall proposed implementation plan to determine if the project, as proposed, can feasibly be constructed.
4. *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:

Proposal 712, to rebuild/reconductor the 138 kV line 11323 from Haumesser Road to the H-452 tap, is an upgrade that does not require any Greenfield components, and is the most effective proposal received in the cluster. The proposal does not cause harm on the system, and resolves the identified FGs well with the highest loading on the FGs dropping below 87%.

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

In order to ensure that PJM develops more efficient or cost effective transmission solutions to identified regional needs, RTEP Process consideration must be given to the additional 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 must be 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 2023 RTEP Proposal Window No. 1 screening has not identified any potential benefits beyond solving identified reliability criteria violations. However, the submitted proposals provide the following additional benefits as identified by the proposing entity:

- **Proposal 500:** Provides a second outlet from Haumesser Road to the east on separate towers. This will allow increased renewable generation to connect in the area west of Haumesser Road which is currently constrained. Improves reliability and resilience.
- **Proposal 712:** The line will be rebuilt as double circuit to accommodate a future circuit from Haumesser Road to H-452, but only a single circuit will be installed for this project.

- **Proposal 972:** Provides an additional outlet to accommodate increased renewable generation in the area west of Haumesser Road. Ring busses at Haumesser Road and H-452 increase reliability and resilience.

Initial Review Conclusions and next steps

Based on this information, proposal No. 712 appears to be the more efficient or cost effective solution in Cluster No. 3. PJM's initial planning level cost review and initial feasibility review suggests that further constructability review and financial analysis would not materially contribute to the analysis of the other proposals submitted for this cluster.