Southwest Power Pool  
executive summary for MOPC

**IN-SERVICE DATE DELAY REPORT**

For MOPC consent agenda

For MOPC discussion and vote

Additional material is included in the packet

**Essential points & primary issues for the board’s consideration:**

1. Required by Section 14 of Business Practice 7060, The PCWG will provide recommendations to the MOPC and Board regarding any Project whose estimated In-Service Date (“ISD”) exceeds the First Reported In-Service Date (“FR-ISD”)​ by more than 90 calendar days.
2. PCWG reviewed a total of 43 upgrades this quarter with an estimated ISD past their FR-ISD or previously approved ISD by SPP Board; 37 of those upgrades reviewed by PCWG were found to be reasonable and acceptable.
3. PCWG recommends that MOPC accept the current estimated ISD as reasonable and acceptable to be used to evaluate future ISD deviations.

**Background & drivers**: Pursuant to Business Practice 7060 Section 13 &14, the PCWG will review ISD that exceed the FR-ISD by more than 90 days and provide recommendations to the MOPC and Board. The Board will make the final determination on whether to accept the PCWG recommendation(s) or to choose an alternative action. If the Board determines to reestablish the baseline ISD, the previous FR-ISD will be retained in the monitoring tool. The newly established ISD date approved by the Board will be used for future reports.

Business Practice 7060, Section 9, defines the FR-ISD as the ISD provided in the NTC commitment letter which will be used as the established baseline for reporting all ISD changes during the Project Tracking process and will be the basis for determining Upgrade ISD variance.

On April 15, 2024, MOPC approved RR574 which provided new reporting requirements for projects that have a delayed ISD, setting criteria guidelines for when Designated Transmission Owners (DTO) will communicate with SPP for delayed projects and require additional information related to projects status. RR574 requires Project Cost Working Group (PCWG) to review Upgrades when the ISD exceeds the FR- ISD by more than 90 calendar days and provide recommendations to the MOPC and Board.

During PCWG’s review of delayed upgrades, 37 upgrades were reviewed and found to be reasonable and acceptable with no further action required at this time and three upgrades were removed due to incorrect data.

***Business Practice 7060, Section 9. In-Service Date Process***

*A DTO is required to provide an Estimated In-Service Date at the time of NTC acceptance via the DTO’s NTC acceptance letter. This In-Service Date shall be defined as an estimated date for when the project is to be energized and operational. This In-Service Date is an estimate but should take into account engineering, regulatory, and construction hurdles to project completion identified by the DTO’s due diligence prior to acceptance of an NTC.*

*SPP staff will review all In-Service Dates provided at the time of NTC acceptance to ensure reasonability of the dates and that the dates generally align with SPP’s study identified need dates to efficiently address project drivers. SPP staff will coordinate any questions or recommendations to revise In-Service Date estimates with DTOs.*

*The First Reported In-Service Date77 will be used as the established baseline for reporting all In-Service Date changes during the Project Tracking process and will be the basis for determining Upgrade In-Service Date variance.*

***Business Practice 7060, Section 13. PCWG Review Process for In-Service Date Delay Upgrades***

*The Project Cost Working Group (PCWG) will review Upgrades when the In-Service Date exceeds the First Reported In-Service Date by more than 90 calendar days.*

*If an Upgrade In-Service Date deviates or is expected to deviate past its First Reported In-Service Date the DTO shall provide all relevant data and information to SPP with an updated SCERT within 45 calendar days when the DTO became aware of the deviation. SPP staff will then notify the PCWG. The PCWG may require the DTO to provide monthly Project Tracking data after this notice from the DTO.*

*The PCWG will receive the updated scope and SCERT provided to SPP by the DTO including any Project Tracking data updates, any comments from the DTO related to in-service date variances, and any applicable input from SPP relevant information impacting the current construction schedule and comments regarding whether construction of the project should continue. The PCWG will oversee all reports to be submitted to the MOPC, RSC, and Board prior to their regularly scheduled meetings.*

