

## Summary of Findings Department of Energy Order No. 202-17-4

September 14, 2017

Section 202(c) of the Federal Power Act (FPA) (codified at 16 U.S.C. § 824a(c)), through section 301(b) of the Department of Energy Organization Act (codified at 42 U.S.C. § 7151(b)), authorizes the Secretary of Energy, upon finding “that an emergency exists by reason of a sudden increase in the demand for electric energy, or a shortage of electric energy or of facilities for the generation or transmission of electric energy, or of fuel or water for generating facilities, or other causes,” to issue an order “requir[ing] . . . such temporary connections of facilities and such generation, delivery, interchange, or transmission of electric energy as in [the Secretary’s] judgment will best meet the emergency and serve the public interest.” 16 U.S.C. § 824a(c)(1). If the order “may result in a conflict with [an] environmental law or regulation,” then the Secretary must “ensure that such order requires generation, delivery, interchange, or transmission of electric energy only during hours necessary to meet the emergency and serve the public interest, and, to the maximum extent practicable, is consistent with any applicable . . . environmental law or regulation and minimizes any adverse environmental impacts.” *Id.* § 824a(c)(2). Orders issued under FPA section 202(c) “that may result in a conflict with [an] environmental law or regulation” expire 90 days after they are issued, but the Secretary “may renew or reissue such order[s] . . . for subsequent periods, not to exceed 90 days for each period, as [the Secretary] determines necessary to meet the emergency and serve the public interest.” *Id.* § 824a(c)(4)(A).

The Department’s regulations implementing FPA section 202(c) define the term “emergency” to mean, among other situations, “a specific inadequate power supply situation.” 10 C.F.R. § 205.371. The regulations do not exhaustively list what qualifies as an emergency, but they note specifically that “[e]xtended periods of insufficient power supply as a result of inadequate planning or the failure to construct necessary facilities can result in an emergency as contemplated in these regulations.” *Id.*

On June 13, 2017, PJM filed a *Request for Emergency Order Pursuant to Section 202(c) of the Federal Power Act* (Order Application) (included in the docket<sup>1</sup> of this Order) with the Department “to preserve the reliability of [the] bulk power transmission system in the North Hampton Roads area.” Virginia Electric and Power Company<sup>2</sup> (Dominion), the electric utility serving the area, owns the coal-fired, power generating Units 1 and 2 at the Yorktown Power Station in Yorktown, Virginia. In November 2011 and October 2012, Dominion notified PJM of its plan to deactivate Units 1 and 2, respectively, effective December 31, 2014, because the units were not equipped to

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<sup>1</sup> The docket of this Order is available at <https://www.energy.gov/oe/downloads/federal-power-act-section-202c-dominion-energy-virginia-june-2017>.

<sup>2</sup> See Dominion Energy, Inc., Form 10-Q filing, at 1 (Aug. 3, 2017), included in the docket of this Order.

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comply with the Environmental Protection Agency's (EPA) Mercury and Air Toxics Standards (MATS), 40 C.F.R. part 63 subpart UUUUU. On June 24, 2014, pursuant to 40 C.F.R. § 63.6(i)(4)(i)(A), the Virginia Department of Environmental Quality granted Dominion a one-year MATS compliance extension for Yorktown Units 1 and 2.

On April 16, 2016, pursuant to section 113(a) of the Clean Air Act, 42 U.S.C. § 7413(a)(3) and (4), the EPA issued an Administrative Compliance Order (ACO) through April 15, 2017. The ACO implemented a 2011 MATS Enforcement Policy regarding issuance of section 113(a) administrative orders to sources that are unable to comply with the MATS but that may need to operate for up to a year to address a specific and documented reliability concern. The 2011 MATS Enforcement Policy was limited in application to units critical for reliability purposes. The EPA found that operation of Yorktown Units 1 and 2 met the policy criteria, as verified by the Federal Energy Regulatory Commission (FERC). Dominion has not achieved full compliance with the MATS for Yorktown Units 1 or 2 since the ACO expired, and section 113(a) of the Clean Air Act bars further compliance extensions.

