



MISO-PJM IPSAC

- Coordinated System Plan Study
 - TMEP Study Status
- IPSAC Work Schedule



Coordinated System Plan Study

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- ✓ • In the 4th quarter, RTOs exchange:
 - Regional issues and newly approved projects near the seam
 - New regional issues
 - Interconnection requests under coordination
 - M2M historical congestion
 - ✓ • RTOs jointly reviewed above in January
 - ✓ • Receive Third Party issues in first quarter (required 30 days before Issues Review IPSAC)
 - ✓ • Issues Review IPSAC –
 - Held in the first quarter of each year
 - Must provide 60 calendar day notice of scheduled date
 - Stakeholder feedback due 30 days prior to IPSAC
 - ✓ • Within 45 calendar days after the Issues Review IPSAC the JRPC shall determine the need for a Coordinated System Plan study
 - ✓ • JRPC notifies the IPSAC of its decision within 5 business days

- Stakeholder Input Due: February 11, 2026
- Issues Review IPSAC: March 13, 2026
- JRPC notifies IPSAC of CSP study decision: April 21, 2026
 - within 45 days of Issues Review IPSAC: no later than April 27, 2026
- June 8, 2026 IPSAC meeting - Presented CSP study scope
 - 23 Flowgates: potential TMEP Study candidates

- ~\$1122 million congestion on M2M flowgates in 2024 & 2025
 - [Preliminary data](#) presented at March 13, 2026 IPSAC meeting
- ~\$441 million of congestion was determined to be non-persistent or mitigated by future upgrades
- **TMEP study in 2026 – covers the remaining \$681 million of congestion**
 - 23 TMEP study candidates under consideration

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- Historically binding (2024 + 2025) Market-to-Market flowgates
 - Focus on constraints with >\$1million congestion
 - Focused on [23 TMEP study candidates](#) posted at the June 8, 2026 IPSAC meeting.
 - Study steps:
 - Look for outages when the congestion occurred (if so, determine congestion benefit discount).
 - Determine whether the congestion is expected to persist.
 - Identify planned upgrades and their impact on alleviating the congestion.
 - Work with asset owners to determine if any TMEP type solutions exist.
 - Evaluate the effectiveness of TMEP solutions.
 - Ensure TMEP solutions meet all JOA criteria.

- Assumptions:
 - TMEP project will mitigate >\$1 million congestion over 2-year period
 - Historical congestion occurred unrelated to outages (if so, determine congestion benefit discount)
 - Congestion is expected to persist
 - Planned upgrades in the area have no impact on alleviating the congestion
 - Asset owners do not have TMEP type solutions planned

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- Limited to historically binding M2M flowgates
 - Projects must be in service by 3rd summer peak
 - Projects over \$20 million not eligible
 - Benefits based on relieving average of past 2 years of historical congestion (Day Ahead + Balancing)
 - Four years worth of benefits must completely cover project's installed capital cost
 - Discount/inflation rate not necessary as all projects are near term
 - Interregional cost allocation based on congestion relief in each RTO
 - Adjusted by M2M payments

- Candidates Eliminated by high level screening – 20 (see posted list)
 - Planned upgrades in the area may have an impact on alleviating the congestion
 - Flowgate identified in a Reliability window (Multi-driver)
 - Congestion is related to outages
 - Congestion is not expected to persist
- Candidates Eliminated by deep dive investigation – 3 (see next slide)

TMEP Candidates eliminated after deep dive investigation

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Monitored Facility	Flowgate Description	Notes
Cherry Valley to Silver Lake 345 kV	CherryValley_SilverLake_15616_345kV_flo_Byron_Wayne_0626_345kV	Monitored facility identified as a reliability violation in PJM 2026W1 competitive window Future solar 300MW generator AF2-349 interconnecting on monitored facility.
Crescent Ridge to Corbin 138 kV	CrescentRidge_Corbin_138kV_flo_KewaneeEast_Bureau_138kV	Current 28 mile tie-line rating is based on conductor sag limit. Potential project to increase line rating would violate TMEP criteria in terms of cost and in-service date.
New London to Kokomo 230 kV	Newlondon_KokomoHp_230kV_flo_Cayuga_Nucor_345kV	Network upgrade (10/31/2025) increased line rating, subsequent monitoring from November 2025 thru May 2026 has shown no congestion on this facility. Rating is now conductor limited. Potential project to increase line rating further would violate TMEP criteria in terms of cost.

IPSAC Work Schedule

- Target Timeline

- June - complete review of historical congestion **COMPLETED**
 - Identify outage impacts
 - Identify planned upgrades
- July / August – Work with facility owners to identify limiting equipment and potential upgrades **COMPLETED**
- August – Complete evaluation of potential upgrades **COMPLETED**
- August 17th – The 2026 Coordinated System Plan (TMEP) Study **CONCLUDED**
 - After review of 23 TMEP candidates, there are zero candidates recommended for TMEP project upgrades

Open Discussion

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