***Business Practice 7060, Section 14. In-Service Date Delayed Upgrades Reviewed by PCWG***

*The PCWG will provide recommendations to the MOPC and Board regarding any Project whose estimated In-Service Date exceeds the First Reported In-Service Date by more than 90 calendar days. Recommended action(s) may include, but not limited to, any of the following:*

1. *Accept the In-Service Date deviation as reasonable and acceptable and reestablish the baseline used to evaluate future In-Service Date deviations.*
2. *Identify all or a portion of the construction schedule related to the variances and recommend any changes to the NTC that would reduce or avoid the issues that may be causing the deviation.*
3. *Issue an NTC Suspension on the project while SPP re-evaluates the project to determine appropriate changes to the Project, possible withdrawal of the Project or whether an alternative project should replace the project.*

*The Board will make the final determination on whether to accept the PCWG recommendation(s) or to choose an alternative action.*

*If the Board determines to reestablish the baseline In-Service Date, the previous First Reported In-Service Date will be retained in the monitoring tool.*

*The newly established In-Service date approved by the Board will be used for future reports.*

***The table below lists the 37 upgrades identified by the PCWG to be reasonable and acceptable.***

| **Project ID** | **Upgrade ID** | **Upgrade Name** | **Source Study** | **Project Owner Indicated In-Service Date[[1]](#footnote-1)** | **First Reported In-Service Date[[2]](#footnote-2)** | **Years Delayed[[3]](#footnote-3)** | **Days Delayed8** | **Comments[[4]](#footnote-4)** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 51254 | 71963 | Monolith 345 kV Substation | DPA-2016-December-703 | 1/1/2026 | 10/1/2025 | 0 years | 92 days | 9.4.2024: The 10.1.2025 date was approved by the board on August 6, 2024. Previous reasoning: 3.1.2024 -Impacted by delayed interconnecting customer securitization. Payment has been made; project is working toward completion  1. What caused the upgrade to be delayed? Material projections/lead times 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Detailed project plan, major materials are on delivery 3. What risks to the New Project Owner Indicated ISD remain? Unforseen material delivery |
| 51254 | 71965 | Monolith 345/115 kV Transformer #2 | DPA-2016-December-703 | 1/1/2026 | 10/1/2025 | 0 years | 92 days | 9.4.2024 - The 10.1.2025 date was approved by the board on August 6, 2024. Previous reasoning: 3.1.2024 -Impacted by delayed interconnecting customer securitization. Payment has been made; project is working toward completion  1. What caused the upgrade to be delayed? Material projections/lead times 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Detailed project plan, major materials are on delivery 3. What risks to the New Project Owner Indicated ISD remain? Unforseen material delivery |
| 51254 | 71966 | Monolith 115 kV Substation Upgrades | DPA-2016-December-703 | 1/1/2026 | 10/1/2025 | 0 years | 92 days | 9.4.2024 - The 10.1.2025 date was approved by the board on August 6, 2024. Previous reasoning: 3.1.2024 -Impacted by delayed interconnecting customer securitization. Payment has been made; project is working toward completion  1. What caused the upgrade to be delayed? Material projections/lead times 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Detailed project plan, major materials are on delivery 3. What risks to the New Project Owner Indicated ISD remain? Unforseen material delivery |
| 51254 | 71967 | Sheldon - Monolith 115 kV Ckt 1 New Line | DPA-2016-December-703 | 1/1/2026 | 10/1/2025 | 0 years | 92 days | 9.4.2024 - The 10.1.2025 date was approved by the board on August 6, 2024. Previous reasoning: 3.1.2024 -Impacted by delayed interconnecting customer securitization. Payment has been made; project is working toward completion  1. What caused the upgrade to be delayed? Material projections/lead times 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Detailed project plan, major materials are on delivery 3. What risks to the New Project Owner Indicated ISD remain? Unforseen material delivery |
