

2021 MISO-PJM Annual Issues Review
3rd Party Issues and Feedback

WPPI Energy hereby submits the constraints below for consideration in the 2021 Annual MISO-PJM Issues Review. All three of these have caused significant congestion in both RTOs' DA markets over the last two years.

1. *Sub85_Sub18_161_flo_OakGrove_Louisa_345 [PJM] / SUB85-SUB18 FLO OAKGROVE-LOUISA [MISO]*
2. *Powerton-Towerline 138 kV I/o Fargo-Sandburg 345 kV [PJM] / TWRL-POWERTO1 FLO FARGO-SANDBURG [MISO]*
3. *Hamilton_EQuincy_138_flo_Palmyra_Carbide_161 [PJM] / EQUIN-HAM 4 FLO PALMYRA-CARBIDE [MISO]*

We note that some of these limiting elements may have also been associated with constraints in combination with alternate contingencies.

Please don't hesitate to contact me should you have questions or wish to discuss further.

Thanks very much,

Steve Leovy
Transmission Engineer

I think MISO and PJM need to consider congestion on the Marblehead XFMR. It was an interregional flowgate in 2018 and then it was removed from the list and therefore not eligible for inclusion as an interregional project. When we simulated an increase rating on the Marblehead XFMR in the PJM Market Efficiency models that are being used in the current 2020/2021 Market Efficiency window we noticed significant Net Load Payment savings for PJM customers. The Net Load Payment calculation was done in accordance with PJM methods for calculating benefits. The PJM Net Load Payment benefit was over \$200 Million.

Ameren thinks that the congestion on the Marblehead XFMR should be looked at in the MISO-PJM IPSAC process. The contingency that causes the congestion on the Marblehead XFMR is a 345 kV contingency. The contingency causes the congestion on the Marblehead XFMR is the Maywood – Herleman 345 kV line. Herleman is 3 buses away from the ComEd Kincaid 345 kV bus and 5 buses away from the ComEd Powerton 345 kV bus.

The Marblehead XFMR impacts the interchange between MISO and PJM.

Adam Weber, P.E. :: Consulting Engineer, Transmission Planning :
Ameren Services