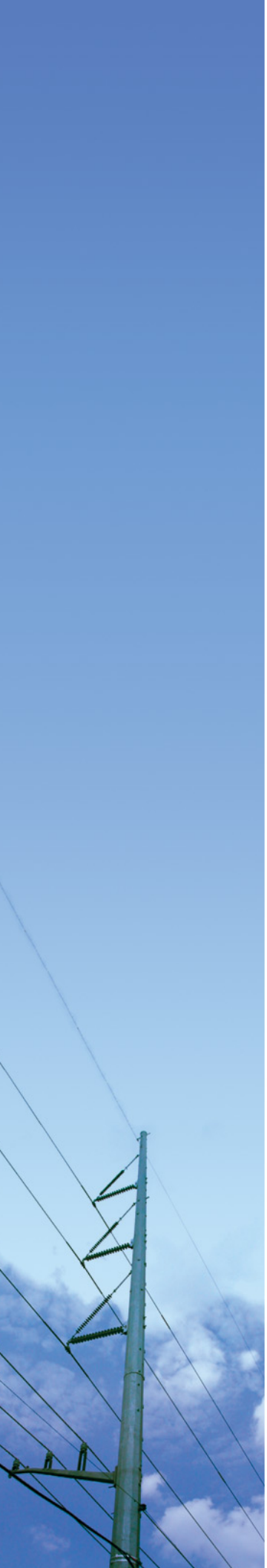

Screening Study
SPP-LTSR-2010-002

For OASIS Request #74838525

MAINTAINED BY
SPP Engineering, SPP Transmission Service Studies
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Southwest Power Pool

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Executive Summary

Cargill has requested a screening study to determine the impacts on SPP facilities due to a Long Term Service Request of 150 MW. The service type requested for this screening study is Long Term Service Request (LTSR). The period of the service requested is from 7/1/2012 to 7/1/2032.

The principal objective of this study is to identify system problems and potential system modifications necessary to facilitate the LTSR request while maintaining system reliability. The LTSR request was studied using two system scenarios. The service was modeled by a transfer from KCPL to CLEC. The two scenarios were studied to capture system limitations caused or impacted by the requested service. An analysis was conducted on the planning horizon from 7/1/2012 to 7/1/2032.

The service was modeled from KCPL to CLEC. Facilities on the SPP system were identified for the requested service due to the SPP Study Methodology criteria. Tables 1 and 2 summarize the results of the screening study analysis for the transfer for the scenarios listed in the table. Table 1 lists SPP thermal transfer limitations identified. Table 2 lists SPP voltage transfer limitations identified. Table 3 lists the network upgrades required to mitigate the limitations impacted by this request.

Introduction

Cargill has requested a screening study to determine the impacts on SPP facilities for a Long Term Service Request of 150 MW.

The purpose of the LTSR Option Screening Study is to provide the Eligible Customer with an approximation of the transmission remediation costs of each potential LTSR and a reasonable cost differential between alternatives for the purpose of an Eligible Customer's ranking of its potential LTSRs. The results of the Screening Study are not binding and the Eligible Customer retains the rights to enter the Aggregate Transmission Service Study. The Screening Study results will not assess the third party impacts and upgrades required. Service will not be granted based on the Screening Study for potential LTSRs on the Transmission System. To obtain a Service Agreement, Eligible Customers must apply for service and follow the application process set forth in Parts II and III of the Tariff.

This study includes steady-state contingency analysis (PSS/E function ACCC). The steady-state analysis considers the impact of the request on transmission line and transformer loadings for outages of single transmission lines, transformers, and generating units, and selected multiple transmission lines and transformers on the SPP and first-tier third party systems.

The LTSR request was studied using two system scenarios. The service was modeled by a transfer from KCPL to CLEC. The two scenarios were studied to capture the system limitations caused or impacted by the requested service. Scenario 0 includes projected usage of transmission service included in the SPP 2010 Series Cases. Scenario 5 includes transmission service not already included in the SPP 2010 Series Cases.

Study Methodology

Description

The facility study analysis was conducted to determine the steady-state impact of the requested service on the SPP system. The steady-state analysis was performed to ensure current SPP Criteria and NERC Reliability Standards requirements are fulfilled. SPP conforms to NERC Reliability Standards, which provide strict requirements related to voltage violations and thermal overloads during normal conditions and during a contingency. NERC Standards require all facilities to be within normal operating ratings for normal system conditions and within emergency ratings after a contingency.

