



MTEP26 Project Information - ITCT

2nd East Subregional Planning Meeting
Tuesday, June 2, 2026

Update: Slide 23 (6/3/2026)

Purpose & Key Takeaway

Purpose

Review and discuss MTEP26 projects

Key Takeaways

- The [MTEP Portal](#) was used to gather information and develop SPM materials. All data was pulled on May 15, 2026. To view all MTEP project details, please visit the [MTEP Portal](#).
- Additionally, quarterly status reports are available on the [MTEP website](#) under *Project Tracking and Monitoring*.

East Region Overview

The details of the projects and their costs per East Region TO are shown below:

- ITC Transmission Co. (ITCT): 24 submitted projects at an estimated cost of \$818 million

Update on Current Cycle Projects since SPM1

MTEP Project ID	Project Name	Project Type	Project Change
15871	Reconductor Brownstown-Monroe #1 345 kV	BRP	Project ISD changed from 12/31/2026 to 12/31/2031, Project cost decreased from \$30.6M to \$16.1M
15873	Upgrade Brownstown - Wayne #2 345 kV Station Equipment & Sag Remediation	BRP	Project cost increased from \$1.2M to \$9.7M
50141	J1917 Generator Interconnection - Network Upgrades	GIP	Moved to MTEP27
50142	J1917 Generator Interconnection - TOIF	GIP	Moved to MTEP27
50155	J1902 - Generator Interconnection - TOIF	GIP	Moved to MTEP27
50178	J2490 Generator Interconnection - Network Upgrades	GIP	Moved to MTEP27
50183	J2490 Generator Interconnection - TOIF	GIP	Moved to MTEP27
50290	J2878 Generator Interconnection - Network Upgrades	GIP	Moved to MTEP27
50291	J2878 Generator Interconnection - TOIF	GIP	Moved to MTEP27
50308	J2676 Generator Interconnection - Network Upgrades	GIP	Moved to MTEP27
50310	J2676 Generator Interconnection - TOIF	GIP	Moved to MTEP27
50582	Greenwood-Rapson #1 - J1944 Generator Interconnection (Ridley) - Network Upgrades	GIP	Moved to MTEP27

Update on Current Cycle Projects since SPM1

MTEP Project ID	Project Name	Project Type	Project Change
50583	Greenwood-Rapson #1 - J1944 Generator Interconnection (Ridley) - TOIF	GIP	Moved to MTEP27
50625	Vital-Toll Road - J2484 Generator Interconnection - TOIF	GIP	Moved to MTEP27
50626	Vital-Toll Road - J2484 Generator Interconnection - Network Upgrades	GIP	Moved to MTEP27
50839	Rebuild Baxter-Warren 230kV Line	BRP	Project cost increased from \$8.8M to \$17.1M
50841	Rebuild Navarre-DBGEN Tap-Waterman 230kV Line	BRP	Project cost increased from \$8.1M to \$31M
50844	Replace Wayne Transformer #304 345-230kV	Other – Age and Condition	Project cost increased from \$9.2M to \$16.2M
50848	Replace Brownstown Transformer #302 345-230kV	Other – Age and Condition	Project cost increased from \$9.2M to \$13.8M
50849	Decommission Trenton Channel East Mat	Other – Age and Condition	Project cost decreased from \$18.4M to \$11.9M
50852	Rebuild Swan Creek - Toll Road 120kV Line	BRP	Project cost increased from \$4.5M to \$6.1M
50867	Eliminate Sag and Upgrade YOST-POLARIS-DIESEL 120kV Lines	BRP	Project cost decreased from \$2.2M to \$1.6M

