

2026 Economic Planning Study Kickoff

PRESENTED BY:

Stephanie Schmidt & Ian Espinosa

Transmission Planning Engineers

March 16, 2026

Introduction

- Project Updates
- Process Overview and Timeline
- Study Area Results
- Next Steps

Paddock 138 kV and 69 kV

- ATC received LIRFs in this area after study selection was made
- 138kV and 69kV lines in the Paddock / Kittyhawk area will be studied as part of those processes

Aviation - North Fond du Lac 138 kV

- Will provide study updates at the May stakeholder meeting

2026 TYA Kickoff

ATC Process Overview and Timeline

- **By March 1** – we work with stakeholders to request and prioritize new/other economic studies and recommend study assumptions.
- **By April 15** – we identify preliminary areas of economic study, study assumptions and models and solicit further comments from stakeholders.
- **By May 15** – we finalize areas of economic study, study assumptions and models to be used in analysis.
- **By November 15** – we provide a summary of the results of the economic analyses to our stakeholders.

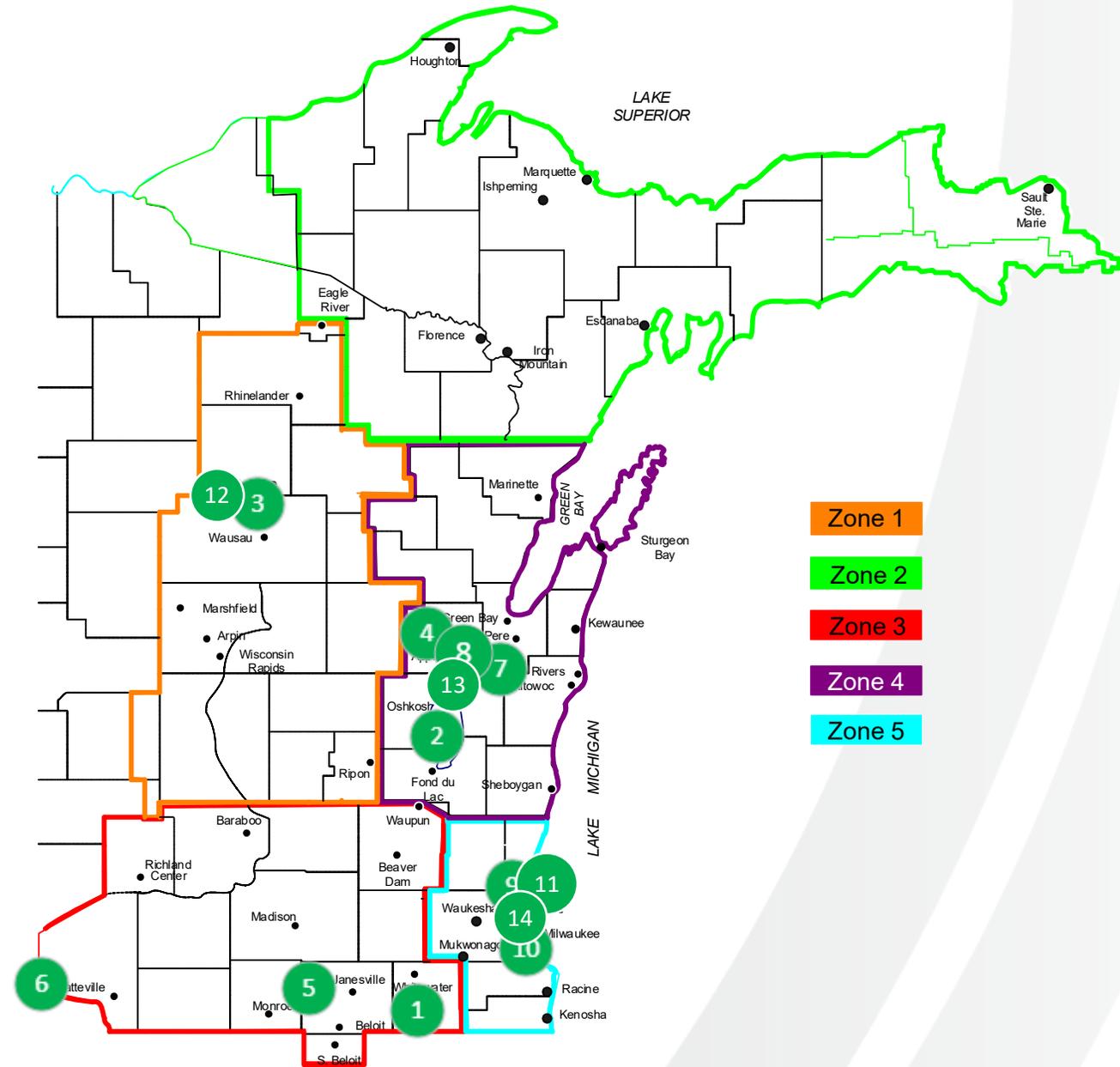
Model Development

- MISO Economic Model Series (MEMS) Future 2A models
 - Added to model:
 - ◆ DPP 19, 20, 21, 22, and 23 projects and generators
 - ◆ TYA, LRTP Tranche 2, and MTEP24 & MTEP25 Appendix A projects
 - Will consider:
 - ◆ MTEP26 Target A projects
 - ◆ Large Loads and network upgrades as appropriate
- Series F2A Updates to F1A
 - Years 10, 15, 20 (2032, 2037, 2042)
 - Accelerated pace of generation fleet transition
 - Reference Case Scenarios
 - Includes LRTP Tranche 1 projects
 - Change Case Scenarios
 - Includes preliminary LRTP Tranche 2 projects

