

New England Large Load Show Cause Order (EL26-72)



Additional Details on Proposed Large Load Process

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Project Title: New England Large Load Show Cause Order (EL26-72)

Proposed Effective Date: TBD

- This project covers the ISO's and Participating Transmission Owners' (PTOs) response to the [Federal Energy Regulatory Commission's \(FERC\) June 18, 2026 show cause order](#) (Order)
 - See ISO's [conceptual design](#) from August 18-19, 2026, which covers concepts related to:
 - The types of transmission services allowed for Large Loads (*i.e.*, Firm Contract Demand Service (FCDS), Interim Contract Demand Service (ICDS) and Non-Firm Contract Demand Service (NFCDS))
 - The coordination of Large Load Studies with Large Load Interconnecting Transmission Owner identification of interconnecting facilities
 - The concurrent study of Large Loads and Co-Located Generators/Electrically Proximate Generators
- This presentation provides additional details on:
 - The overall Tariff structure proposed to accommodate Large Load related rules
 - Key Large Load related definitions
 - Exemption and transition
 - The Large Load Transmission Service Application process and Large Load Study procedures
 - Voltage and frequency ride-through requirements
 - Miscellaneous items

Additional Proposal Components

- Three additional presentations have been posted for the September Joint TC/MC/RC meeting:
 - [Operational Requirements](#) – Introduction to proposed forecasts, telemetry, and communications requirements, ramp rate requirements, and outage coordination requirements; Introduction to proposed Tariff redlines
 - [Cost Recovery Agreement \(CRA\)](#) – Participating Transmission Owners Administrative Committee (PTO AC) overview of proposed CRA
 - [Market Design and Settlements](#) – Introduction to proposed market design and settlements concepts; Introduction to proposed Tariff redlines
- The ISO and PTOs will continue to develop the proposal and associated Tariff redlines, incorporating stakeholder feedback, through the [voting meeting](#)



Proposed Tariff Structure for Large Loads – Part II.J of the OATT

- The ISO proposes a new part in the OATT, included in materials posted for this TC meeting, which addresses:
 - The types and nature of transmission services available to Large Loads (II.56 – II.57)
 - The Large Load Transmission Application process and the posting of Large Load Network Upgrade information for transparency purposes (II.58)
 - The designation of new capacity for FCDS (II.59)
 - The Large Load Study procedures (II.60)
 - Redispatch and load shedding (II.61)
 - Determination of demand for the Large Load transmission services (II.62)
 - Operational arrangements (II.63)
- This new section will be accompanied by additional materials to be presented at the next TC meeting:
 - Large Load Transmission Service Application, Large Load System Impact Study Agreement, Large Load Facilities Study Agreement, and Large Load Transmission Service Agreement (all will be included as attachments to the OATT)
 - A new section in each Schedules 22 and 23 describing the Interconnection Procedures for Co-Located Generators and Electrically Proximate Generators, and some minor revisions to address coordination of Large Loads with the Cluster Study base case

KEY LARGE LOAD-RELATED DEFINITIONS



Proposed Tariff Structure for Large Loads – Section I.2.2

Section	Tariff Coverage
Section I.2.2 Definitions	Addition of various definitions related to Large Loads Included with the materials for this September 2026 TC meeting

Key Large Load Related Definitions – Section I.2.2

- This presentation will review the following definitions in detail:
 - Large Load
 - Large Load Eligible Customer
 - Large Load Transmission Customer
 - Co-Located Load and Electrically Proximate Load
 - Co-Located Generator and Electrically Proximate Generator
 - Non-Firm Large Load Generator Arrangement
- New terms associated with the Large Load process are included in the redlines to Section I.2.2

Large Load Definition

- **Large Load** is a commercial or industrial customer, located at a single site behind one or more points of interconnection, and that has a gross peak demand of 50 MW or greater, interconnects to the transmission system, either directly or through a system primarily designed to serve the customer, at a voltage level of greater than 60 kV
- In the Tariff, exceptions are described in the definition; however, they are shown as bullets on the next slide for ease of review
- Transitions and exemptions from the definition are discussed in the next section of this presentation