ITC

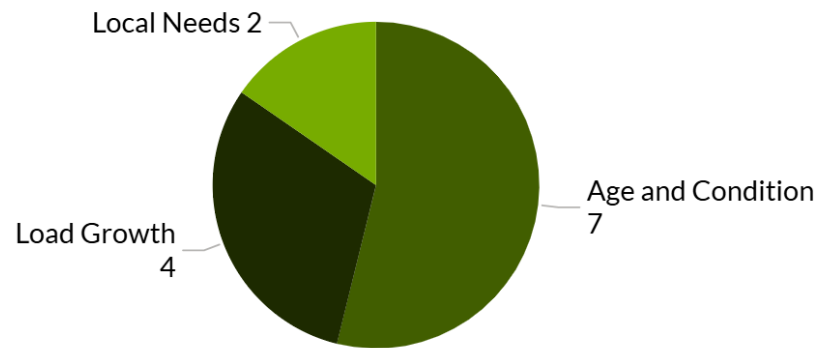
MTEP26 Projects



24
Total Projects

\$818M
Investment

Breakdown of Other Project Types By Project Count



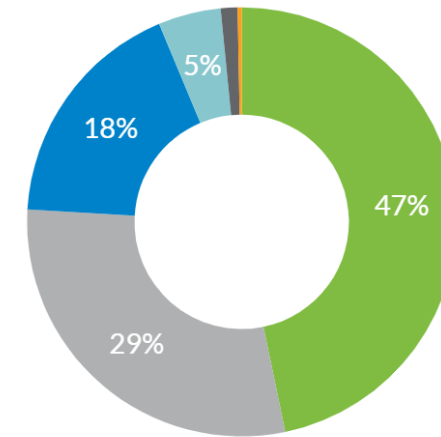
Line Miles by Voltage Level

● ≤161 kV ● 230 kV ● 345 kV



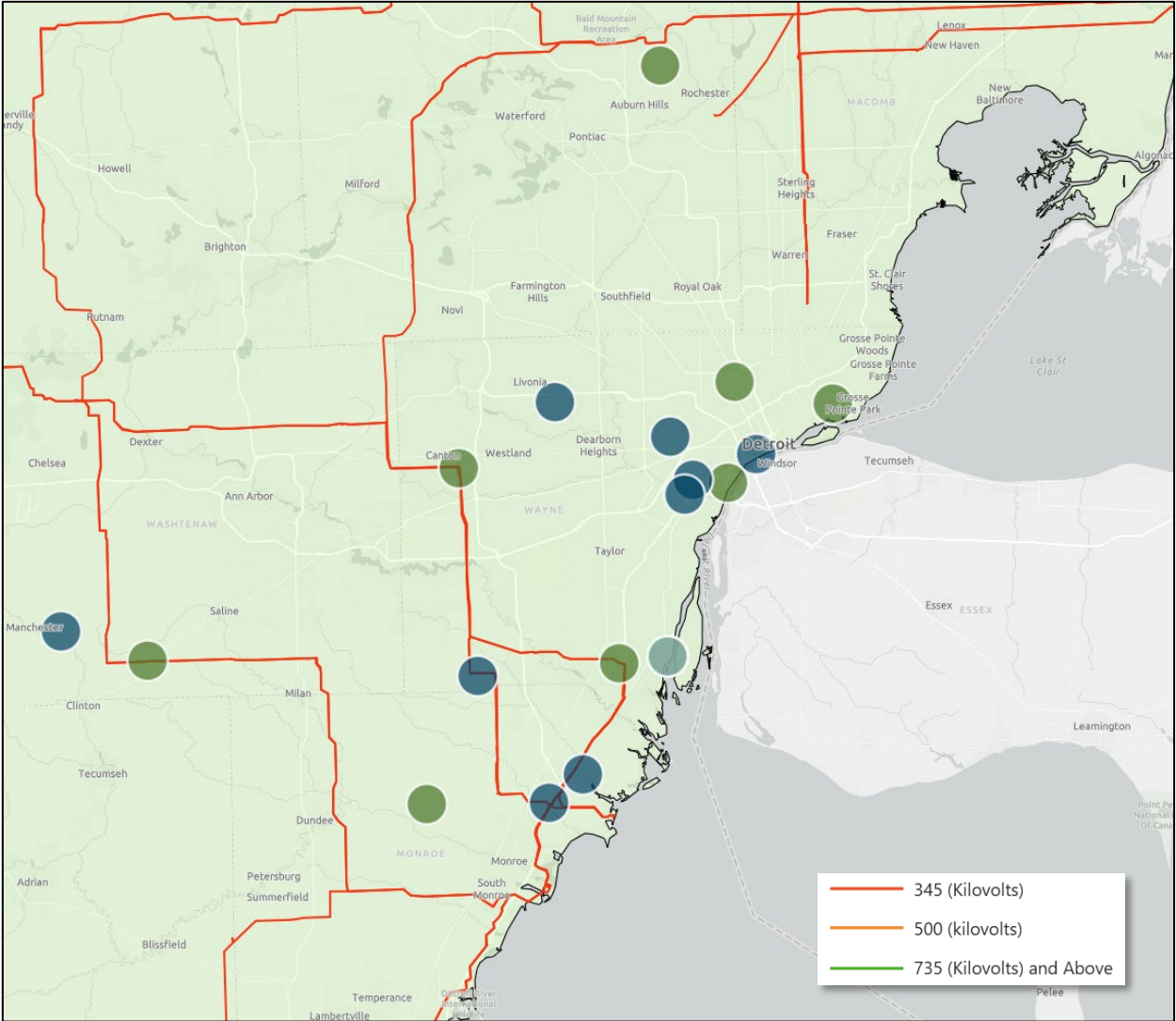
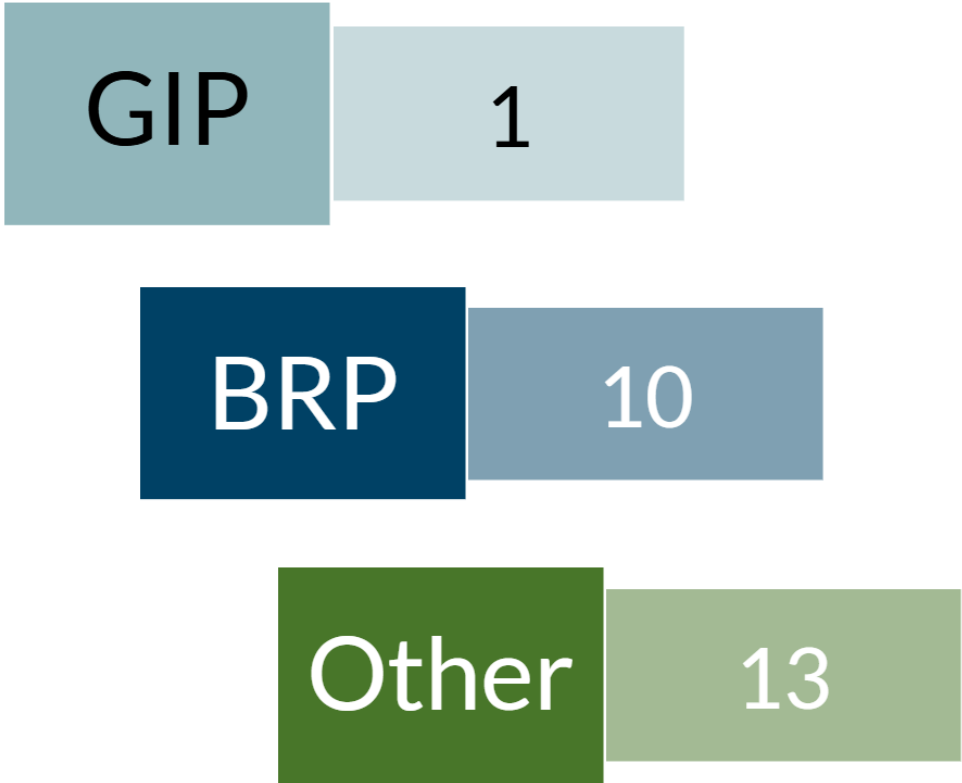
Project Facility Types As a Percentage of Cost

● Line New ● Substation ● Line Upgrade ● Transformer ● Voltage Device ● Misc.

