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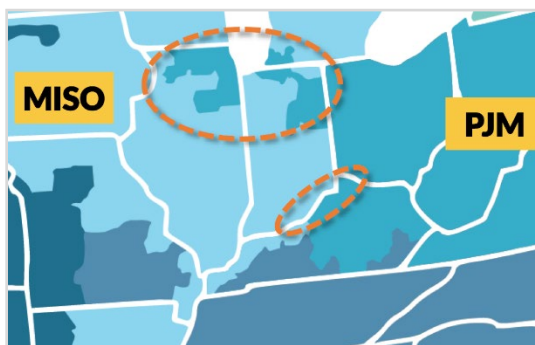
CHAPTER 3: INTERREGIONAL PLANNING

3.1 MISO-PJM Interregional Transfer Capability Study (ITCS)

PJM and MISO have a long history of performing coordinated interregional transmission planning. Interregional planning helps identify transmission projects that mitigate constraints, improve the ability to respond to extreme weather, and increase interregional transfer capability between regions. This study was devised outside of pre-existing Joint Operating Agreement (JOA) procedures in order to evaluate a holistic set of future system needs along the seam. Study work began in 2024. Initial results and next steps were shared with stakeholders during the first half of 2025, at the March 7th and June 25th, 2025 Interregional Planning Stakeholder Advisory Committee (IPSAC) meetings.

Study Highlights:

- **Study Design:** Going beyond prior coordinated system planning study scopes, this study takes a holistic approach to evaluating transmission issues between MISO and PJM using future footprint modeling assumptions.
- **Holistic Assessment:** The study identified unique and overlapping transmission issues across three analyses: economic or congestion analysis, reliability analysis, and transfer capability analysis.
- **Stakeholder Engagement:** MISO and PJM shared study details and updates in multiple presentations to the MISO-PJM IPSAC. MISO solicited stakeholder solution ideas in May 2025. Combined with MISO alternatives, roughly 60 unique solution ideas are under review in conjunction with study results.
- **Next Steps:** MISO and PJM are engaging states and stakeholders to identify and evaluate JOA/Tariff adjustments as needed to bring solutions forward for implementation and inform FERC Order 1920A Interregional Transmission Coordination Requirements



Models:

- MISO 2032 LRTP F2A Reliability Core Model set (summer, winter, light load, and average load)
- MISO 2032 LRTP F2A Economic (PROMOD Model)
- PJM 2032 LRTP Blended Reliability Model (summer, winter, and light load)¹
- PJM 2032 LRTP Blended Economic Model (PROMOD Model)¹

Study Results:

¹ PJM developed a blended reliability and economic model consisting of MISO footprint F2A and PJM footprint Long-Term Regional Transmission Planning (LRTP) Assumptions



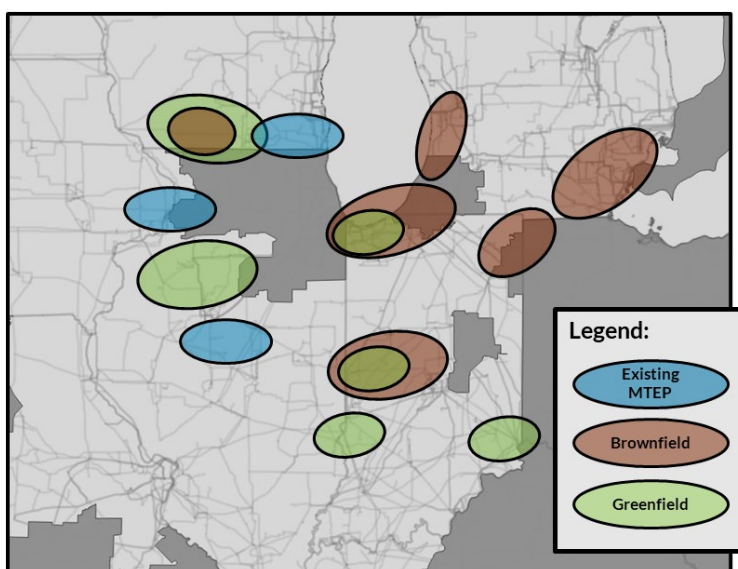
Study results are summarized in the June 25th Interregional Transfer Capability Study (ITCS) Update Presentation to the MISO-PJM IPSAC.² This latest set of study results incorporated the approved MISO LRTP Tranche 2.1 and PJM's Regional Transmission Expansion Plan (RTEP) 2024 Window 1 Solutions. Results were aggregated for both Regional Transmission Organization systems and tie lines and include issues in the targeted study area and surrounding monitored areas.

