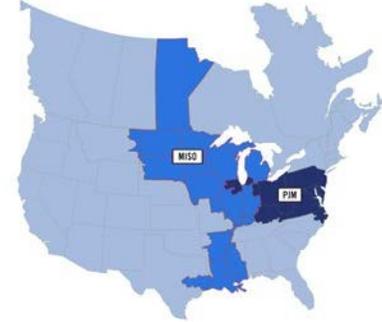


Market Efficiency Congestion Driver Criteria

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- NERC Book of Flowgates
 - Includes permanent *existing* coordinated flowgates
 - Does not cover all possible congested facilities under study assumptions
- Need to identify potential congested facilities eligible for M2M coordination
- This proposal will extend Market-to-Market principles to the MEP congestion driver identification process
 - Ensures the benefits of upgrades will be realized in PJM energy markets

- To establish a list of *external* interregional facilities to evaluate PJM will employ the principles of the flowgate qualification tests outlined in Section 3.2.1 of Attachment 2 of the MISO-PJM JOA
- Qualification tests that rely on real-time topology will not be employed



- Current M2M flowgate listed in NERC book of flowgates
- Or
- Based on JOA Study 2) IDC GLDF
 - If any two or more generators have a GLDF of 5% or greater for a studied contingency
- Or
- Based on JOA Study 4) IDC TDF
 - If any transfer between historic PJM Control Areas have a TDF of 5% or greater for a studied contingency

- PJM must identify eligible congestion drivers
 - Not all congested flowgates are eligible congestion drivers (e.g. far outside of PJM's borders)
- Should include 'regional' and 'interregional' drivers (flowgates)
 - No need to differentiate
- Could receive Regional and/or Interregional project proposals for either 'regional' or 'interregional' drivers

- Process for identification of flowgates (potential congestion drivers) outside PJM
- Add that projects must address a PJM identified congestion driver
- Clarify posting of PJM identified congestion drivers at opening of window
- Define 'significant' congestion

Draft redline changes to Manual 14F are posted with the meeting material