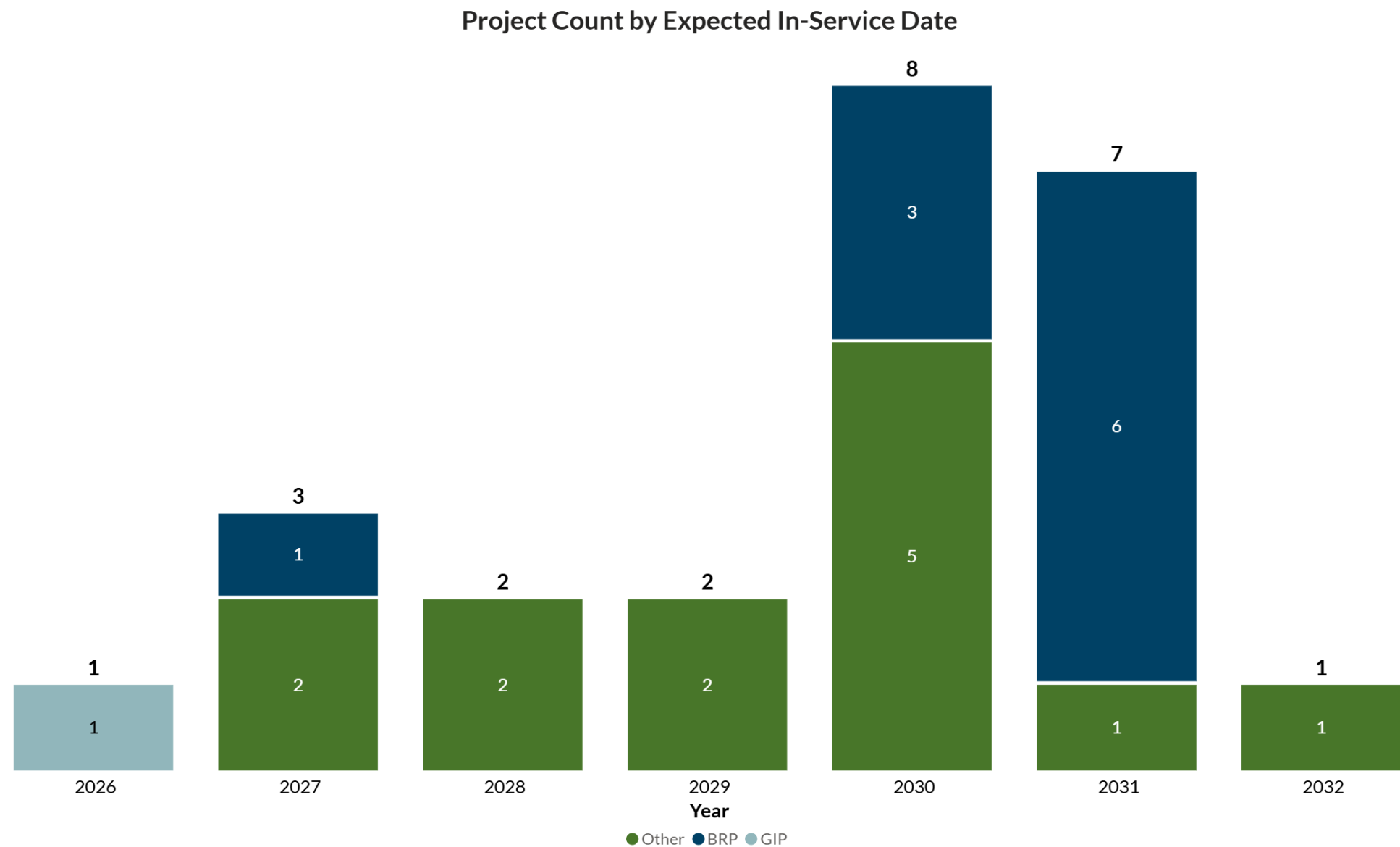


ITCT MTEP26 Project Type Breakdown

ITC MTEP26 Summary

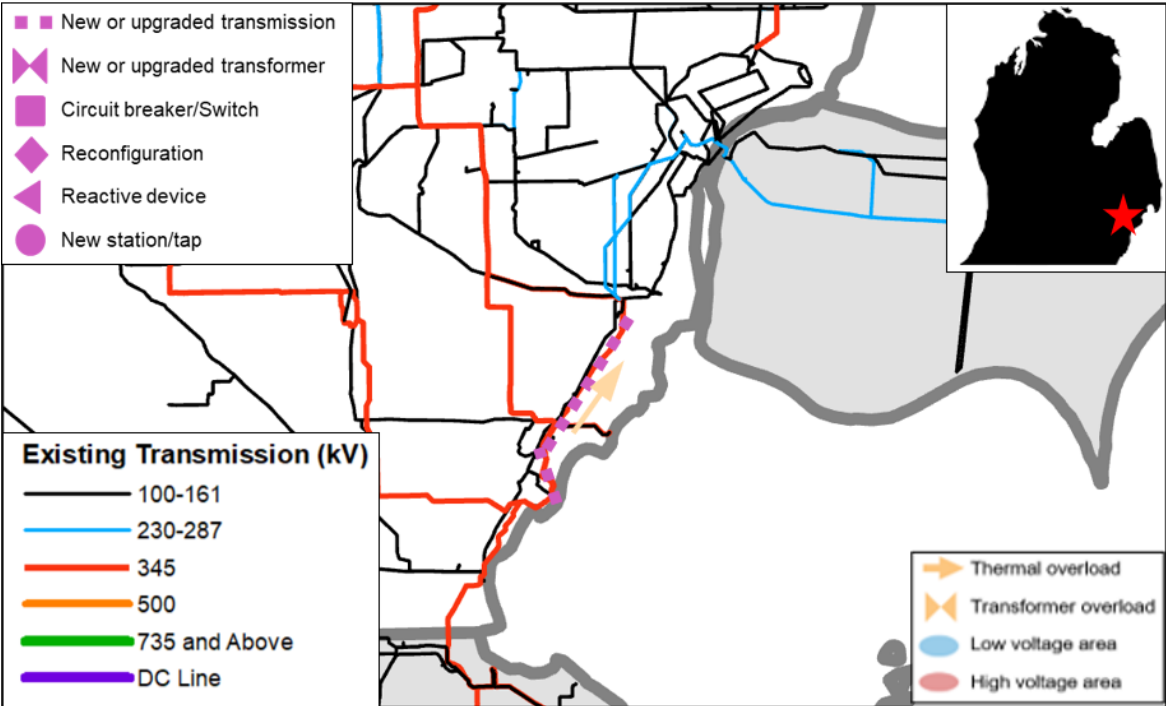


ITCT MTEP26 ISD Breakdown



Baseline Reliability Project

Details for Reconductor Brownstown-Monroe #1 345 kV



MTEP Project ID	15871
Project Name	Reconductor Brownstown-Monroe #1 345 kV
Project Type	BRP
Project Description	Reconductor 7.282 miles of the 2-954 ACSR conductor on the Brownstown – Monroe #1 345 kV circuit to 2-1431 ACSR on double circuit steel structures built to 345 kV construction with OPGW. Remediate the sag on the existing 2-1431 ACSR conductor on the Brownstown – Monroe #1 345 kV circuit to the conductor limit. The reconductor is from structure # 10969 south to Monroe 345 kV. The sag remediation is from structure #10969 north to Brownstown 345 kV.
System Need	The Brownstown – Monroe 345 kV circuit is projected to be heavily overloaded for many contingencies in the MISO MTEP25 study. The identified overloaded facilities are the conductor, sag limits, and equipment at Brownstown and Monroe 345 kV stations. Also needed for local needs from NPOA study. Also needs to be completed due to Project Cannoli.
Current Cost	\$16.1 M
Expected ISD	12/31/2031
Target Appendix	A

