PJM/MISO Interregional Transmission Planning Status Update

2026 Priorities

Annual Issues Review Feedback Consideration	Order 1920 Compliance	Coordination of Regional Plans	Benefit Framework & Cost Allocation
• Review stakeholder feedback received through Annual Issues Review processes across both RTOs • Evaluate alignment between identified regional issues and emerging interregional needs • Decide on need for Coordinated System Plan Study	• Continue to support the development of long-term planning processes consistent with FERC Order 1920 requirements • Coordinate assumptions, scenarios, and planning horizons supporting long-term needs analysis • Support preparation of compliance filings and associated stakeholder engagement activities • Align interregional planning approaches with evolving Order 1920 implementation timelines	• Improve coordination of regional planning cycles to better enable interregional evaluation opportunities • Enhance information sharing related to identified needs, assumptions, and study inputs • Align milestones where feasible to allow consideration of interregional solutions earlier in planning processes • Increase visibility into regional project development that may have seam impacts • Establish more consistent touchpoints between regional and interregional planning activities	• Engage states to discuss assumptions and priorities • Explore interregional cost allocation aligned with and proportional to regional 1920 benefits • Framework documented as repeatable and durable

- Strategic Context for Benefits & Business Case Development
  - Build upon findings from the ITCS
  - Designed to complement existing MISO–PJM JOA processes
  - Ensure consistency with evolving FERC Order 1920 long-term planning and interregional requirements
  - Supports development of a durable implementation pathway for interregional solutions

Interregional Transmission Benefits - Technical Scope & Objectives

Development	What is Being Evaluated
Benefit Categories	Reliability, Economic Efficiency, Resilience & Extreme Weather
Value Measurement	Quantifiable metrics
System Perspective	Incremental transfer capability & associated regional system value
Benefit Interaction	Identification of overlap & stacking across reliability, economic and transfer drivers

JOA Coordination
- Compatibility with existing mechanism (e.g. IMEP)

Regional Frameworks
- Alignment with existing tariff-based benefit constructs

Gap Assessment
- Identify where current framework may not capture interregional value

Path Forward
- Explore harmonized benefit recognition across planning processes

Interregional Engagement Overview

- Implementation Roadmap
  - Outline structured pathways to:
    - Advance viable interregional solutions through existing regional processes
    - Inform potential JOA refinements if necessary
    - Support future Order 1920 compliance filings

- Stakeholder Engagement
  - Coordinate with ongoing state and stakeholder processes
  - Engage IPSAC in reviewing benefit framing, valuation approaches, and cost allocation concepts
  - Provide updates on engagement progress at upcoming IPSAC meetings

	Traditional Interregional Planning	Order 1920 Framework
Planning Focus	Issue driven coordination	Proactive long-term needs Planning
Planning Horizon	Near to mid-term	~20 year forward outlook
Drivers Evaluated	Reliability & specific constraints	Reliability, economics, policy, resilience
Regional Coordination	After regional needs are identified	Earlier coordination of assumptions & scenarios
Project Identification	Reactive solutions	Identification of shared regional value
Benefits Evaluation	Region specific approaches	Transparent & comparable benefit frameworks
Role of JOA	Coordination mechanism	Foundation expanded to meeting 1920 requirements

FERC Order 1920 & Interregional Planning

- Near Term Methodology Development
  - Share planning framework concepts & assumptions
  - Discuss potential benefit categories and evaluation approaches
  - Gather stakeholder input prior to formal compliance filings

- Compliance Development
  - Engage stakeholders on proposed planning processes and tariff changes
  - Review how interregional coordination will occur under Order 1920
  - Provide opportunities for feedback before filings are submitted

- Implementation
  - Ongoing stakeholder participation through the IPSAC and other regional planning processes (MISO PAC, PJM TEAC, etc.)

- Commitment to Transparency
  - Regular updates as Order 1920 implementation progresses
    - Early visibility into methodology development
  - Further coordination with states and stakeholders throughout the planning and implementation

- The Affected PJM Transmission Owners have discussed the needs and solutions for the MISO-Requested Facilities with PJM's Transmission Expansion Advisory Committee according to Attachment M-3 of the PJM Tariff

- PJM and the affected Transmission Owners have finalized the study of reliability impacts (Do No Harm Projects) to the PJM Region of the Tranche 2.1 facilities consistent with PJM's-Attachment M-3 protocol and PJM, affected Transmission Owners and MISO have developed solutions to the reliability impacts

- Tranche 2.1 upgrades were assigned across four Transmission Owners, two of which identified incremental connection costs and/or Do No Harm (DNH) upgrades required to support project integration.

- MISO, PJM and the Applicable PJM Transmission Owners established terms and conditions for the funding and construction of the MISO Requested Facilities, culminating in a regulatory filing.

Appendix

FERC Order 1920 Benefits

Order 1920A/B Benefits	Description of Benefit[1]
Avoided/deferred piecemeal transmission investment	Comprehensively planned transmission can reduce the need for incremental reliability upgrades and replacement of aging infrastructure
Reduced LOLP or PRM	Transmission capability reduces system outage risk (LOLP) and need for building generation capacity to manage outages (PRM)
Production Cost savings	Transmission capability enhances market efficiency by reducing congestion and using lower cost generation
Reduced transmission energy loss	Transmission capability reduces energy loss from overly congested grid
Reduced congestion due to transmission outages	An efficiently planned grid faces fewer transmission outages and less congestion from lines being down, and reduces production cost
Mitigation of extreme weather events and unexpected event impact	A proactively planned grid reduces risk of unserved load during extreme weather events and unexpected conditions, and reduces production cost
Reduced capacity cost from reduced peak energy losses	Transmission capability reduces energy losses during peak period and reduces new generation capacity investment

[1] Understanding FERC's Order 1920 - Claire Wayner, RMI

LOLP – Loss of Load Probability

PRM – Planning Reserve Margin