Since Dominion's decision to retire the coal-fired Yorktown units, PJM has planned for their permanent deactivation by including required transmission upgrades in its own Regional Transmission Expansion Planning Process. PJM is subject to federal reliability standards enforced by the North American Electric Reliability Corporation (NERC), the Electric Reliability Organization designated by FERC. PJM holds the highest-level reliability responsibilities for the system it manages as a certified Reliability Coordinator, Balancing Authority, and Transmission Operator. PJM is also registered with NERC as a Planning Coordinator and Transmission Planner, among other functions. NERC Compliance Registry Active Entities List (updated Sept. 7, 2017), included in the docket of this Order. PJM applies reliability criteria to evaluate transmission system conditions and then develops the transmission solutions needed to ensure compliance with the reliability standards. The PJM Board of Managers approves those solutions in a Regional Transmission Expansion Plan (RTEP). Through its Transmission Expansion Advisory Committee (TEAC) and Sub-Regional RTEP Committees, PJM works with stakeholders throughout the RTEP's development. PJM Manual 14B, "Regional Planning Process," included in the docket of this Order. The PJM Board of Managers approved the transmission upgrades necessitated by the retirement of Yorktown Units 1 and 2 on May 17, 2012. TEAC Recommendations to the PJM Board (PJM Staff Whitepaper), May 2012, at 12, included in the docket of this Order.

PJM's approved solution was the Skiffes Creek Transmission Project, which consists of three components: a 500kV line, a 230kV line rebuild, and a new switching station. United States Army Corps of Engineers (Army Corps), Memorandum for the Record re: Department of the Army Environmental Assessment and Statement of Findings for the Above-Referenced Standard Individual Permit Application, CENAO-WR-RS (NAO-2012-00080 / 13-V0408), at 1, included in the docket of this Order. A

number of issues in the North Hampton Roads area, many of which are interrelated, needed to be addressed to avoid overloading transmission lines with too much power, as detailed in PJM's Deactivation Study. Yorktown Units 1 and 2 Generator Deactivation Notification: Deactivation Study Results – updated June 26, 2017 (PJM Deactivation Study), included in the docket of this Order. *See also Va. Elec. & Power Co.*, Commission Comments on Requests for EPA Administrative Orders, Docket No. AD16-11-000, 153 FERC ¶ 61,265 at PP 14-16 (2015).

PJM completed a series of analyses consistent with RTEP procedures, finding that only the Skiffes Creek Transmission Project—and none of the stakeholder-proposed alternatives—addressed the full range of potential reliability violations. Order Application, app. I, at 16. For example, reliance on operation of the oil-fired Yorktown Unit 3 generator would not address thermal overload and voltage violations on the 230kV and 115kV bulk electric system that PJM identified because of significant environmental operating restrictions and other plant operation constraints associated with that unit, including an 8 percent capacity factor limitation. *See id.*, app. II, at 18. As a result, PJM did not recommend reliance on Yorktown Unit 3 as a sustainable alternative solution to the identified reliability criteria violations. *Id.*

As part of PJM's analyses, Dominion transmission staff provided PJM with an analysis of system needs as well as potential solutions to the retirement of generating units at Yorktown and elsewhere. Dominion Update to Retirement Study Results (Mar. 10, 2012), included in the docket of this Order. Dominion's analysis, which was based on PJM's initial determination of reliability criteria violations that needed to be addressed, was independently validated by PJM and publicly vetted through the PJM stakeholder process before PJM staff recommended that the Board of Managers approve the Skiffes Creek Transmission Project. PJM Staff Whitepaper at 12, included in the docket of this Order.