Baseline Reliability Project

Details for Upgrade Brownstown-Monroe #1 345 kV

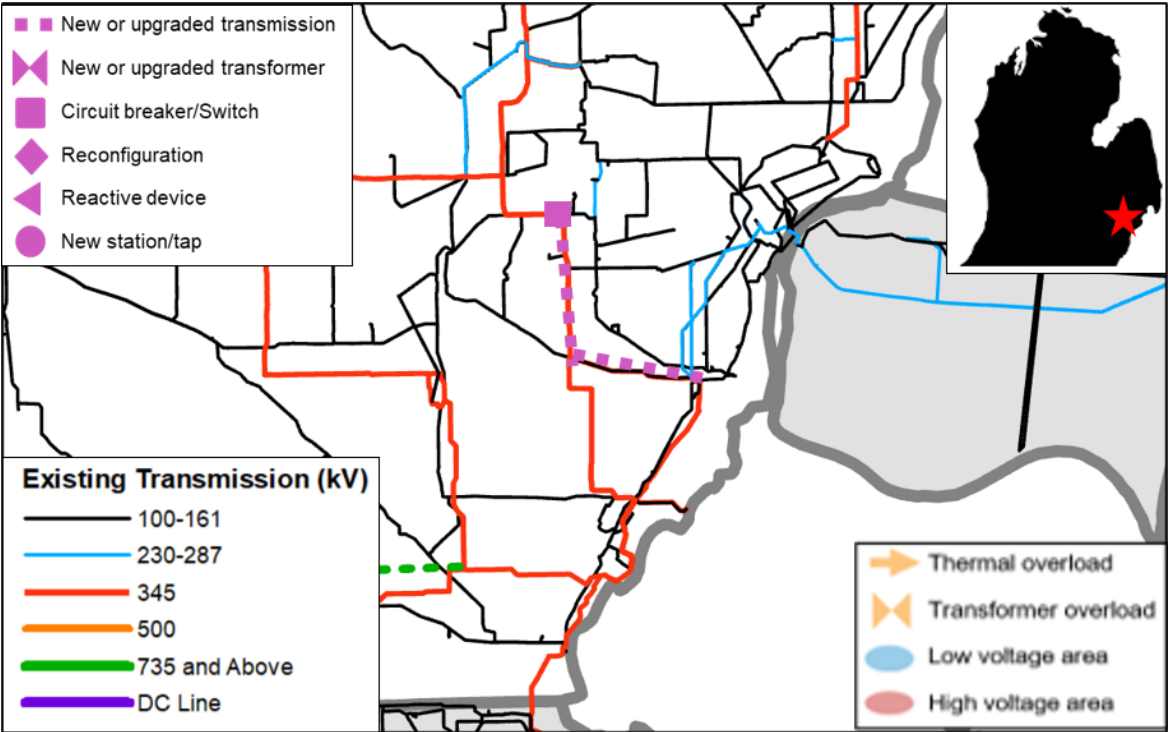
The [ITCT] Brownstown – [ITCT] Monroe line shows loading of 98% in the AA runs, but checking manually for a previously seen worst P6 contingency at Monroe to Wayne and Monroe to Lallendorf still shows overloads in all models. A redispatch was found that resolves the overloads seen in our results.

MTEP26 Thermal Violations				
Cont. Type	Model	Limiting Element	Pre-project Loading (%)	Post Project Loading (%)
N-1-1	MISO26_2028_SUM__AA_EPequivalent	[ITCT] Brownstown–[ITCT] Monroe 345 kV line	101	-

Preliminary Recommendation: Move to Appendix B

Baseline Reliability Project

Details for Upgrade Brownstown - Wayne #2 345 kV Station Equipment & Sag Remediation



MTEP Project ID	15873
Project Name	Upgrade Brownstown - Wayne #2 345 kV Station Equipment & Sag Remediation
Project Type	BRP
Project Description	Upgrade the station equipment at Brownstown 345 kV position "FT". Upgrade the station equipment at Wayne 345 kV positions "DF" and "DM". Raise the sag on Brownstown-Wayne 345kV line. Adjust CTs at both Wayne DF and DM breakers. All upgrades to a minimum summer emergency of 1585MVA (2653A).
System Need	The Brownstown - Wayne #2 345 kV circuit is projected to be marginally overloaded for a shutdown-plus-contingency that takes out Brownstown - Fermi #2 345 kV and Monroe - Wayne #1 345 kV lines. The overloaded facility is the station equipment at Brownstown 345 kV positions "FM" and "FT".
Current Cost	\$9.7 M
Expected ISD	12/31/2030
Target Appendix	A

Baseline Reliability Project

Details for Upgrade Brownstown - Wayne #2 345 kV Station Equipment & Sag Remediation

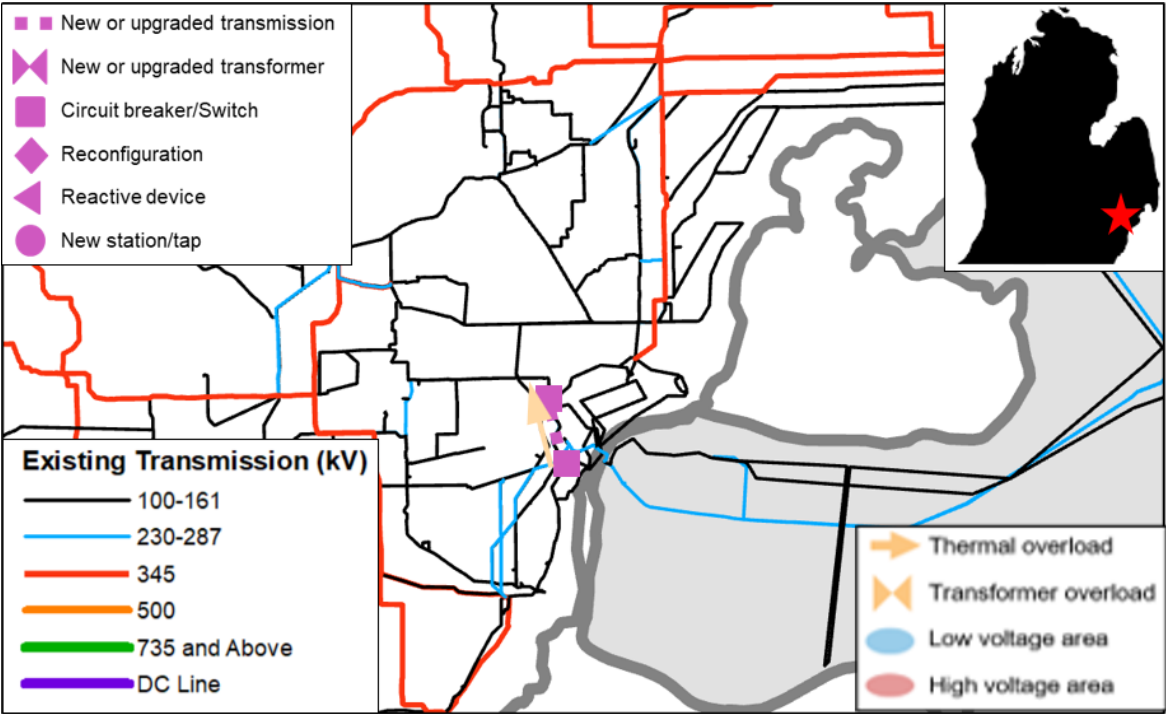
The highest loading of the [ITCT] Brownstown – [ITCT] Monroe line is 90% in the 2028 SUM model for a N-1-1 contingency.