Normal operating ratings and emergency operating ratings monitored are Rate A and B in the SPP Model Development Working Group (MDWG) models, respectively. The upper bound and lower bound of the normal voltage range monitored is 105% and 95%. The upper bound and lower bound of the emergency voltage range monitored is 105% and 90%. Transmission Owner voltage monitoring criteria is used if more restrictive. The SPS Tuco 230 kV bus voltage is monitored at 92.5% due to pre-determined system stability limitations. The WERE Wolf Creek 345 kV bus voltage is monitored at 103.5% and 98.5% due to transmission operating procedure.

The contingency set includes all SPP control area branches and ties 69 kV and above; first tier non-SPP control area branches and ties 115 kV and above; any defined contingencies for these control areas; and generation unit outages for the control areas with SPP reserve share program redispatch. The monitor elements include all SPP control area branches, ties, and buses 69 kV. and above,. Voltage monitoring was performed for SPP control area buses 69 kV and above.

A 3 % transfer distribution factor (TDF) cutoff was applied to all SPP control area facilities. For voltage monitoring, a 0.02 per unit change in voltage must occur due to the transfer or modeling upgrades to be considered a valid limit to the transfer.

Model Updates

SPP used five seasonal models to study the KCPL to CLEC 150 MW request for the requested service period. The following SPP Transmission Expansion Plan 2010 Build 2

Cases were used to study the impact of the requested service on the transmission system:

2012 Summer Peak (12SP)
2012/13 Winter Peak (12WP)
2016 Summer Peak (16SP)
2016/17 Winter Peak (16WP
2021 Summer Peak (21SP)

The Spring Peak models apply to April and May, the Summer Peak models apply to June through September, the Fall Peak models apply to October and November, and the Winter Peak models apply to December through March.

The chosen base case models were modified to reflect the current modeling information. From the five seasonal models, two system scenarios were developed. Scenario 0 includes projected usage of transmission included in the SPP 2010 Series Cases. Scenario 5 includes transmission not already included in the SPP 2010 Series Cases.

Transfer Analysis

Using the selected cases both with and without the requested transfer modeled, the PSS/E Activity ACCC was run on the cases and compared to determine the facility overloads caused or impacted by the transfer. Transfer distribution factor cutoffs and voltage threshold (0.02 change) were applied to determine the impacted facilities. The PSS/E options chosen to conduct the analysis can be found in Appendix A.

Study Results

Study Analysis Results

Tables 1 and 2 contain the initial steady-state analysis results of the LTSR. The tables are attached to the end of this report, if applicable. The tables identify the scenario and season in which the event occurred, the transfer amount studied, the facility control area location, applicable ratings of the thermal transfer limitations and voltage transfer limitations, and the loading percentage and voltage per unit (pu).

Table 1 lists the SPP thermal transfer limitations caused or impacted by the 150 MW requested transfer for applicable scenarios. Solutions are identified for the limitations in this table.

Table 2 lists the SPP voltage transfer limitations caused or impacted by the 150 MW requested transfer for applicable scenarios. Solutions are identified for the violations in this table.

Table 3 lists the network upgrades required to mitigate the limitations caused or impacted by this request. Engineering and construction costs are provided for assigned upgrades in this table.

Conclusion

The results of the screening study show that limiting constraints exist within the SPP regional transmission system for the requested transfer of 150 MW. The next steps are to WITHDRAW the request on OASIS and, if desired, enter a new OASIS request into the aggregate study queue.

The results contained in this study are for informational purposes only. Service will not be granted based on the Screening Study results. To obtain a Service Agreement, Eligible Customers must apply for service and follow the application processes set forth in Parts II and III of the Tariff and enter the Aggregate Study process. The results of the Aggregate Study may vary from the results of this screening study.

As a final step in this process, it is requested that the customer WITHDRAW the LTSR screening study request on OASIS.

Appendix A

PSS/E CHOICES IN RUNNING LOAD FLOW PROGRAM AND ACCC

BASE CASES:

- Solutions: Fixed slope decoupled Newton-Raphson solution (FDNS)
- Tap adjustment: Stepping
- Area interchange control: Tie lines and loads
- VAR limits: Apply immediately
- Solution options:

  X Phase shift adjustment
  _ Flat start
  _ Lock DC taps
  _ Lock switched shunts

ACCC CASES for system intact:

- Solutions: AC contingency checking (ACCC)
- MW mismatch tolerance: 0.5
- Contingency case rating: Rate A
- Percent of rating: 100
- Output code: Summary
- Min flow change in overload report: 3 MW
- Excld cases w/ no overloads form report: YES
- Exclude interfaces from report: NO
- Perform voltage limit check: YES
- Elements in available capacity table: 60000
- Cutoff threshold for available capacity table: 99999.0
- Min. contng. case Vltg chng for report: 0.02
- Sorted output: None
- Newton Solution:
- Tap adjustment: Stepping
- Area interchange control: Tie lines and loads
- VAR limits: Apply automatically
- Solution options:

