

Process to submit questions and receive answers for Crossroads-Hobbs-Roadrunner RFP

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1	Section 2.3 Project Specifications of the Crossroads-Hobbs-Roadrunner SPP-RFP-06, notes that the Date Regulatory Approvals are Required to be Completed is 12 months after the issuance of the NTC for the project. What Regulatory Approvals does this requirement refer to? Has SPP performed an analysis or reached out to the State of New Mexico to determine what state approvals are required and whether they can be obtained within 12 months of the NTC?	It is the responsibility of each Respondent to ensure that they are aware of and capable of meeting all necessary regulatory approvals by the deadline.	9/14/2122																														
2	What does SPP use as an expected lead time for similar potential upgrades as used in the ITP planning process?	<p>In the ITP planning process for the Crossroads-Hobbs-Roadrunner project the following lead time assumptions were used in the development of need dates for the 2021 ITP planning process.</p> <p align="center">LEAD TIME ASSUMPTIONS</p> <table border="1" data-bbox="816 953 1247 1230"> <thead> <tr> <th>Upgrade Type</th> <th>Months</th> <th>Voltage Level</th> </tr> </thead> <tbody> <tr> <td>Terminal Upgrades</td> <td>18</td> <td>All</td> </tr> <tr> <td>Cap Banks</td> <td>24</td> <td>All</td> </tr> <tr> <td>Transformers</td> <td>24</td> <td>All</td> </tr> <tr> <td>Substations</td> <td>24</td> <td>All</td> </tr> <tr> <td>Reconductor</td> <td>24</td> <td>All</td> </tr> <tr> <td>Rebuild < 15 miles</td> <td>24</td> <td>All</td> </tr> <tr> <td>Rebuild >= 15 miles</td> <td>30</td> <td>All</td> </tr> <tr> <td>New Line</td> <td>36</td> <td>Below 300 kV</td> </tr> <tr> <td>New Line</td> <td>48</td> <td>Above 300 kV</td> </tr> </tbody> </table>	Upgrade Type	Months	Voltage Level	Terminal Upgrades	18	All	Cap Banks	24	All	Transformers	24	All	Substations	24	All	Reconductor	24	All	Rebuild < 15 miles	24	All	Rebuild >= 15 miles	30	All	New Line	36	Below 300 kV	New Line	48	Above 300 kV	10/4/2022
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3	Can SPP or SPS provide the estimated in-service date for the terminal ends at each substation?	<p>SPP inquired with SPS on an estimated in-service date. SPS informed SPP that no estimated date is available at this time.</p> <p>SPP Business Practices and Notification to Construct (NTC) language require the Designated Transmission Owner to provide an in service date when committing to construct the NTC which the Designated Transmission Owner is required to do within 90 days of issuance of the NTC. NTC 210681 was issued to SPS on September 12, 2022 and SPS has until December 11, 2022 to provide those in service dates. SPP reports the in service dates for projects in the Quarterly Project Tracking Process and Report that is posted on the SPP website.</p>	10/3/2022																														
4	What type of economic evaluation would SPP perform to provide insight into the value of various in-service dates?	The economic evaluation performed by SPP is limited to the setting of the need date for a project. SPP does not develop in-service dates.	10/3/2022																														
5	The RFP specifies a conductor rating of 1792 MVA but does not indicate if this is a normal or emergency rating. Is this the summer emergency rating that the conductor is required to meet?	The conductor rating of 1792 MVA is for both the normal and the summer emergency rating.	10/3/2022																														
6	On page 7 of the IEP Direction to Respondents, Section 2A.5 Construction Plan item 4, it appears that there is missing information. It states ". . . preferably in the following terms:", but it doesn't provide the terms that it prefers to see.	The language "preferably in the following terms" in item 4 of Section 2A.5 is actually a reference for the terms in item 3 of Section 2A.5. This language will be corrected and an updated IEP Direction to Respondents will be posted.	10/20/2022																														

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7	On page 7 of the IEP Direction to Respondents, Section 2A.5 Construction Plan item 5, it states provide project construction personnel resumes. Is the IEP requesting resumes of the personnel who will be constructing the project or is the IEP looking for resumes of the Construction Management personnel? What is the difference between this and Section 2A.8 item 4 on page 8?	It's possible the responses to 2A.5 item 5 and 2A.8 item 4 could be the same, however depending on how the respondent is organizing their field construction activities some respondents may have different personnel between the project construction personnel and construction management personnel.	10/20/2022
8	Reviewing past IEP Public Reports, the IEP calls out those bidders who provide switching procedures, percentage of correct switching and other information. This project does not have any switches as part of the project scope. Will the IEP continue to accept out of scope information and incorporate it into a bidders score as appears to have been done in past reports?	For switching procedures, the Scope of this project is limited to the Transmission Owner coordinating with the Owner(s) of the substations. Information used in the evaluation will include the Respondent's process for coordinating outages with the substation Owner(s), including a discussion of processes and procedure for complying with lock out/tag out policies and procedures as they apply to the project scope. Contractor Lock Out/Tag Out procedures if provided will be considered in the evaluation. The IEP Direction to Respondents does ask for human error data which would include switching errors, as this speaks to the overall Safety Performance and culture of the Proponents.	10/20/2022
9	In section 1A.2 Losses of the IEP Direction to Respondents, it states: The Calculation Method should be provided as an attachment and summarized in the Response Form Workbook 1A.2, including the Losses reported in MWh/Yr. based on a loading of 50% of the emergency rating. Is the 50% loading to be used 8760 hours per year, or just the maximum loading in any hour? The SPP models for ITP 2021 do not have the project loaded at 50% for 8760 hours but has a lower loaded which was used for the economic justification for the project. We believe we should be using the same loading as ITP 2021, but would like guidance from the IEP on this issue.	Line losses should be calculated based on a loading of 50% of the emergency rating. The Line Loss calculation is also defined in the Minimum Transmission Design Standards, Section 2.7 Line Losses. The IEP has requested Respondents report losses in MWhr/Yr in the Response Form Workbook 1A.2. MWhr/Yr would be based on 8760 hours.	11/3/2022
10	Related to Question 3 above, has SPS provided the In-Service date for Terminal upgrades for Crossroads, Hobbs, and Roadrunner, if so what is the In-Service Date of these terminals.	The SPS state in-service dates for Upgrade IDs 156407-156410, which represent the terminal equipment upgrades at substations Crossroads, Hobbs, and Roadrunner, are 5/15/2025. These dates have been published in the 2023 STEP Report, which is now available in published MOPC, RSC, and Board material, and will be posted on the SPP website if approved January 31. Updates to these in-service dates can be verified and tracked in the Quarterly Project Tracking Report and online in the TRAC project tracking system.	1/17/2023
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