MTEP26 Thermal Violations				
Cont. Type	Model	Limiting Element	Pre-project Loading (%)	Post Project Loading (%)
N-1-1	MISO26_2028_SUM__AA_EPequivalent	[ITCT] Brownstown–[ITCT] Monroe 345 kV line	90	-

Preliminary Recommendation: Move to Appendix B

Baseline Reliability Project

Details for Rebuild Baxter-Warren 230kV Line



MTEP Project ID	50839
Project Name	Rebuild Baxter-Warren 230kV Line
Project Type	BRP
Project Description	Rebuild ~4 miles of 1431 ACSR conductor of Warren-Baxter 230kV line. Upgrade Warren station switches “CD” and “CH”. Upgrade BUS 1590 SAC and 1431 ACSR line drop at Warren station. Upgrade Baxter switch “HI” and 1431 ACSR line drop. All upgrades to a minimum SE of 955MVA (2399A)
System Need	Baxter - Warren 230kV line is projected to become overload due to P6 contingency conditions. The overload identified is the 230kV line.
Current Cost	\$17.1 M
Expected ISD	06/01/2031
Target Appendix	A

Baseline Reliability Project

Details for Upgrade Baxter-Warren 230kV Line

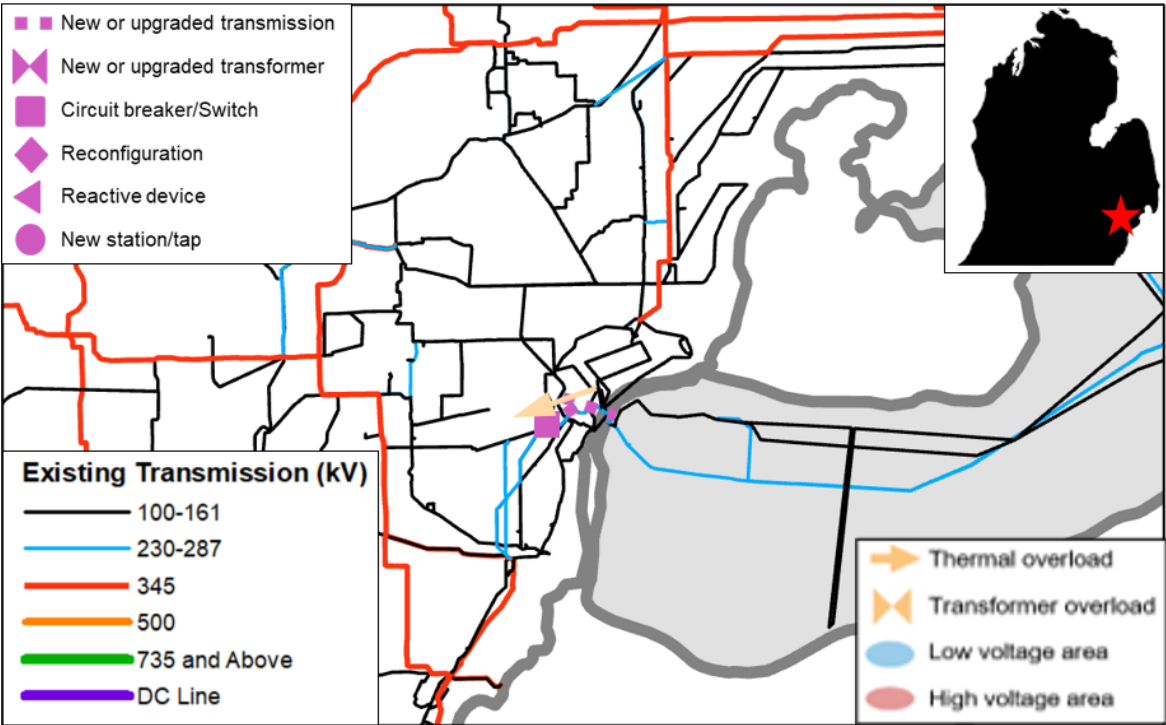
The [ITCT] Baxter – [ITCT] Warren line is loaded at 97% in the 2031 SUM and 2031 SHAW models for N-1-1 contingencies. A redispatch was found for this near overload.

MTEP26 Thermal Violations				
Cont. Type	Model	Limiting Element	Pre-project Loading (%)	Post Project Loading (%)
N-1-1	2031_SP_I1400_L100_W18_G6	[ITCT] Baxter—[ITCT] Warren 230 kV line	97	-

Preliminary Recommendation: Move to Appendix B

Baseline Reliability Project

Details for Rebuild Navarre-DBGEN Tap-Waterman 230kV Line



MTEP Project ID	50841
Project Name	Rebuild Navarre-DBGEN Tap-Waterman 230kV Line
Project Type	BRP
Project Description	Rebuild Navarre – DBGEN TAP – Waterman 230kV line. Rebuild with 230kV double circuit structure. Rebuild line drops at both Navarre and Waterman stations. All rebuild to a minimum SE of 1311MVA.
System Need	Navarre-DBGEN Tap-Waterman 230kV line is projected to become overload due to P0, P11, P2, P3 and P6 contingency conditions. The overload identified is the 230kV line.
Current Cost	\$31.0 M
Expected ISD	06/01/2031
Target Appendix	A