Large Load Exclusions

- The ISO is proposing the exclusion of certain types of loads from the Large Load definition
 - Electrical energy support resources, such as storage resources (e.g., pumped storage and battery energy storage systems)
 - Emergency and municipal services resources, such as hospitals, major medical complexes, and water treatment facilities
 - Transportation and infrastructure resources other than dedicated electric vehicle charging facilities, such as railroads and airports
 - Campus facilities that do not have dedicated computational, industrial or commercial process loads 1 MW or greater, that in aggregate exceed 50 MW, such as a university campus without a major data center
- These exclusions are based on a variety of factors, including but not limited to characteristics of the load, consistency with other regions, and stakeholder feedback



Large Load Eligible Customer and Large Load Transmission Customer Definitions

- **Large Load Eligible Customer** is the Eligible Customer that submits an application for Firm Contract Demand Service, Interim Contract Demand Service, or Non-Firm Contract Demand Service on behalf of a Large Load
- **Large Load Transmission Customer** is the Large Load Eligible Customer that has completed the large load service application and study procedures set forth in Sections II.58 and II.60 of the OATT, and executed a Large Load Transmission Service Agreement and receives Firm Contract Demand Service, Interim Contract Demand Service, or Non-Firm Contract Demand Service on behalf of a Large Load

Co-Located Large Load and Electrically Proximate Large Load Definitions

- **Co-Located Large Load** is a configuration where a Large Load's Point of Delivery is located on the Interconnection Facilities of an existing or planned Generating Facility
- **Electrically Proximate Large Load** is a configuration where a Large Load's Point of Delivery is located at (or directly connected radially through dedicated facilities to) the same substation and voltage level as a Generating Facility's Point of Interconnection (or to the Generating Facility's radially dedicated facilities that connect between the substation and its Point of Interconnection), such that the Generating Facility's Point of Interconnection is sufficiently electrically close to the associated Large Load's Point of Delivery, such that the impact on the transmission system of the combination of the Generating Facility and the Large Load, with the exception of the transmission facilities between the two, will be effectively the same as if they were located at the same point

Co-Located Generator and Electrically Proximate Generator Definitions

- **Co-Located Generator** is a Generating Facility that is associated with a Co-Located Load through a Non-Firm Large Load Generator Arrangement
- **Electrically Proximate Generator** is a Generating Facility that is associated with an Electrically Proximate Load through a Non-Firm Large Load Generator Arrangement



Non-Firm Large Load Generator Arrangement Definition

Non-Firm Large Load Generator Arrangement is an arrangement between a Co-located Load or Electrically Proximate Load and the applicable Co-Located Generator or Electrically Proximate Generator which supports the Large Load taking Interim Contract Demand Service or Non-Firm Contract Demand Service



EXEMPTIONS AND TRANSITION



Full or Partial Exemption from Large Load Requirements – Part II.J

Category of Load that Meets the Large Load Requirement, Based on Status as of the November 2026 Filing Date for Proposed Tariff Revisions	Exempt from Large Load Study Procedures?	Exempt from Large Load Operational and Bring Your Own New Capacity (BYONC)* Requirements?
In-Operation	Yes	Yes
Sufficiently Under Construction**	Yes	Yes
Signed a study agreement	Yes	No
Not yet signed a study agreement	No	No

*The update from BYONG to BYONC further focuses the term on the concept of capacity

**Details on what “sufficiently under construction” means will be presented at the next TC meeting

Transition to a Large Load – Part II.J

- In-operation or sufficiently under construction large loads will transition to Large Loads if:
 - There is a proposal to increase gross peak demand by 5 MW or more relative to their historical peak consumption as of the June 18, 2026 show cause order date, and
 - The load will meet the Large Load definition after the proposed 5 MW or more increase in its gross peak demand
- If an in-operation or sufficiently under construction large load proposes a sufficiently large increase in consumption such that it will become a Large Load:
 - Existing transmission service will automatically transition to Firm Contract Demand Service
 - The incremental gross peak demand must meet all Large Load requirements
 - The entire Large Load will be subject to the Large Load operational requirements