PJM, as the Regional Transmission Organization (RTO) responsible for transmission system operation across multiple states, including Virginia, maintains its expert determination that the Skiffes Creek Transmission Project is the most effective and efficient solution to address the identified reliability criteria violations. Order Application, app. I, at 16. As recently as March 1, 2017, PJM provided the Army Corps with an analysis of proposed alternatives and found that none of them sufficiently resolved the identified violations. Letter to Col. Jason E. Kelly, U.S. Army Corps of Engineers (Mar. 1, 2017), included in the docket of this Order. PJM's subsequent RTEP materials reaffirm the need for the Skiffes Creek Transmission Project, even considering the updated, steadily rising load forecasts in the recently released 2017 PJM Load Forecast Report (included in the docket of this Order). *See PJM Interconnection, L.L.C.*, 2017 RTEP Process Scope & Input Assumptions, rev. 1, at 25-27 (Aug. 3, 2017), included in the docket of this Order.

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Construction of the Skiffes Creek Transmission Project began in July 2017 and is expected to take approximately 18-20 months. *Order No. 202-17-2 Renewal Application Filing* (Renewal Application) at 3. Until the Project is completed, a plan known as the North Hampton Remedial Action Scheme (RAS) remains in effect. According to NERC's Glossary of Terms, a RAS is "[a] scheme designed to detect predetermined System conditions and automatically take corrective actions that may include, but are not limited to, adjusting or tripping generation ([megawatts] and [megavolt amperes (reactive)]), tripping load, or reconfiguring a System(s)." Glossary of Terms Used in NERC Reliability Standards (updated Aug. 1, 2017), at 24, included in the docket of this Order.

To preserve the grid's reliability, the North Hampton RAS would allow PJM, the grid operator, to drop load—that is, shut off power to certain customers—to prevent voltage collapse. Dominion presented this RAS to PJM in January 2017, and the SERC Reliability Corporation, the NERC-delegated regional reliability enforcement entity, approved it that same month. *See Dave Rees, Dominion Virginia Power Sets Plan for Emergency Blackouts*, Daily Press, Jan. 13, 2017, included in the docket of this Order. If Yorktown Units 1 and 2 were unavailable, many N-1-1 contingencies could result in voltage collapse and thermal overloads. New Remedial Action Scheme, North Hampton RAS (Presentation to PJM), at 4, included in the docket of this Order; PJM Deactivation Study, included in the docket of this Order. According to FERC, "An N-1-1 contingency is a sequence of events consisting of an initial loss of a single generator or transmission element, followed by system adjustment, followed by another loss of a single generator or transmission element." *Price Formation in Energy and Ancillary Services Markets Operated by Regional Transmission Organizations and Independent System Operators*, Docket No. AD14-14-000, 153 FERC ¶ 61,221 at P 30 n.61 (2015).

The North Hampton RAS is on standby for use at PJM's discretion. If PJM detects the loss of certain facilities, it could trip the remaining feeds to the Yorktown area and drop service to approximately 150,000 customers, preventing voltage collapse. Rotating outages would follow until the system returns to normal operating parameters. New Remedial Action Scheme, North Hampton RAS (Presentation to PJM), at 6, included in the docket of this Order. According to U.S. Census estimates, the region PJM identifies as the North Hampton Roads load area in its Order Application had a population of more than 660,000 as of July 2016. At a minimum, rotating outages under the RAS would therefore impact, directly or indirectly, several hundred thousand people. United States Census Bureau, QuickFacts database, available at <https://www.census.gov/quickfacts/fact/table/US/PST045216>.

On July 3, 2017, the Army Corps issued a permit to Dominion for the Skiffes Creek Transmission Project pursuant to section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. § 403) and section 404 of the Clean Water Act (33 U.S.C. § 1344). On July

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10, 2017, Dominion commenced construction of the Skiffes Creek Transmission Project. Renewal Application at 3.

On August 24, 2017, PJM filed its Renewal Application with DOE. The filing included all reports required by Order No. 202-17-2 (included in the docket of this Order). PJM said that construction of the Project was still expected to take 18-20 months, and that periodic transmission outages would be necessary to proceed apace with the Project. The same day, Dominion wrote to the Department that it “agrees with the Renewal Application and will operate in accordance with its provisions.” Further, Dominion acknowledged that a 202(c) order “is not a long term solution to the reliability issues in the North Hampton Roads area on the Virginia Peninsula.” The Skiffes Creek Transmission Project, underway as of July 2017, is the long-term solution.