Baseline Reliability Project

Details for Upgrade Navarre-DBGEN Tap-Waterman 230kV Line

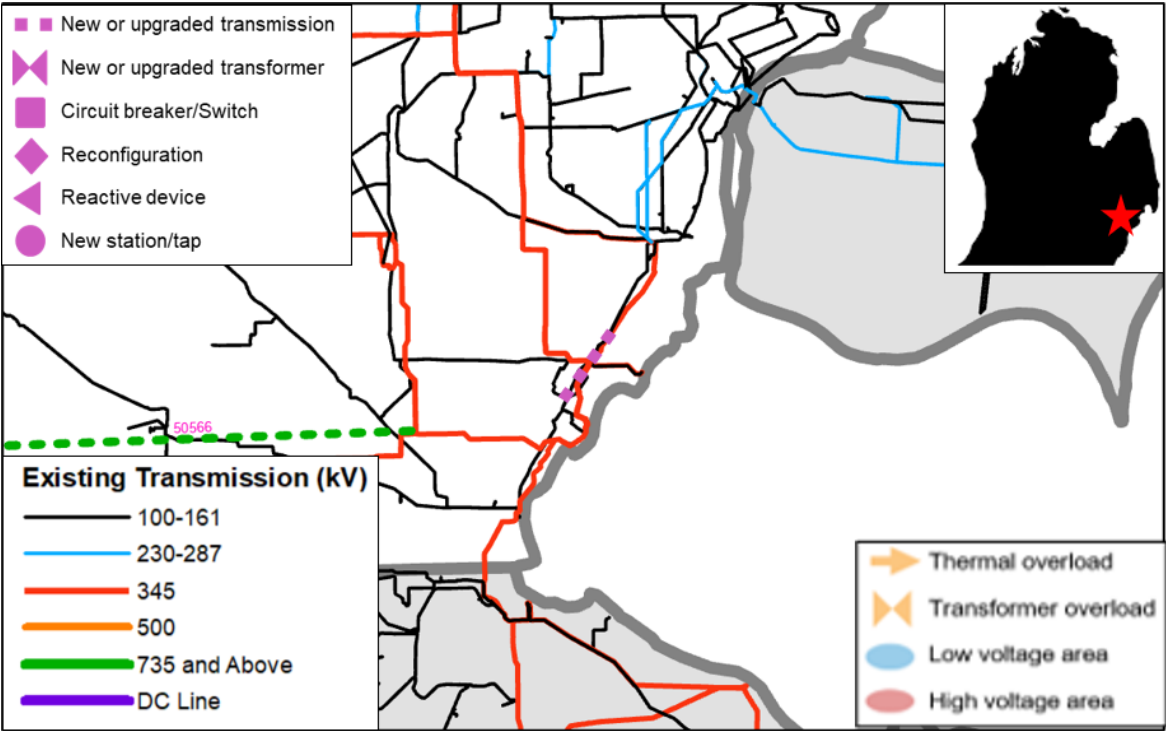
The [ITCT] Navarre – [ITCT] DBGEN 230 kV line is overloaded in 2031 SUM and 2031 SHAW models for N-1-1 contingencies.

MTEP26 Thermal Violations				
Cont. Type	Model	Limiting Element	Pre-project Loading (%)	Post Project Loading (%)
N-1-1	2031_P70_I1600_L65_W27_P6	[ITCT] Navarre—[ITCT] DBGEN 230 kV line	113	-

Preliminary Recommendation: Move to Appendix A

Baseline Reliability Project

Details for Rebuild Swan Creek - Toll Road 120kV Line



MTEP Project ID	50852
Project Name	Rebuild Swan Creek - Toll Road 120kV Line
Project Type	BRP
Project Description	Rebuild ~2.5 miles of 477 ACSR Swan Creek - Toll Road 120kV line from STR#1282A to STR#1263 with 954 ACSR conductor. Rebuild with 120kV double circuit structures.
System Need	Swan Creek – Toll Road 120kV line is projected to become overload due to P3 and P6 contingency conditions. The overload identified is the 477 ACSR conductor of the 120kV line.
Current Cost	\$6.1 M
Expected ISD	06/01/2031
Target Appendix	A

Baseline Reliability Project

Details for Rebuild Swan Creek - Toll Road 120kV Line

The highest loading of the [ITCT] Swan Creek – [ITCT] Toll Road 120 kV line is 93% in the 2028 SUM model for N-1-1 contingencies.

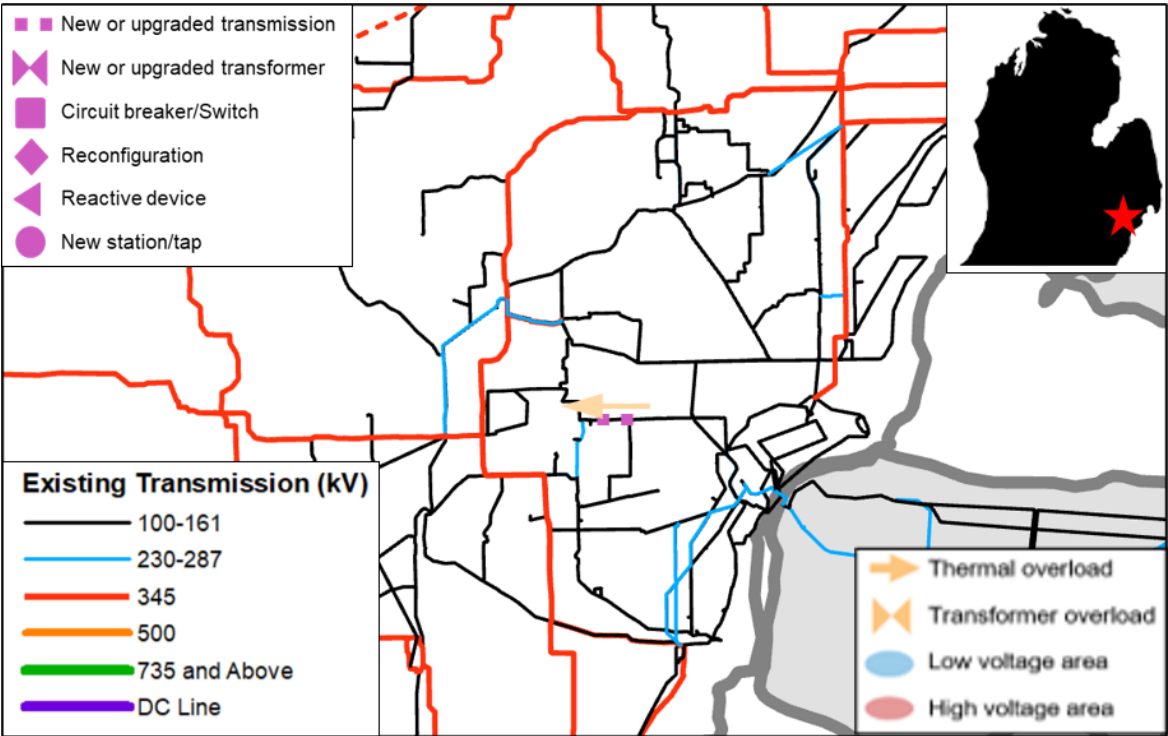
MTEP26 Thermal Violations

Cont. Type	Model	Limiting Element	Pre-project Loading (%)	Post Project Loading (%)
N-1-1	MISO26_2028_SUM__AA_EPequivalent	[ITCT] Swan Creek—[ITCT] Toll Rd 120 kV line	93	-

Preliminary Recommendation: Move to Appendix B

Baseline Reliability Project

Details for Eliminate Sag and Upgrade YOST-POLARIS-DIESEL 120kV Lines



MTEP Project ID	50867
Project Name	Eliminate Sag and Upgrade YOST-POLARIS-DIESEL 120kV Lines
Project Type	BRP
Project Description	Upgrade both 954 ACSR conductors from STR#5643 to Polaris station with 1431 ACSR conductor. Upgrade 954 ACSR conductor from STR#5652A to Yost station with 1431 ACSR conductor. Eliminate the sag limit on Yost-Polaris line 477 ACSRx2 conductor section. All upgrades to a minimum SE of 348MVA (1679A).
System Need	Polaris - Yost 120kV line is projected to become overload due to P6 contingency conditions. The overload identified is the 954 ACSR conductor at both Yost & Polaris Station line entrances and 477 ACSRx2 Conductor Sag limit. Polaris - Diesel 120kV line is projected to become overload due to P6 contingency conditions. The overload identified is the 954 ACSR conductor at Polaris Station line entrance.
Current Cost	\$1.6 M
Expected ISD	12/31/2030
Target Appendix	A