| 51254 | 71968 | Sheldon 115 kV Terminal Upgrades | DPA-2016-December-703 | 1/1/2026 | 10/1/2025 | 0 years | 92 days | 9.4.2024 - The 10.1.2025 date was approved by the board on August 6, 2024. Previous reasoning: 3.1.2024 -Impacted by delayed interconnecting customer securitization. Payment has been made; project is working toward completion  1. What caused the upgrade to be delayed? Material projections/lead times 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Detailed project plan, major materials are on delivery 3. What risks to the New Project Owner Indicated ISD remain? Unforseen material delivery |
| 92142 | 143667 | Moorhead 230 kV Substation Reconfiguration | 2021 ITP | 8/31/2024 | 6/1/2024 | 0 years | 91 days | 9.4.2024 - In-Service as of end of August, updates being added in TRAC |
| 92271 | 144279 | Classen 138 kV Terminal Upgrades | DPA-2021-March-1296 | 3/21/2025 | 4/1/2024 | 0 years | 354 days | 9.4.2024 - 1. What caused the upgrade to be delayed? Material delays for conductor, and issues getting outages on the line to do the work. 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Ready to go with everything else 3. What risks to the New Project Owner Indicated ISD remain? Weather and not getting outages to do the work. |
| 92271 | 144281 | Classen - Douglas Tap 138 kV Reconductor | DPA-2021-March-1296 | 3/21/2025 | 4/1/2024 | 0 years | 354 days | 9.4.2024 - 1. What caused the upgrade to be delayed? Material delays for conductor, and issues getting outages on the line to do the work. 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Ready to go with everything else 3. What risks to the New Project Owner Indicated ISD remain? Weather and not getting outages to do the work. |
| 92168 | 143714 | Finstad - Tande 345 kV New Line | 2021 ITP | 11/30/2026 | 12/31/2025 | 0 years | 334 days | 7.10.2024 - The original project schedule required over 160 miles of easements to be negotiated and signed by summer of 2023 to accommodate permitting and construction. Due to existing transmission and pipeline congestion, the proposed project met significant landowner resistance for new transmission ROW in several areas, which required a re-study of multiple route alternatives. To date, the project team has analyzed met with landowners on over 700 miles of route alternatives and has selected a final route. Final easement negotiations are underway to meet the new projected in-service date. |
| 92168 | 144227 | Finstad 115 kV Substation | 2021 ITP | 11/30/2026 | 12/31/2025 | 0 years | 334 days | 7.10.2024 - Equipment delivery timelines for transformers, breakers, instrument transformers, switches, etc have significantly increased since the First Reported In-Service Date. Overall project energization and In-Service Date is dependent on the transmission line, UID's 143714 and 144236. Construction start date for this UID is dependent on permitting approval of the overall project (PID). |
| 92168 | 144230 | Finstad 345 kV New Substation | 2021 ITP | 11/30/2026 | 12/31/2025 | 0 years | 334 days | 7.10.2024 - Equipment delivery timelines for transformers, breakers, instrument transformers, switches, etc have significantly increased since the First Reported In-Service Date. Overall project energization and In-Service Date is dependent on the transmission line, UID's 143714 and 144236. Construction start date for this UID is dependent on permitting approval of the overall project (PID). |
| 92168 | 144231 | Finstad Switched Shunt | 2021 ITP | 11/30/2026 | 12/31/2025 | 0 years | 334 days | 7.10.2024 - Equipment delivery timelines for transformers, breakers, instrument transformers, switches, etc have significantly increased since the First Reported In-Service Date. Overall project energization and In-Service Date is dependent on the transmission line, UID's 143714 and 144236. Construction start date for this UID is dependent on permitting approval of the overall project (PID). |