On September 7, 2017, the Department received comments from Sierra Club opposing PJM’s renewal request. On September 13, 2017, the Department received an answer to Sierra Club’s comments from PJM. Both documents are included in the docket of this Order.

### Discussion

Order No. 202-17-2 directs operation of Yorktown Units 1 and 2 as needed to address reliability issues, subject to a dispatch methodology submitted to the Department for review. The reliability issues noted in Order No. 202-17-2 were described as Scenario One, increased load due to weather-related temperature extremes, and Scenario Two, decreased transmission capacity required by the RTEP upgrade. Scenario Two was contemplated but not yet applicable when Order No. 202-17-2 was issued because the Army Corps permit application for the Skiffes Creek Transmission Project was still pending. On July 3, the Army Corps issued Permit No. NAO-2012-00080, resulting in the potential need to operate Yorktown Units 1 and 2 to address both Scenario One and Two reliability issues. To date, in accordance with Order No. 202-17-2, PJM has directed operation of Yorktown Units 1 and/or 2 for all or part of 13 days. PJM Interconnection, L.L.C., Report on Yorktown Units 1 and 2 Operations Pursuant to Order No. 202-17-2, Attachment 1, included in the docket of this Order; Telephone call to Steven Pincus, Associate General Counsel, PJM, Sept. 11, 2017.

Scenario One applies when load conditions exceed a certain threshold due to local transmission issues that would cause PJM to operate the system outside its normal operating parameters.<sup>3</sup> Weather-related temperature extremes are one example of such a local transmission issue. Scenario Two is also triggered when load conditions exceed a certain threshold, but the threshold is lowered depending on the particular construction-related transmission outages in effect as the Skiffes Creek Transmission Project is built.

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<sup>3</sup> Exact load thresholds were submitted as critical electric infrastructure information and are thus not described here so as not to provide vulnerability information on critical infrastructure.

Because the Project minimizes environmental impacts by utilizing existing transmission line rights-of-way to the extent possible, portions of existing transmission lines must be taken offline for upgrades. Under either scenario, when the relevant thresholds are exceeded, to prevent system overload and uncontrolled power disruptions, PJM must implement the North Hampton RAS. The only sufficient alternative to the RAS and its resulting outages for up to approximately 150,000 customers is the emergency operation of Yorktown Units 1 and 2. The demand response available to PJM is a small fraction of the load threshold and is “not sufficient to ensure reliable service.” Order Application, app. II, at 18. Likewise, Dominion has limited demand-side management and curtailment capabilities, insufficient for reliability purposes even when fully deployed. *See id.*, app. III, at 21.

Activating the RAS would immediately interrupt service to load in the North Hampton Roads area. PJM asserts that, according to the RAS, during certain high load conditions, this “load shedding” could result in the loss of roughly 950 MW of electric power—that is, the loss of service to over 150,000 North Hampton Roads area customers. Order Application at 9. This service interruption could last hours or even days. *See* North Hampton RAS Presentation to PJM, at 8, included in the docket of this Order. Activating the RAS is not a gradual approach that presents a wide range of likely impacts; it is an extreme measure with immediate consequences to 150,000 customers. While the RAS is designed to prevent more catastrophic, uncontrolled grid impacts from occurring, load shedding of this magnitude is significant, and would trigger mandatory reporting both to DOE and FERC. DOE Form OE-417 requires reporting within one hour for “[l]oad shedding of 100 Megawatts or more implemented under emergency operational policy,” and within six hours for “[l]oss of electric service to more than 50,000 customers for 1 hour or more.” This is the same level of reporting triggered by a cyber or other hostile attack on grid resources. Form OE-417, Electric Emergency Incident and Disturbance Report, [https://www.oe.netl.doe.gov/docs/OE417\\_Form\\_03312018.pdf](https://www.oe.netl.doe.gov/docs/OE417_Form_03312018.pdf). Similarly, FERC and NERC mandate notification for a variety of serious events including when a bulk electric system emergency triggers automatic load shedding of 100 MW or more, as in the RAS. *See* North American Electric Reliability Corporation, Reliability Standard EOP-004-3 (Event Reporting), [http://www.nerc.com/\\_layouts/PrintStandard.aspx?standardnumber=EOP-004-3&title=Event%20Reporting](http://www.nerc.com/_layouts/PrintStandard.aspx?standardnumber=EOP-004-3&title=Event%20Reporting).