Baseline Reliability Project

Details for Eliminate Sag and Upgrade YOST-POLARIS-DIESEL 120 kV Lines

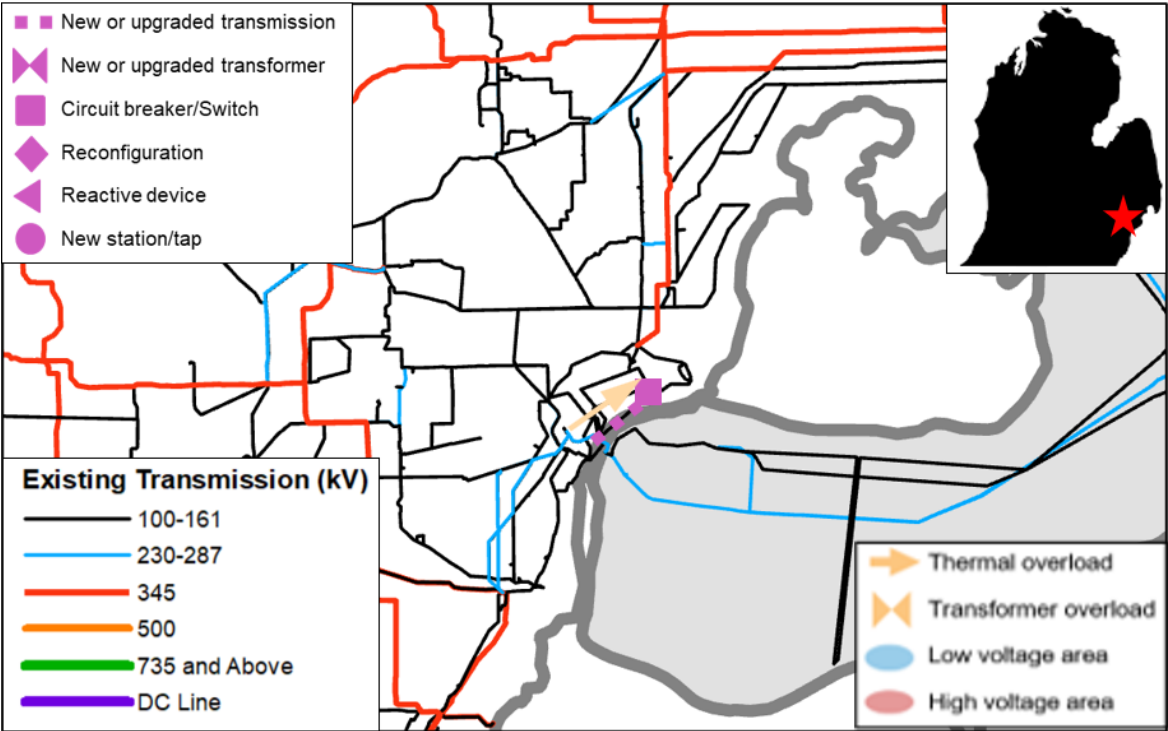
The Yost to Polaris to Diesel lines are overloaded in the 2028 SUM model. No redispatch has been found for these overloads. The ISD for this project is in 2030 so a near term mitigation will be required and MISO/ITCT are collaboratively working towards that mitigation. No results were found in the 5-year out or 10-year out models.

MTEP26 Thermal Violations				
Cont. Type	Model	Limiting Element	Pre-project Loading (%)	Post Project Loading (%)
N-1-1	MISO26_2028_SUM_AA_EPequivalent	[ITCT] Yost—[ITCT] Polaris 120 kV line	100	-
		[ITCT] Polaris—[ITCT] Diesel 120 kV line		

Preliminary Recommendation: Move to Appendix A

Baseline Reliability Project

Details for Install New St.Antoine - Waterman 120kV Circuit



MTEP Project ID	50892
Project Name	Install New St.Antoine - Waterman 120kV Circuit
Project Type	BRP
Project Description	Construct ~5 miles of new St. Antoine - Waterman 120kV underground line utilizing 2500mm ² CU cable. Expand both St. Antoine and Waterman stations. Upgrade BUS 500 CU at Alfred line terminal "HA" and section breaker "HG".
System Need	This is an alternative for Cato - Waterman 120kV Rebuild (MTEP#21745) and Corktown - Waterman 120 kV Rebuild (MTEP#17999). This project also mitigates Cato-Stone Pool and Corktown-St. Antoine 120kV lines overload issues.
Current Cost	\$117.5 M
Expected ISD	06/30/2031
Target Appendix	A

Baseline Reliability Project

Details for Install New St. Antoine - Waterman 120kV Circuit

The [ITCT] Cato – [ITCT] Waterman line is overloaded in 2028 SUM, 2031 SUM, 2031 SHHW and 2031 SHAW models. No redispatch has been found for these overloads. [ITCT] Cato – [ITCT] Stonepool line is nearly overloaded for N-1-1 contingencies in the 2031 SHAW model. The ISD for this project is in 2031 so a near term mitigation will be required and MISO/ITCT are collaboratively working towards that mitigation.