| 92168 | 144233 | Finstad 345/115 kV Ckt 1 Transformer | 2021 ITP | 11/30/2026 | 12/31/2025 | 0 years | 334 days | 7.10.2024 - Equipment delivery timelines for transformers, breakers, instrument transformers, switches, etc have significantly increased since the First Reported In-Service Date. Overall project energization and In-Service Date is dependent on the transmission line, UID's 143714 and 144236. Construction start date for this UID is dependent on permitting approval of the overall project (PID). |
| 92168 | 144235 | Finstad 345/115 kV Ckt 2 Transformer | 2021 ITP | 11/30/2026 | 12/31/2025 | 0 years | 334 days | 7.10.2024 - Equipment delivery timelines for transformers, breakers, instrument transformers, switches, etc have significantly increased since the First Reported In-Service Date. Overall project energization and In-Service Date is dependent on the transmission line, UID's 143714 and 144236. Construction start date for this UID is dependent on permitting approval of the overall project (PID). |
| 92168 | 144236 | Leland Olds - Finstad - 345 kV New Line | 2021 ITP | 11/30/2026 | 12/31/2025 | 0 years | 334 days | 7.10.2024 - The original project schedule required over 160 miles of easements to be negotiated and signed by summer of 2023 to accommodate permitting and construction. Due to existing transmission and pipeline congestion, the proposed project met significant landowner resistance for new transmission ROW in several areas, which required a re-study of multiple route alternatives. To date, the project team has analyzed met with landowners on over 700 miles of route alternatives and has selected a final route. Final easement negotiations are underway to meet the new projected in-service date. |
| 92168 | 144237 | Leland Olds 345 kV Substation | 2021 ITP | 11/30/2026 | 12/31/2025 | 0 years | 334 days | 7.10.2024 - Equipment delivery timelines for transformers, breakers, instrument transformers, switches, etc have significantly increased since the First Reported In-Service Date. Overall project energization and In-Service Date is dependent on the transmission line, UID's 143714 and 144236. Construction start date for this UID is dependent on permitting approval of the overall project (PID). |
| 92168 | 144238 | Tande 345 kV Terminal Equipment | 2021 ITP | 11/30/2026 | 12/31/2025 | 0 years | 334 days | 7.10.2024 - Equipment delivery timelines for transformers, breakers, instrument transformers, switches, etc have significantly increased since the First Reported In-Service Date. Overall project energization and In-Service Date is dependent on the transmission line, UID's 143714 and 144236. Construction start date for this UID is dependent on permitting approval of the overall project (PID). |
| 92114 | 143591 | Blue Circle - Catoosa 69 kV Ckt 1 Rebuild | 2021 ITP | 3/26/2025 | 5/1/2024 | 0 years | 329 days | 9.4.2024: In-Service Date should be December 2024, Will confirm and update TRAC 8.15.2024 Material and ROW delays |
| 81687 | 122730 | South Shreveport - Wallace Lake 138 kV Ckt 1 Rebuild #2 | 2020 ITP | 3/20/2025 | 6/3/2024 | 0 years | 290 days | 9.4.2024: Tommy to verify if this went in-service in August, Will confirm and update TRAC  8.15.2024 Materials delay at station. Line will be in-service in 2024 |
| 92190 | 143817 | Rocky Point 69 kV Replace Relays | 2021 ITP | 3/15/2025 | 6/1/2024 | 0 years | 287 days | 6.5.2024 - This project was delayed due to material delays. We are currently in construction and believe we are on track to meet the indicated in service date. |