To underscore the potential impact of RAS activation, the estimated 150,000 impacted customers are counted by meter, not individual. One or more meters could translate to large household or commercial or industrial facilities, including those critical to health and safety systems. Whether counted as 150,000 or that amount multiplied several times over, the anticipated impact of this emergency situation is on par with or exceeds the impacts described in prior 202(c) orders. *Crisp Cnty. Power Comm’n v. Ga. Power Co.*, 35 FPC 629, 630-31 (1966) (ordering interconnection to prevent, in part,

outages lasting more than an hour and affecting 500 to 2,000 customers on Crisp County, Georgia's system). *City of Cleveland, Ohio v. Cleveland Elec. Illuminating Co.*, 47 FPC 747, 749 (1972) (ensuring reliable service was provided to the approximately 20% of the city's consumers). Cleveland's 1970 Census-reported population was 750,903, suggesting that just over 150,000 individuals were affected by the 1972 202(c) order. *See* <https://www.census.gov/population/www/documentation/twps0027/tab20.txt>. As described earlier, the U.S. Census estimated the population of the North Hampton Roads load area at nearly 661,000 people just over a year ago.

A benefit of the planning efforts mandated by federal reliability standards is that entities such as PJM can accurately forecast the impacts to the bulk power system in steady-state and various contingency event situations. Thus, as reliability planning continues to mature, there should be fewer electric energy shortages that take bulk power system owners, operators, and regulators by surprise. That planners can identify conditions under which shortages may occur, however, does not rule out electric energy shortages constituting emergencies under FPA section 202(c) and the Department's implementing regulations. It is impossible to plan for every contingency, and challenges may arise even when implementing the most prudent plans. FPA section 202(c) affords the Secretary of Energy discretion in finding when an emergency exists and how best to meet the emergency and serve the public interest.

Here, an emergency exists due to the imminent possibility of implementing the North Hampton RAS under a range of both steady-state and contingency events, including potential transmission congestion preventing the delivery of available generation to the North Hampton Roads area. PJM Deactivation Study at 1-2, included in the docket of this Order. The RAS would leave approximately 150,000 customers without power, including residential, industrial, commercial, health and safety facilities, major national defense, and educational institutions. *See* Order Application, app. IV, at 30-31. That creates serious health and safety issues. Issuance of today's Order meets the emergency and serves the public interest.

In these circumstances, transmission outages, like those contemplated for or otherwise in connection with the construction of the Skiffes Creek Transmission Project, constitute an emergency for purposes of a section 202(c) order. As stated earlier, the Department's implementing regulations, in their current form since 1981, contemplate that "[e]xtended periods of insufficient power supply as a result of inadequate planning or the failure to construct necessary facilities [may create] an emergency." 10 C.F.R. § 205.371. The regulations add that "[i]n such cases, the impacted 'entity' will be expected to make firm arrangements to resolve the problem until new facilities become available, so that a continuing emergency order is not needed." *Id.* PJM, the impacted entity in this case, requested today's Order. Through the RTEP, PJM made firm arrangements to resolve the problem through the Skiffes Creek Transmission Project, which is now permitted and under construction. That construction was delayed due to events beyond

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PJM's control has no bearing on the likelihood of power outages for 150,000 customers. Such a power loss event would also constitute an emergency as contemplated by FERC in its Public Utility Regulatory Policies Act of 1978 regulations, which define "system emergency" as "a condition on a utility's system which is likely to result in imminent significant disruption of service to customers or is imminently likely to endanger life or property." 18 C.F.R. § 292.101(b)(4). The risk faced by 150,000 customers will continue, assuming the Skiffes Creek Transmission Project construction schedule is met, for approximately another 18 months. Today's Order is limited in time and specifically tailored to address an emergency contemplated both in the authorizing statute and the Department's implementing regulations.