Notable 2025 Congestion

Day Ahead Hours	Real Time Hours	Constraint
1034	443.5	Elkhorn - North Lake Geneva 138 kV
958	288.00	Aviation - North Fond du Lac 138 kV
617	146.67	Sherman Street - Sunnyvale 115 kV
252	67.17	North Appleton - Werner West 345 kV
773	107.17	Bass Creek - Norwegian Creek 138 kV
434	156.25	Nelson Dewey 161/138 kV Xfmr T91
98	13.83	Branch River - Forest Junction 345 kV
144	23.50	Fox River - North Appleton 345 kV
194	86.00	Granville - Tosa 138 kV
124	40.83	Oak Creek 345/230 kV Xfmr T884
103	22.42	Bluemound - Butler 138 kV
90	6.00	Sunnyvale - Wien 115 kV
88	27.92	Forest Junction - Kaukauna Central Tap 138 kV
163	0.00	Bluemound - Tosa 138 kV

- 1 Elkhorn - North Lake Geneva 138 kV
- 2 Aviation - North Fond du Lac 138 kV
- 3 Sherman Street - Sunnyvale 115 kV
- 4 North Appleton - Werner West 345 kV
- 5 Bass Creek - Norwegian Creek 138 kV
- 6 Nelson Dewey 161/138 kV Xfmr T91
- 7 Branch River - Forest Junction 345 kV
- 8 Fox River - North Appleton 345 kV
- 9 Granville - Tosa 138 kV
- 10 Oak Creek 345/230 kV Xfmr T884
- 11 Bluemound - Butler 138 kV
- 12 Sunnyvale - Wien 115 kV
- 13 Forest Junction - Kaukauna Central 138 kV
- 14 Bluemound - Tosa 138 kV



Choosing Study Area

- Avoid areas that may have fixes for historical congestion
 - Project scopes are not completely finalized for LRTP Tranche 2 or newer DPP cycles
 - **Best Value Plan**
- Elkhorn - North Lake Geneva 138 kV
 - North Lake Geneva – Elkhorn 138 kV, Rebuild
 - LRTP Tranche 2 (Projects 28, 30, 31)
 - Bluemound - Butler 138 kV, Granville - Tosa 138 kV, Oak Creek 345/230 kV Xfmr
 - LRTP Tranche 2 (Mill Road – Granville Project, 230kV conversion, Elm Road – Racine 345kV)
 - Nelson Dewey 161/138 kV Xfmr
 - New Nelson Dewey 161/ 138kV transformer (MTEP26 Target Appx B)
 - Forest Junction - Kaukauna Central Tap 138 kV
 - Appleton Area Reliability Project
 - Aviation - North Fond du Lac 138 kV
 - Aviation - North Fond Du Lac 138 kV, Partial Rebuild (MTEP26 Target Appx B)
 - Fox River - North Appleton 345 kV
 - North Appleton - Fox River 345 kV, Reconductor (J1316 Paris SS Network Upgrades)

Stakeholder and Customer Feedback

- ATC is soliciting stakeholders and customers for recommendations on new/ alternative economic projects, study assumption changes, and study areas of focus for 2026.
- ATC requests feedback in areas where Public Policy Requirements may drive transmission needs.
 - Public Policy Requirements are enacted statutes (i.e., passed by the legislature and signed by the executive) and regulations promulgated by a relevant jurisdiction, whether within a state or at the federal level, including duly enacted laws or regulations passed by a local governmental entity, such as a municipal or county government. Stakeholders are encouraged to provide ATC with Public Policy Requirements. ATC utilizes transmission needs driven by Public Policy Requirements in its assumptions when performing economic analysis of study areas. The transmission needs driven by Public Policy Requirements that will be included in ATC's finalized assumptions will be posted prior to May 15th.

Next Steps

- Project / Analysis Development
 - Review of Congestion and Adjacent Projects
 - Stakeholder Feedback due March 31, 2026
- Analysis of Projects
 - All Study Years in F2A
- Timelines
 - By April 15: Define Preliminary Assumptions
 - By May 15: Finalize Assumptions
 - By November 15: Provide Analysis Update

Questions

- ATC Economic Planning
- Dale Burmester
 - dburmester@atcllc.com
- Stephanie Schmidt
 - sschmidt2@atcllc.com
- Ian Espinosa
 - iespinosa@atcllc.com

Q&A