The study identified:

- 22 issues overlapping all areas of analysis
- More than 250 economic issues
- More than 800 reliability issues (under various conditions)
- More than 100 unique transfer limiting facilities (under various conditions)

Overview of Conceptual Solution Window Submissions:

Summary reflects the target areas of conceptual solution submissions and alternatives MISO recommends for further evaluation. Colors indicate the kinds of proposed solutions received or developed. Existing MTEP (blue) reflects solutions recently approved or proceeding through MTEP (blue).



3.2 MISO-SPP Coordinated System Plan Study

This study was devised similar to the PJM ITCS effort to go beyond prior coordinated system planning study scopes. The MISO-SPP Coordinated System Plan (CSP) study aims to identify a holistic set of transmission issues and solutions considering a robust set of analyses and reflect future footprint assumptions. 10-year and 15-year blended models were developed for the study and preliminary analysis results were shared at the MISO-SPP IPSAC meeting on August 6, 2025³. Solution ideas were solicited and reviewed with IPSAC at the October 24, 2025 meeting. Study work will continue through 2025 and will finish in Q1 2026.

² [PJM/MISO Interregional Transfer Capability Study Update - June 25, 2025](#)

³ [SPP-MISO Interregional Planning Stakeholder Advisory Committee Presentation - August 6, 2025](#)



Study Highlights:

- SPP and MISO designed a study to identify issues and solutions considering a robust set of analyses: economic or congestion, reliability, and transfer capability
- Study models incorporate respective footprint future assumptions
- SPP and MISO will partner with states and stakeholders to identify and pursue Joint Operating Agreement (JOA)/Tariff adjustments as needed to bring solutions forward for recommendation and approval
- The RTO's study work will continue through Q1 2026

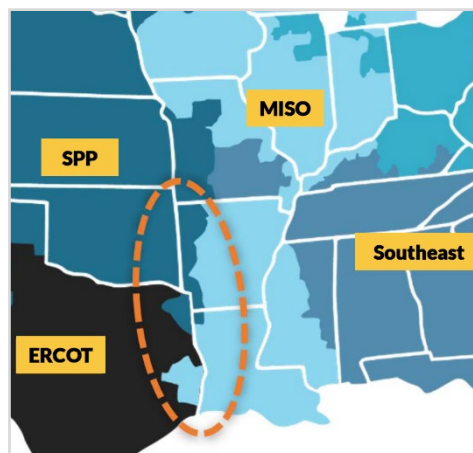
Planning Models:

RTOs used blended models, combining respective future footprint assumptions, for Economic (PROMOD) and Reliability models. Three reliability base case models (winter, summer, and light load) were developed:

- MISO 2032 & 2037 LRTP F2A Reliability Core Model set and Economic (PROMOD Model)
- SPP 2025 ITP Model set (2034 ITP Models & 2039 forward projection)

Scenarios/Analyses:

- Economic/PROMOD: Congestion analysis
- Reliability Analysis: Steady state reliability analysis
- Transfer Analysis: First Contingency Incremental Transfer Capability (FCITC) Analysis using reliability cases
- Extreme Weather Analysis: Utilize SPP's Integrated Transmission Plan (ITP) resiliency model and MISO's Winter Storm Uri adapted model to study high RTO-RTO transfers, storm load levels, and generation outages



3.3 MISO-SPP Joint Targeted Interconnection Queue (JTIQ) Study

MISO and SPP Transmission Owners continue to design, seek state approval, and eventually construct the JTIQ transmission projects. MISO, SPP, our Transmission Owners, and the Minnesota Department of Commerce also continue to work with the Department of Energy on implementing the \$464.5 million GRIP grant awarded to the JTIQ Portfolio. In July, FERC approved a MISO filing to allow the 2023 queue cycle to utilize the JTIQ process. That queue cycle kicked off in September 2025. Additionally, the first cycle of Expedited Resource Addition Study (ERAS) kicked off in September. Interconnection requests in both ERAS and the DPP 2023 cycle have been identified as eventual projects that will fund the JTIQ portfolio once they enter into a Generator Interconnection Agreement and the appropriate JTIQ agreements.