



CHAPTER 2: INTERREGIONAL PLANNING

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2.1 MISO-PJM Targeted Market Efficiency Project (TMEP)

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 performed within the existing Joint Operating Agreement (JOA) procedures in order to identify targeted market efficiency projects that provide benefits to both regions along the seam. Study work began in 2026, and PJM and MISO shared initial results and next steps with stakeholders during Interregional Planning Stakeholder Advisory Committee (IPSAC) meetings in March, June, and August of 2026.

Study Highlights:

- The study started by evaluating ~\$1122 million in congestion on M2M flowgates from 2024 & 2025.
- ~\$441 million of congestion was determined to be non-persistent, leaving ~\$681 million in congestion across 23 TMEP study candidates to be considered.
- Candidates were further screened for planned future upgrades, congestion-related outages, and whether the congestion was expected to persist, resulting in 20 of 23 candidates being eliminated. The remaining three candidates, summarized in Table 1 below, were subsequently evaluated in greater detail and ultimately did not advance as viable projects for the reasons noted.

Table 1: Remaining TMEP Candidates Following Initial Screening

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	A network upgrade completed on 10/31/2025 increased the line rating, and subsequent monitoring from October 2025 through 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.

Study Results:

Following the screening and evaluation process described above, no candidates met the criteria necessary to advance as a Targeted Market Efficiency Project. As a result, no projects are being recommended for approval under this study, and the TMEP study is considered complete.



2.2 MISO-SPP Coordinated System Plan Study

This study was devised similarly to the PJM Interregional Transfer Capability Study (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 through a robust set of analyses that reflect future footprint assumptions. Both 10-year and 15-year blended models were developed for the study, and SPP and MISO shared preliminary analysis results at the MISO-SPP IPSAC meeting on August 6, 2025.³ Solution ideas were solicited and reviewed with IPSAC during the October 24, 2025, meeting. Study work will finalize in the 4th quarter of 2026.

Study Highlights:

- SPP and MISO designed the study to identify issues and solutions through a robust set of analyses, including economic or congestion, reliability, and transfer capability assessments.
- The study models incorporate each region's respective future assumptions.
- SPP and MISO will partner with states and stakeholders to identify and pursue JOA/Tariff adjustments as needed to advance solutions for recommendation and approval.
- The study work will continue through the third quarter of 2026.
- MISO and SPP are expecting to make a project recommendation pending a final robustness test early in Q4 which will go to the board of directors for approval in the next 6 to 9 months.

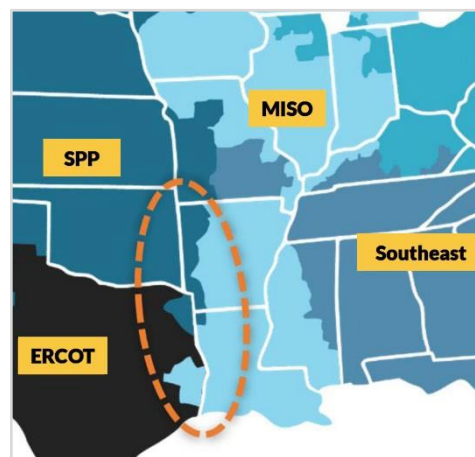
Planning Models:

The RTOs used blended models, combining their 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 and 2039 forward projection)

Scenarios/Analyses:

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





Recommended CSP Solutions:

Pending Stakeholder Review and Feedback, MISO and SPP are considering recommending the following solutions.

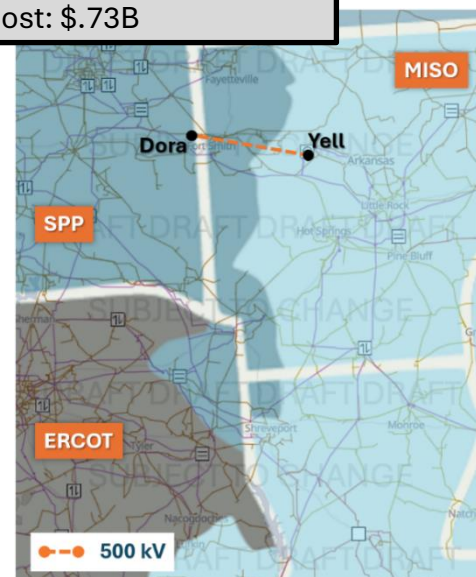
Note: MISO and SPP expect to confirm recommended CSP solutions following the October 9, 2026 IPSAC meeting. This section reflects preliminary analysis and will be updated with final recommended solutions prior to Board submission. CSP recommendations to be considered by the RTO boards in 2027 as appropriate.

The Dora–Yell project yields system production cost savings in excess of project cost, while also offering improved interregional transfer capability and reliability performance.

Dora – Yell

- Ft Smith is a 500kV station in Arkansas (SPP), owned and operated by OG&E.
- Yell would be a newly constructed 500kV station operated by Entergy Arkansas (MISO) located ~17 miles south of Arkansas Nuclear One (ANO), where the Ft Smith and Mabelvale lines split off.
- Yell would cut-in ANO – Ft Smith and bring into the new station. Cut-in ANO – Mabelvale 500kV line and bring into the new station. Dora would be a new 500kV station located ~11 miles north of Fort Smith.
- Dora would cut-in Muskogee – Fort Smith 345kV line, insulate Dora – Fort Smith 500kV.
- Construct a new ~90-mile 500kV line from the new station to the Dora station.

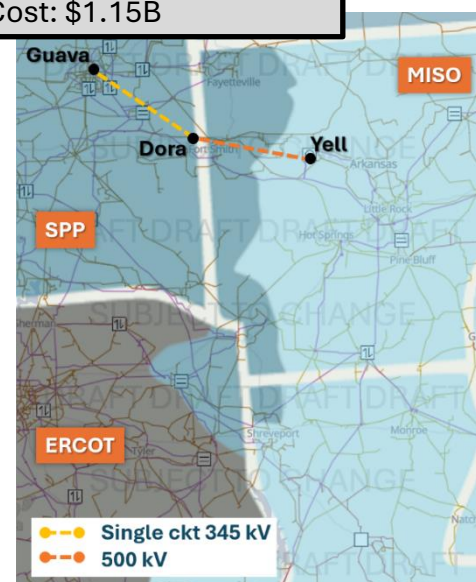
Dora - Yell:
Cost: \$.73B



Guava - Dora – Yell

- Previously Anthem, Guava 345kV station is operated by PSO/AEP (SPP) in Oklahoma. Guava will be upgraded to 765kV with new Guava – Seminole 765kV line approved as part of SPP ITP25.
- Dora will be a 500kV station in Arkansas (SPP), owned and operated by OG&E with 345kV capacity.
- Construct a new ~75-mile 345kV line from Guava to Dora.
- Includes the Dora – Yell 500kV buildout described above (Ft Smith/Yell/Dora station cut-ins and the ~90-mile 500kV line).

Guava - Dora - Yell:
Cost: \$1.15B



This project and its alternatives are still under evaluation by MISO and will seek approval after December 2026.

MISO and SPP have begun preliminary scoping discussions for the next CSP study cycle (2026–27); additional details on scope and timeline will be shared with stakeholders as they are finalized.

³SPP-MISO Interregional Planning Stakeholder Advisory Committee - August 6, 2025