



Interregional Coordination Update

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Manager, Interregional Market Operations
Members Committee Webinar

June 6, 2022



The most recent Joint and Common Market meeting was held on February 15, 2022.



The next joint stakeholder meeting will be hosted by PJM on August 29, 2022 via WebEx



Meeting materials are posted approximately one week in advance at the [PJM/MISO Joint and Common Market Initiative](#) as well as the [Joint and Common Market](#) websites

Planning Issues

- Interregional Planning

Market Issues

- Freeze Date
- M2M Enhancements

Administrative

- M2M Settlements
- Issue Status

Submit topics for the
JCM Meeting to
Joseph.Ciabattoni@pjm.com

- Issue status and drill down reports available at below websites:
 - [PJM/MISO Joint and Common Market Initiative](#)
 - [Joint and Common Market](#)
- Biennial Review of MISO-PJM Joint Operating Agreement:
 - <https://pjm.com/markets-and-operations/energy/market-to-market.aspx>
- Pending market-to-market settlement adjustments
 - None



- Increases Accuracy and Equitability of Transmission Loading Relief (TLR) obligations
 - More real time data
- Addresses current deficiencies
 - Less static data
- March 2nd 2022 compliance filings were made
 - MISO-PJM Joint Operating Agreement (JOA)
 - Congestion Management Process (CMP)
 - PJM Open Access Transmission Tariff (OATT)
- **PFV go live was June 2nd 2022**





PJM-MISO Freeze Date and Firm Flow Entitlements

- Reference date of April 1, 2004, known as “Freeze date”, is used as a mechanism to determine firm rights on flowgates based on pre-market firm flows.
 - CMP Members (PJM, MISO, SPP, TVA, Manitoba Hydro, and LGE/KU) have been developing a collaborative solution to update these firm rights
- CMP Members are working on the final items for the Phase 2 solution:
 - Phase 2 implementation date will be determined when individual Planning discussions are completed by each entity
 - CMP members have developed design components for the Phase 2 solution
 - Firm Flow Entitlement (FFE) solution is almost finalized; Firm Flow Limit (FFL) remains an open item
 - Discussions will continue to finalize design components and whitepaper
 - Stakeholder education will occur during future MIC and JCM meetings
 - Stakeholders will be updated prior to FERC filing



- PJM and TVA continue to review the Joint Reliability Coordination Agreement (JRCA)
 - General review of JRCA
 - Updating Article IX – Planning section
 - Adding LGE-KU to the JRCA
 - PJM and TVA are still working on this agreement
 - FERC filing for changes (as it applies to PJM and LGE-KU) expected in Q4, 2022
 - Updates will be reviewed with PJM Stakeholders prior to FERC filing
 - OC, MC Webinar

- *Purpose: An introduction to Parallel Flow Visualization and the updates to the NAESB standards that enact it*

Key Takeaways:

- Deficiencies exist in how TLR relief obligations are calculated
 - Calculation relies on a mix of static and real-time information
 - Current rules assume all generation serving load is using Firm Transmission Service
- PFV Enhances TLR relief obligation calculations
 - Assigns a specific curtailment priority of each generator based on expanded electronic tagging or a transmission service provider's tariff.
 - Requires all Balancing Authorities to submit real-time state estimator data to a common powerflow model

- PJM and MISO are conducting a two-year Interregional Market Efficiency Project (IMEP) study in 2020/2021
- Issues identification and benefit determination conducted in each regional process consistent with current effective JOA
- Interregional proposals must:
 - Address at least one identified issue in each region
 - (could be same issue if identified by both RTOs)
 - Be submitted to both regional processes

- Benefits to each RTO are determined by that RTO using their respective regional process and metrics (Tariff)
 - Note inconsistent study years and discount rates
- Costs are allocated inter-regionally based on pro rata share of benefits, as determined above
- Interregional projects must meet the B/C criteria in each RTO (based on allocated costs), qualify as an MEP under both the MISO and PJM process, and be approved by each RTO's board
- Final recommendations will be presented to the PJM Board of Managers for consideration in the November-December (2021) time frame

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