  X Phase shift adjustment
  _ Flat start
  _ Lock DC taps
  _ Lock switched shunts

ACCC CASES for branch and transformer contingencies:

- Solutions: AC contingency checking (ACCC)
- MW mismatch tolerance: 0.5
- Contingency case rating: Rate B
- Percent of rating: 100
- Output code: Summary

- Min flow change in overload report: 3mw
- Excld cases w/ no overloads form report: YES
- Exclude interfaces from report: NO
- Perform voltage limit check: YES
- Elements in available capacity table: 60000
- Cutoff threshold for available capacity table: 99999.0
- Min. contng. case Vltg chng for report: 0.02
- Sorted output: None
- Newton Solution:
- Tap adjustment: Stepping
- Area interchange control: Tie lines and loads
- VAR limits: Apply automatically
- Solution options:

  X Phase shift adjustment
  _ Flat start
  _ Lock DC taps
  _ Lock switched shunts

ACCC CASES for generator contingencies (largest machine at a bus):

- Solutions: AC contingency checking (ACCC)
- MW mismatch tolerance: 0.5
- Contingency case rating: Rate B
- Percent of rating: 100
- Output code: Summary
- Min flow change in overload report: 3mw
- Excld cases w/ no overloads form report: YES
- Exclude interfaces from report: NO
- Perform voltage limit check: YES
- Elements in available capacity table: 60000
- Cutoff threshold for available capacity table: 99999.0
- Min. contng. case Vltg chng for report: 0.02
- Sorted output: None
- Newton Solution:
- Tap adjustment: Stepping
- Area interchange control: Disabled
- Var limits: Apply automatically
- Solution options:

  X Phase shift adjustment
  _ Flat start
  _ Lock DC taps
  _ Lock switched shunts

Scenario	Season	From Area	To Area	Monitored Branch Over 100% Rate B	Rating	Transfer Case % Loading	TDF (%)	Outaged Branch Causing Overload	Upgrade Name	Solution
5	16SP	SWPA	SWPA	BUFORD 5 161.00 - BULL SHOALS 161KV CKT 1	167	102.7	3.3%	BULL SHOALS - MIDWAY (YVEPA) 161KV CKT 1	BUFORD 5 161.00 - BULL SHOALS 161KV CKT 1	Three structures (#85, #94, and #95) would need to be replaced with taller structures. We would use steel structures and design them to handle a future conductor upgrade.
5	21SP	SWPA	SWPA	BUFORD 5 161.00 - BULL SHOALS 161KV CKT 1	167	108.2	3.3%	BULL SHOALS - MIDWAY (YVEPA) 161KV CKT 1	BUFORD 5 161.00 - BULL SHOALS 161KV CKT 1	Three structures (#85, #94, and #95) would need to be replaced with taller structures. We would use steel structures and design them to handle a future conductor upgrade.
5	21SP	EMDE	SWPA	CARTHAGE - SUB 109 - ATLAS JCT. 161KV CKT 1	214	102.6	5.2%	SUB 349 - ASBURY - SUB 421 - PURCELL SOUTHWEST 161KV CKT 1	CARTHAGE - SUB 109 - ATLAS JCT. 161KV CKT 1 EMDE	Reconductor/rebuild from a single conductor to dual conductor
5	12SP	SWPA	SPRM	CLAY - SPRINGFIELD 161KV CKT 1	167	105.9	3.1%	HUBEN - MORGAN 345KV CKT 1	CLAY - SPRINGFIELD 161KV CKT 1 SWPA	One medium angle structure (#39) would need to be replaced. In addition, disconnect switches would need to be replaced at Springfield and a wave trap removed.
5	12WP	SWPA	SPRM	CLAY - SPRINGFIELD 161KV CKT 1	167	107.9	3.1%	HUBEN - MORGAN 345KV CKT 1	CLAY - SPRINGFIELD 161KV CKT 1 SWPA	One medium angle structure (#39) would need to be replaced. In addition, disconnect switches would need to be replaced at Springfield and a wave trap removed.
5	21SP	SWPA	SWPA	GORE - MUSKOGEE TAP 161KV CKT 1	206	106.1	3.8%	FT SMITH - MUSKOGEE 345KV CKT 1	GORE - MUSKOGEE TAP 161KV CKT 1	Rebuild w/ 1192 ACSR. Upgrade terminal equipment.
5	21SP	EMDE	EMDE	SUB 389 - JOPLIN SOUTHWEST - SUB 439 - STATELINE 161KV CKT 1	418	100.6	3.7%	SUB 389 - JOPLIN SOUTHWEST - SUB 439 - STATELINE 161KV CKT 2	Multi - Stateline - Joplin - Reinmiller conversion Accelerate	Tear down the Riverton - Joplin 59 69 kV line, rebuild as 161 kV from Stateline to outside Joplin 59 substation,Tear down and rebuild Pillsbury - Reinmiller 69 kV as 161 kV,Rebuild Joplin 422 - Joplin 59 69 kV as 161 kV,Rebuild Joplin 422 - Pillsbury 69 kV as 161 kV,Rebuild Joplin 391 - Gateway 69kV as 161 kV,Rebuild Gateway - Joplin 389 69 kV as 161 kV
5	21SP	KACP	KACP	REDEL - STILWELL 161KV CKT 1	334	103.6	6.8%	PECULIAR - STILWELL 345KV CKT 1	IATAN - NASHUA 345KV CKT 1	Tap Nashua 345kV bus in Hawthorn - St. Joseph 345 kV line. Build new 345 kV line from Iatan to Nashua,Add Nashua 345/161 kV