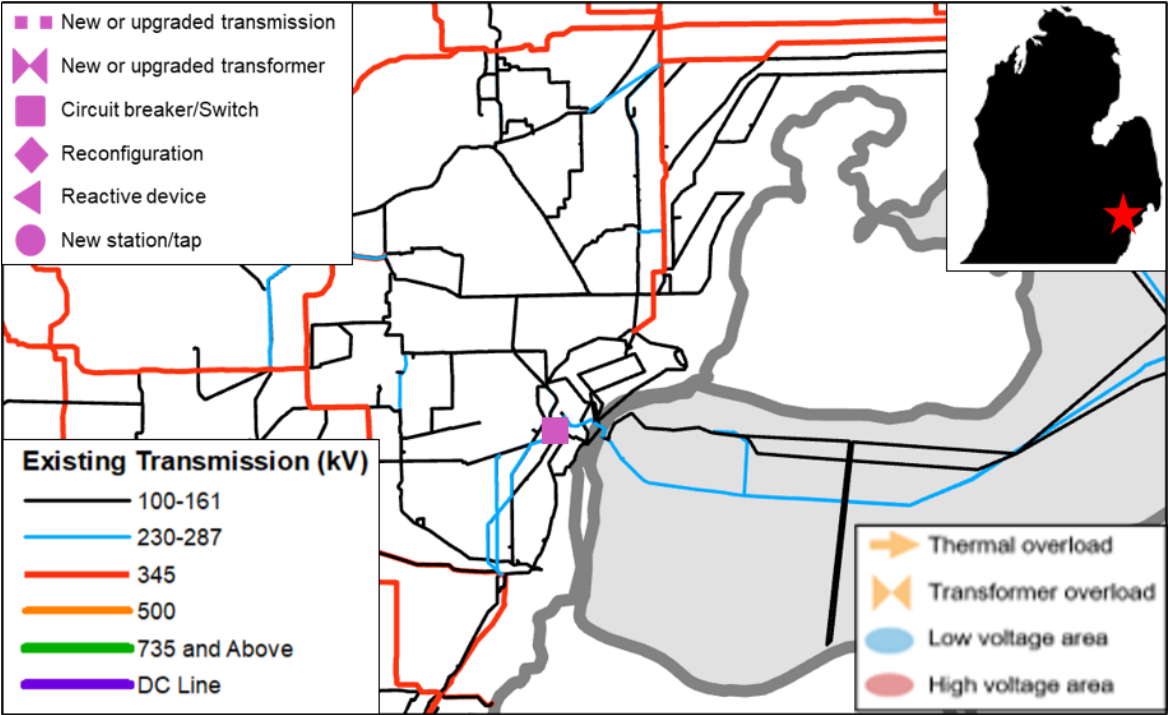
MTEP26 Thermal Violations

Cont. Type	Model	Limiting Element	Pre-project Loading (%)	Post Project Loading (%)
N-1-1	MISO26_2031_SHAW_AA_EPequivalent	[ITCT] Cato—[ITCT] Waterman 120 kV line	119	-
N-1-1	MISO26_2031_SHAW_AA_Epequivalent	[ITCT] Cato—[ITCT] Stonepool 120 kV line	99	-
N-1-1	MISO26_2031_SHAW_AA_EPequivalent	[ITCT] Stant—[ITCT] Corktown 120 kV line	92	-

Preliminary Recommendation: Move to Appendix A

Baseline Reliability Project

Details for Upgrade Navarre Station Equipment



MTEP Project ID	51019
Project Name	Upgrade Navarre Station Equipment
Project Type	BRP
Project Description	Upgrade Navarre breaker "AB" CT. Upgrade NAVAR "HL" Relay Thermal. All upgrades to a minimum SE of 673MVA.
System Need	The Navarre Transformer 201 is projected to be overloaded due to a P6 contingency condition. The overloaded equipment identified are the station equipment at Navarre, breaker "AB" CT and breaker "HL" relay thermal.
Current Cost	\$0.3 M
Expected ISD	12/31/2030
Target Appendix	A

Baseline Reliability Project

Details for Upgrade Navarre Station Equipment

The highest loading of the [ITCT] Navarre – [ITCT] Navarre 230/120 kV transformer is 92% for N-1-1 contingencies in the 2031 SHAW model.

MTEP26 Thermal Violations

Cont. Type	Model	Limiting Element	Pre-project Loading (%)	Post Project Loading (%)
N-1-1	MISO26_2031_SHAW_AA_EPequivalent	[ITCT] Navarre—[ITCT] Navarre 230/120 kV Transformer	92	-

Preliminary Recommendation: Move to Appendix B

BRP Project Summary

MTEP Project ID	Project Name	Expected ISD	Current Cost
15871	Reconductor Brownstown-Monroe #1 345 kV	12/31/2031	\$16.1 M
15873	Upgrade Brownstown - Wayne #2 345 kV Station Equipment & Sag Remediation	12/31/2030	\$9.7 M
<u>18208</u>	<u>Airport - WDHVN Tap 120 kV Sag Remediation</u>	<u>01/01/2031</u>	<u>\$0.7 M</u>
50839	Rebuild Baxter-Warren 230kV Line	06/01/2031	\$17.1 M
50841	Rebuild Navarre-DBGEN Tap-Waterman 230kV Line	06/01/2031	\$31.0 M
50852	Rebuild Swan Creek - Toll Road 120kV Line	06/01/2031	\$6.1 M
50867	Eliminate Sag and Upgrade YOST-POLARIS-DIESEL 120kV Lines	12/31/2030	\$1.6 M
50892	Install New St.Antoine - Waterman 120kV Circuit	06/30/2031	\$117.5 M
51019	Upgrade Navarre Station Equipment	12/31/2030	\$0.3 M
<u>51167</u>	<u>Upgrade Sag on Lark-Washtenaw Jct. 138 kV</u>	<u>12/01/2027</u>	<u>\$2.8 M</u>

Bold MTEP Project IDs indicate submission through the Expedited Project Review (EPR) process.
 Bold and Underlined MTEP Project IDs indicate the project is Appendix A approved via the EPR process.

Unlabeled

Other Projects

MTEP Project ID	Project Name	Other Type	Expected ISD	Current Cost
<u>50730</u>	<u>Cortland 120 kV Station Expansion</u>	<u>Local Needs</u>	<u>12/31/2030</u>	<u>\$42.7 M</u>
50842	Replace Waterman Transformer #201	Age and Condition	06/01/2030	\$9.2 M
50844	Replace Wayne Transformer #304 345-230kV	Age and Condition	06/01/2030	\$16.2 M
50848	Replace Brownstown Transformer #302 345-230kV	Age and Condition	06/01/2030	\$13.8 M
50849	Decommission Trenton Channel East Mat	Age and Condition	12/15/2029	\$11.9 M
50851	Rebuild Toll Road - Vital 120kV Line	Age and Condition	06/01/2032	\$26.0 M
50869	Rebuild Bloomfield - Sunbird 120 kV	Age and Condition	06/01/2031	\$22.1 M
50890	New 120 kV Substation - Conner Load Interconnection	Load Growth	01/01/2030	\$7.8 M
51028	ITCT Customer Interconnections - 2029	Load Growth	12/31/2029	\$2.5 M

Other Projects cont.

MTEP Project ID	Project Name	Other Type	Expected ISD	Current Cost
51029	ITCT Line Relocation - 2028	Local Needs	12/31/2028	\$2.5 M
51030	ITCT Asset Replacement Program - 2028	Age and Condition	12/31/2028	\$58.2 M
<u>51134</u>	<u>Project Benton</u>	<u>Load Growth</u>	<u>11/30/2027</u>	<u>\$92.4 M</u>
51220	Project Cannoli	Load Growth	12/31/2027	\$308.0 M

Bold MTEP Project IDs indicate submission through the Expedited Project Review (EPR) process.
Bold and Underlined MTEP Project IDs indicate the project is Appendix A approved via the EPR process.

Generator Interconnection Projects (GIPs)

MTEP Project ID	Project Name	Expected ISD	Current Cost
50630	R1041 Generator Interconnection - TOIF	04/13/2026	\$2.0 M

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Questions?



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