| 92271 | 144280 | Council - Mustang 138 kV Ckt 1 Reconductor | DPA-2021-March-1296 | 12/6/2024 | 4/1/2024 | 0 years | 249 days | 9.4.2024 -1. What caused the upgrade to be delayed? Material delays for conductor, and issues getting outages on the line to do the work. 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Ready to go with everything else 3. What risks to the New Project Owner Indicated ISD remain? Weather and not getting outages to do the work. |
| 92412 | 156374 | Lubbock South 115 kV Breaker | 2022 ITP | 12/20/2024 | 6/1/2024 | 0 years | 202 days | 6.5.2024 - Engineering is complete, it is in our current construction/outage sequencing plan to be complete Dec 2024. The reason it was delayed to Dec 2024 was due to other work going on at the same time at Lubbock South substation with LP&L moving to ERCOT system. |
| 92393 | 156294 | Siloam Springs City 161 kV Terminal Upgrade | 2022 ITP | 12/13/2024 | 6/1/2024 | 0 years | 195 days | 9.4.2024 - We have the equipment in hand and are prepared to execute the work. There has been limited outage availability over the summer due to system conditions and the pace of operations. The project construction is currently scheduled to begin on 11/15/24 to coincide with AEP’s work on the other end of the line. |
| 81694 | 122739 | Columbus East 230/115 kV transformer | 2021 ITP | 12/1/2025 | 6/1/2025 | 0 years | 183 days | 9.4.2024 - 1. What caused the upgrade to be delayed? Transformer Delivery date pushed out to fall of 2025.  2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Detail plan is in place going forward. 3. What risks to the New Project Owner Indicated ISD remain? Unforseen delay in the Transformer delivery date going forward. |
| 92178 | 144148 | E Newtown 115 kV New Statcom | 2021 ITP | 12/31/2024 | 7/1/2024 | 0 years | 183 days | 9.4.2024 - Project is under construction. Completion scheduled 12/31/2024  1. What caused the upgrade to be delayed? Trouble acquiring transformers, switched control building to a concrete building instead of pre-fab. Some of the subcontracted engineering was late.  2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Execute the contract all other materials are on-site. 3. What risks to the New Project Owner Indicated ISD remain? Normal vendor was unable to provide the circuit switcher addition. |
| 92178 | 144202 | E Newtown 115 kV Substation | 2021 ITP | 12/31/2024 | 7/1/2024 | 0 years | 183 days | 9.4.2024 - Project is under construction. Completion scheduled 12/31/2024  1. What caused the upgrade to be delayed? Trouble acquiring transformers, switched control building to a concrete building instead of pre-fab. Some of the subcontracted engineering was late.  2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Execute the contract all other materials are on-site. 3. What risks to the New Project Owner Indicated ISD remain? Normal vendor was unable to provide the circuit switcher addition. |
| 92211 | 144178 | NE Williston 115 kV Terminal Equipment | 2021 ITP | 12/31/2024 | 7/1/2024 | 0 years | 183 days | 9.4.2024 - Project is under construction. Delay due to supply chain and ROW acquisition issues. In service March 2025.  What caused the upgrade to be delayed? Update Ready to go. Just waiting on the Line to be complete. |
| 92955 | 157241 | Seminole 345/138 kV Transformer Ckt 3 (138 kV) | 2023 ITP | 12/1/2025 | 6/1/2025 | 0 years | 183 days | 9.4.2024 - 1. What caused the upgrade to be delayed? Due to transformer delays. 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Construction will start at the end of this year.  3. What risks to the New Project Owner Indicated ISD remain? Unforseen delivery of transformer delay. |
| 92955 | 157242 | Seminole 345/138 kV Transformer Ckt 3 (345 kV) | 2023 ITP | 12/1/2025 | 6/1/2025 | 0 years | 183 days | 9.4.2024 - 1. What caused the upgrade to be delayed? Due to transformer delays. 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Construction will start at the end of this year.  3. What risks to the New Project Owner Indicated ISD remain? Unforseen delivery of transformer delay. |