Between 2005 and 2007, DOE issued orders under similar circumstances, directing the Mirant Potomac River Generation Station to operate until two new 230kV transmission lines could be built to ensure reliability to a portion of the District of Columbia. *See* Order No. 202-5-3 (relying on DOE regulatory definition of emergency as including extended periods of insufficient power supply as a result of inadequate planning or the failure to construct necessary facilities). In a series of orders under FPA section 202(c), the Secretary ordered operation of the generation units while the two existing 230kV lines that supplied the central District of Columbia area were temporarily and sequentially removed from service to connect the new lines. Neither the problems leading up to the closure of the generating units nor the need for a particular transmission solution were unexpected. Nevertheless, the Department found that imminent power shortages, faced if contingency events occurred, constituted an emergency under the Federal Power Act. Order Nos. 202-5-3, 202-6-1, 202-6-2, 202-7-1, and 202-7-2.

In this matter, the likelihood of RAS activation is not theoretical. While Order No. 202-17-2 was in effect, PJM had to call upon Yorktown Units 1 and/or 2 on 13 days over three months. Absent Order No. 202-17-2, the RAS would have been activated instead. The alternatives available to PJM and Dominion are not sufficient to ensure reliability without available capacity from Yorktown Units 1 and 2. As described, PJM and Dominion cannot mobilize adequate alternatives to counter the loss of transmission during construction of the Skiffes Creek Transmission Project. For example, demand response resources, while potentially helpful at the margin, are insufficient to address either Scenario One or Scenario Two. *See* Order Application, app. II, at 18. Further, PJM's recent RTEP Input Assumptions and Scope Whitepaper indicates that Dominion theoretically has up to 130 MW of distributed solar generation available during the summer. 2017 RTEP Process Scope and Input Assumptions, rev. 1, tbl.3.2, at 18 (Aug. 3, 2017), included in the docket of this Order. Outside of ramp-up and ramp-down times, each Yorktown Unit typically ran at 100 MW output or higher, day or night, when operational while Order No. 202-17-2 was in effect. PJM Interconnection, L.L.C., Report on Yorktown Units 1 and 2 Operations Pursuant to Order No. 202-17-2, Attachment 1. Distributed generation is an intermittent resource; even under ideal conditions, with full-capacity, daytime generation and load reduction at the height of the



summer, distributed generation generally would still not have offset the baseload generating capacity needed to ensure reliability on the North Hampton Roads area grid. And any flexibility for scheduling the Skiffes Creek Transmission Project's construction during historically low-load periods ended when the EPA ACO expired, as expeditious completion of the Project is now the priority. Therefore, even if PJM and Dominion made full use of available alternatives, capacity from Yorktown Unit 1, 2, or both would still be necessary to meet the emergency and serve the public interest.

FPA section 202(c)(2) requires the Secretary of Energy to ensure that any 202(c) order that may result in a conflict with a requirement of any environmental law or regulation be limited to the "hours necessary to meet the emergency and serve the public interest, and, to the maximum extent practicable, [be] consistent with any applicable . . . environmental law or regulation and minimize[] any adverse environmental impacts." Certain load conditions may necessitate operation of Yorktown Units 1 and 2.

