

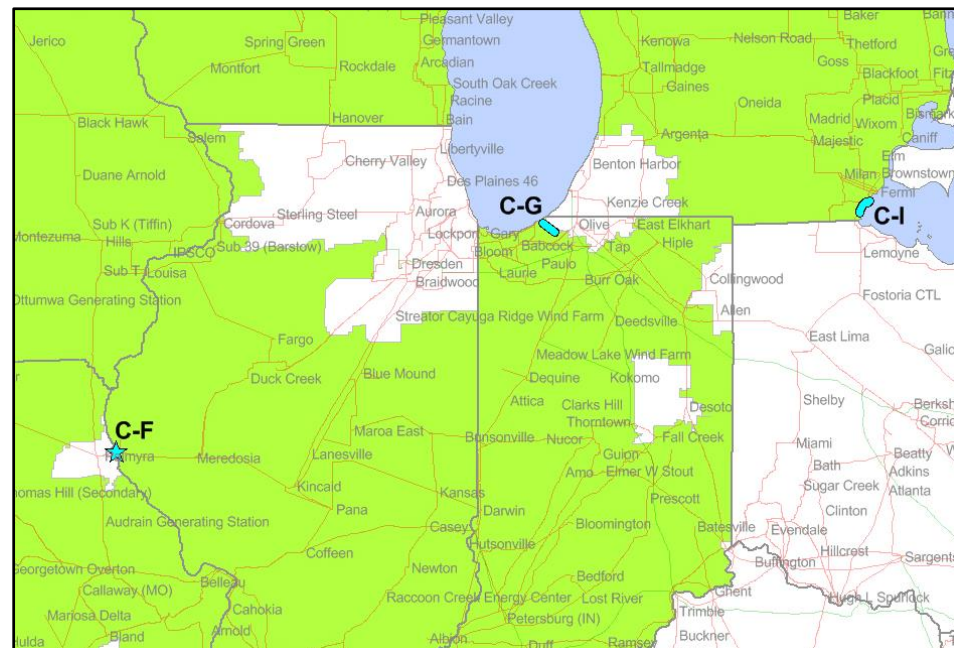


# Interregional Planning Update

November 19, 2019

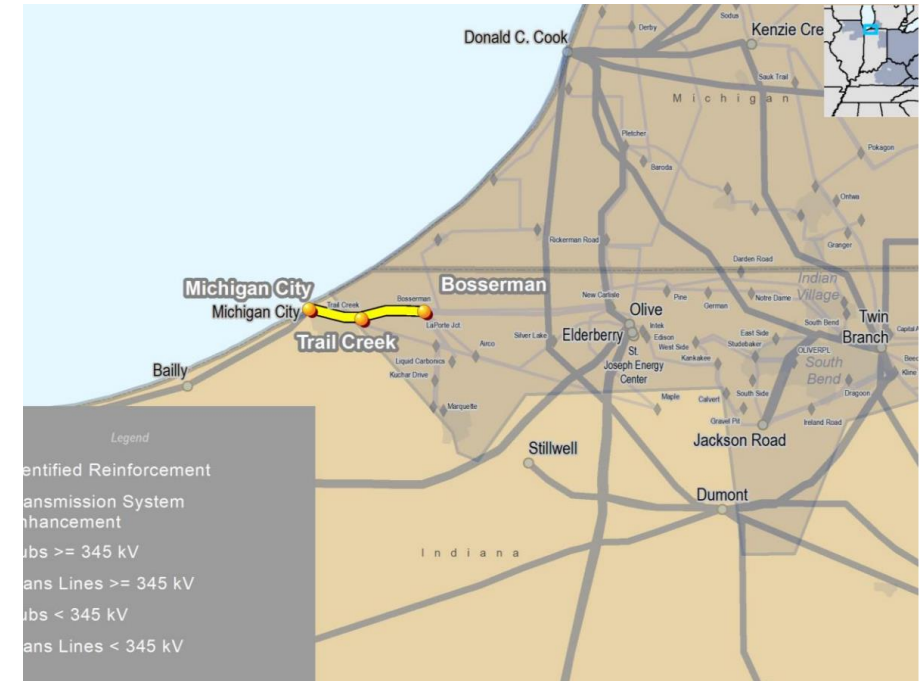
- Enhancements to 9.3 & 9.4 of the JOA were filed October 3:
  - Eliminates 5% GLDF criteria for IMEPs
  - Clarifies joint model is not required for IMEP study
  - Clarifies obligation to construct approved projects
  - Removes out of cycle cost allocation provisions
  - Other clerical/clean up items

- PJM and MISO are concluding a two-year Interregional Market Efficiency Project (IMEP) study
- 3 common constraints were identified
- Ten MISO-PJM interregional solutions were evaluated through the interregional process



- Flowgate C-F: Marblehead N Transformer 161/138kV
- Flowgate C-G: Bosserman to Trail Creek 138kV
- Flowgate C-I: Lallendorf to Monroe 345kV.

- Study is complete, concluding 2019 Coordinated System Plan
- Three identified congestion drivers:
  - Marblehead N 161/138kV Transformer
    - No proposed project met B/C criteria in either region
  - Lallendorf – Monroe 345kV
    - No proposed project effectively resolved congestion
  - Bosserman – Trail Creek 138kV
    - Reconductoring of Michigan City to Trail Creek to Bosserman 138kV pending regional approvals



- PJM & MISO Board approval, subject to FERC approval of MISO regional cost allocation
  - MISO: add to Appendix B in December, move to Appendix A when cost allocation is approved
  - PJM: Target February board approval conditional of MISO approval of same project
- Annual Issues Review in Q1 2020, and development of 2020 Coordinated System Plan



- November 12, 2019
  - Original version posted