1. To be eligible as a TMEP, the project must have a maximum total capital cost of (select all you could support):
    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

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 all you could support):
    a. 6
    b. 5
    c. 4 (aligns with Interregional TMEPs)
    d. 3
    e. 2
    f. Cannot support such a benefit metric

3. How do you prefer TMEPs interact with the existing market efficiency proposal window?
    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)

4. All market efficiency analysis includes evaluation of broader congestion impacts. The TMEP construct should:
    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

5. Consistent with the goals of the TMEP, one of the project criteria is a maximum in service timeline. Select all criteria you could support.
    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

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