To minimize the hours of operation and adverse environmental impacts, the Order contains certain limitations. First, DOE maintains consistency with EPA's approach in the 2016 ACO by authorizing operation of Yorktown Units 1 and 2 only when called upon by PJM for reliability purposes. The Department consulted with EPA and has reviewed data provided by PJM and Dominion on operations, air emissions, and water usage. This Order will continue the operational limitations described in EPA's above-referenced ACO, AED-CAA-113(a)-2016-0005. Second, DOE requires that PJM and Dominion, consistent with good utility practice, first exhaust all reasonably and practically available resources, including demand response and behind-the-meter generation resources, before operating Yorktown Units 1 and 2. Third, DOE requires continued compliance with the June 27 dispatch methodology, which was reviewed by the Department, and which remains subject to continuing oversight by the Department. In particular, the dispatch methodology establishes Yorktown Units 1 and 2 commitment procedures, describes the utilization and trip conditions of the North Hampton RAS for mitigating congestion on the Virginia Peninsula or North Hampton Roads area, and describes Dominion's mitigation options for the existing James River tower contingency. The dispatch methodology is an operating protocol that limits the ability of PJM to dispatch Yorktown Units 1 and 2 only when needed to mitigate reliability issues associated with scheduled and emergency transmission outages directly related to the Skiffes Creek Transmission Project and other local transmission issues. The EPA ACO recognized that such a dispatch methodology, under which PJM determines when the Yorktown units are needed for reliability issues, serves the objective of minimizing emissions. ACO at 8-9, included in the docket of this Order. Fourth, to track when Yorktown Units 1 and 2 are operated to maintain grid reliability and to monitor associated air emissions and water usage, reports will be required every two weeks going forward. If the Department becomes concerned with PJM or Dominion's compliance with this Order, enforcement actions are available, up to and including termination of the underlying order.

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While DOE has constrained PJM's operations with regard to Yorktown Units 1 and 2, it is necessary to preserve reasonable discretion for PJM, as a Transmission Operator, to address the second-to-second operational challenges of grid management. This follows DOE's practice in earlier orders issued under FPA section 202(c), which prioritized reliability concerns as identified and assessed by the operator. For example, Order No. 202-02-1 (Aug. 16, 2002) ordered Cross-Sound Cable Company, LLC to operate a cable across Long Island Sound, limiting "transmission and delivery of . . . electric capacity and/or energy [to that] necessary in the judgment of the New York Independent System Operator [ISO] to meet the supply and essential reserve margin needs of the Long Island Power Authority [LIPA]," but only "in order for LIPA to serve its firm retail customers after it has implemented all available load reduction measures consistent with good utility practice." Order No. 202-03-1 (Aug. 14, 2003) directed operation of the same cable, but specifically ordered the New York ISO and ISO New England to require Cross-Sound Cable Company to operate the cable. That order also required both RTOs to "consult with each other and with appropriate reliability organizations." Today's Order similarly requires PJM to identify and mitigate reliability issues in accordance with DOE's specified operational limitations.

In considering renewal or reissuance of an order under FPA section 202(c) that may conflict with an environmental law or regulation, DOE is required to "consult with the primary Federal agency with expertise in the environmental interest protected by such law or regulation" and to include "conditions as such Federal agency determines necessary . . . to the extent practicable." 16 U.S.C. § 824a(c)(4). The EPA is the primary federal agency in this case with expertise in the protected environmental interest, specifically MATS and section 316(b) of the Clean Water Act, and the Department consulted with EPA after receiving the Renewal Application. Email from Acting Assistant Administrator Starfield, Office of Enforcement and Compliance Assurance, to Acting Under Secretary for Science and Energy Hoffman (Sept. 11, 2017), included in the docket of this Order. After consulting with EPA, and consistent with that consultation, the Department found that the only appropriate short-term emissions limitation on Yorktown Units 1 and 2 would be to curtail operating hours to the maximum extent practical for reliability purposes.

Pursuant to the National Environmental Policy Act of 1969, the Department has determined that issuance of this Order fits within the category of actions included in Categorical Exclusion (CX) B4.4 and otherwise meets the requirements for application of a CX. The Order fits within the category of actions because it authorizes "[p]ower marketing services and power management activities (including, but not limited to, storage, load shaping and balancing, seasonal exchanges, and other similar activities), provided that the operations of generating projects would remain within normal operating limits." Records of Categorical Exclusion Determination, Order No. 202-17-4, Sept. 11, 2017, included in the docket of this Order.

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For the reasons stated above, the Secretary of Energy finds that an emergency exists threatening imminent electric energy shortages, and that this Order is necessary to address the emergency and serve the public interest in the North Hampton Roads area. The limitations on operation set forth in Order No. 202-17-4 and outlined above are, to the maximum extent practicable, consistent with applicable environmental laws or regulation and minimize any adverse environmental impacts, and the reporting requirements for operations and estimated emissions ensure transparency of implementation.