| 92393 | 156293 | Siloam Springs 161 kV Terminal Upgrade | 2022 ITP | 10/11/2024 | 6/1/2024 | 0 years | 132 days | 9.4.2024 - Tommy to verify if this went in-service in August, Will confirm and update TRAC 8.15.2024 Breaker delivery delay and planned outage not available until 11/18/24 |
| 92211 | 144163 | Folvag 115 kV Terminal Equipment | 2021 ITP | 11/1/2024 | 7/1/2024 | 0 years | 123 days | 9.4.2024 - Project is under construction. Delay due to supply chain and ROW acquisition issues. In service March 2025.  What caused the upgrade to be delayed? Update Ready to go. Just waiting on the Line to be complete. |
| 92211 | 144177 | NE Williston - Folvag 115 kV New Line | 2021 ITP | 11/1/2024 | 7/1/2024 | 0 years | 123 days | 9.4.2024 - Project is under construction. Delay due to supply chain and ROW acquisition issues. In service March 2025  1. What caused the upgrade to be delayed? Scheduling Contractor difficulty, Supply Chain Issues, ROW, Foundation 50% done. 2. What is the plan to ensure meeting the New Project Owner Indicated ISD? We have the materials and the ROW. 3. What risks to the New Project Owner Indicated ISD remain? Weather |
| 91939 | 143256 | Canadian Switch138 kV Terminal Upgrades | DPA-2020-May-1203 | 9/30/2026 | 12/31/2024 | 1 years | 638 days | 7.10.2024 - Dependent on UID 143254 |
| 81717 | 122796 | Chisholm Substation 345 kV Terminal Upgrades | 2020 ITP | 5/1/2026 | 10/1/2024 | 1 years | 577 days | 9.4.2024 - 1. What caused the upgrade to be delayed? Landowner routing.  2. What is the plan to ensure meeting the New Project Owner Indicated ISD? Working to secure line route and easements. Everything else is progressing. Materials are underway and on schedule. 3. What risks to the New Project Owner Indicated ISD remain? Condemnation. |
| 91939 | 143254 | Lexington - Lil Axe 138 kV | DPA-2020-May-1203 | 12/31/2025 | 12/31/2024 | 1 years | 365 days | 7.10.2024 - Dependent on UID 143253 - expected construction Q3 2024. |
| 92268 | 144277 | Bradly Tap 69 kV Cap Bank | DPA-2021-June-1332 | 9/30/2025 | 6/1/2023 | 2 years | 852 days | 7.10.2024 - Have ordered long lead time material |
| 81550 | 112435 | East Kingfisher - Kingfisher 138 kV Rebuild | 2019 ITP | 8/31/2025 | 1/1/2021 | 4 years | 1673 days | 9.4.2024 - Materials have been ordered. Using new conductor technology that will allow restring vs rebuild. And will meet the new MVA requirement.  6.1.2024 WFEC engineering are progressing and believe that this is the correct way to go. Will have date available for next meeting.  5.1.2024 Survey, engineering, and material procurement are occurring.  3.1.2024 - Evaluating new conductor technology, will be significant cost savings. WFEC will request a reconductor vs. rebuild to help expedite completion. |

**Strategic implications**: Projects will not be constructed in a timely manner.

**Risks:** Not approving the upgrades approved by PCWG could cause construction schedules to be impacted putting project that may be relying on the project to be in-service at risk.

**Costs & Benefits**: PCWG found the in-service date delay reasonable with no further action required at this time allowing the projects to proceed without additional review that could potentially delay the project further and increase costs.

**Major stakeholder discussion points**: N/A

**Voting history:** PCWG Approved, Two abstentions: Evergy & NEET

**Recommendation**: PCWG recommends the MOPC:

* Accept the current estimated In-Service Date as reasonable and acceptable to be used to evaluate future In-Service Date deviations.

1. **(**Designated Transmission Owner reviews/updates as part of the Project Tracking Process [↑](#footnote-ref-1)
2. **(**Estimated In-Service Date submitted as part of the Designated Transmission Owner's NTC Commitment [↑](#footnote-ref-2)
3. **(**First Reported In-Service Date minus Project Owner Indicated In-Service Date [↑](#footnote-ref-3)
4. Designated Transmission Owner comments that include relevant information impacting the current construction schedule [↑](#footnote-ref-4)