Table 2- SPP Facility Voltage Transfer Limitations

Scenario	Season	Area	Monitored Bus with Violation	Transfer Case Voltage (PU)	Outaged Branch Causing Overload	Upgrade Name	Solution
			None				

Transmission Owner	Upgrade	Solution	Earliest Date Upgrade Required (DUN)	Estimated Date of Upgrade Completion (EOC)	Estimated Engineering & Construction Cost	RTO Determined Need Date*
EMDE	CARTHAGE - SUB 109 - ATLAS JCT. 161KV CKT 1 EMDE	Reconductor/rebuild from a single conductor to dual conductor	6/1/2017	6/1/2017	$8,200,000	
EMDE	Multi - Stateline - Joplin - Reinmiller conversion Accelerate	Tear down the Riverton - Joplin 59 69 kV line, rebuild as 161 kV from Stateline to outside Joplin 59 substation,Tear down and rebuild Pillsbury - Reinmiller 69 kV as 161 kV,Rebuild Joplin 422 - Joplin 59 69 kV as 161 kV,Rebuild Joplin 422 - Pillsbury 69 kV as 161 kV,Rebuild Joplin 391 - Gateway 69kV as 161 kV,Rebuild Gateway - Joplin 389 69 kV as 161 kV	6/1/2017	6/1/2017	$14,168,250	6/1/2018

Construction Pending Projects - The requested service is contingent upon completion of the following upgrades. Cost is not assignable to the transmission customer.

Transmission Owner	Upgrade	Solution	Earliest Date Upgrade Required (DUN)	Estimated Date of Upgrade Completion (EOC)	Estimated Engineering & Construction Cost
SWPA	CLAY - SPRINGFIELD 161KV CKT 1 SWPA	One medium angle structure (#39) would need to be replaced. In addition, disconnect switches would need to be replaced at Springfield and a wave trap removed.	6/1/2012	6/1/2013	$150,000
SWPA	BUFORD 5 161.00 - BULL SHOALS 161KV CKT 1	Three structures (#85, #94, and #95) would need to be replaced with taller structures. We would use steel structures and design them to handle a future conductor upgrade.	6/1/2013	6/1/2013	$100,000
SWPA	GORE - MUSKOGEE TAP 161KV CKT 1	Rebuild w/ 1192 ACSR. Upgrade terminal equipment.	6/1/2017	6/1/2017	$8,000,000

Expansion Plan Projects - The requested service is contingent upon completion of the following upgrades. Cost is not assignable to the transmission customer.

Transmission Owner	Upgrade	Solution	Earliest Date Upgrade Required (DUN)	Estimated Date of Upgrade Completion (EOC)
KACP	IATAN - NASHUA 345KV CKT 1	Tap Nashua 345kV bus in Hawthorn - St. Joseph 345 kV line. Build new 345 kV line from Iatan to Nashua,Add Nashua 345/161 kV	6/1/2012	6/1/2015

* The previously identified Network Upgrade may be accelerated. The accelerated cost would be based on the change in date from the respective "RTO Determined Need Date" to the Estimated Date of Upgrade Completion (EOC) in accordance with Financial Analysis of the Aggregate Transmission Service Study (See Financial Analysis section). An expected cost may be estimated by assuming 5-10% of the Estimated Engineering & Construction Cost per year.