LARGE LOAD APPLICATION PROCESS AND STUDY PROCEDURES



Large Load Serial Study Process

- Applications from Large Load Eligible Customers will be accepted and studied serially
 - The intent of the order is to create an expedited path for Large Load connections that accepts applications on a rolling basis with a timely study period (e.g., 90 days)
 - The order heavily refers to SPP's HILL process, which is a serial study process
- The ISO proposes specific rules for the coordination of multiple Large Load studies and the coordination of Large Load studies with Cluster Studies to address concerns about upgrade responsibility and withdrawals
 - These details are addressed in later slides

Large Load Application – Section II.58

- The ISO will accept applications from Large Load Eligible Customers on a rolling basis, and will assign a queue position once an application is deemed complete
- A complete application requires:
 - Information on the party requesting service
 - A statement that the party requesting service is, or will become, a Large Load Transmission Customer
 - The Large Load's gross peak demand (MW) and the type and level of each transmission service* (i.e., FCDS and NFCDS) requested
 - The proposed Point of Delivery
 - Demonstration of Site Control
 - A Transmission Owner study report for interconnecting facilities
 - All technical data required
 - All simulation models and accompanying model acceptance testing documentation
 - An affidavit stating there are no duplicative applications associated with the proposed Large Load
 - All required fees and deposits (the Large Load Eligible Customer shall post or “cause to be posted”)

* ICDS is a temporary form of transmission service provided until the requirements for FCDS are met, and therefore ICDS will not be available as a transmission service that can be requested

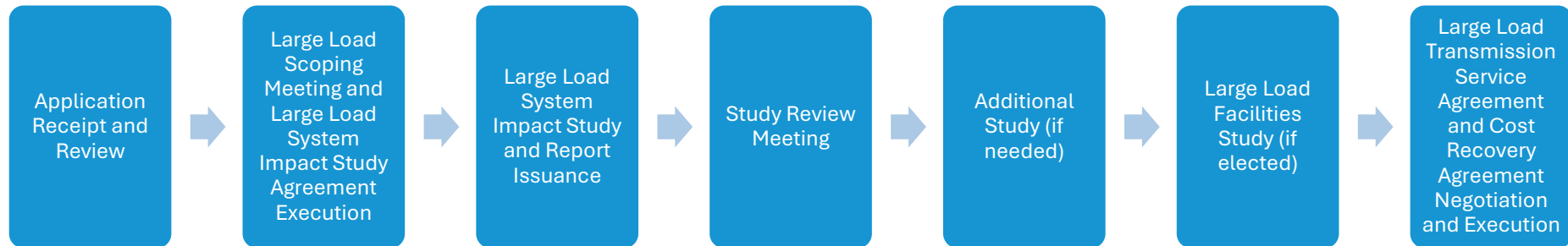
Large Load Application, contd.

- Expected required technical data includes:
 - Geographic map
 - One-line diagram
 - Planned phasing schedule, with gross peak demand MW and MVAR provided for each phase
 - Reactive power management strategy
 - Transformer configuration and ratings
 - Load ramp profiles
 - Uninterruptible Power Supply (UPS) and backup generation information
 - Co-Located Generator or Electrically Proximate Generator information (as applicable), and control schemes for coordination
- Required technical data will be listed in an attachment to the Large Load Transmission Service Application

Large Load Application, contd.

- Fees and deposits that the Large Load Eligible Customer shall post or “cause to be posted”
 - Non-refundable \$50k application fee
 - \$150k study deposit
 - Unused balances will be refunded
 - Commercial readiness deposit (CRD) equal to \$10k/MW
 - Details on escalation of the CRD and the assessment and disbursement of any related withdrawal penalties are still under development
 - Inclusion of details expected for the next TC meeting

Large Load Study Procedures – Section II.60: Timeline



Large Load Study Procedures Timeline, contd.

Stage	Description	Timing
Application Receipt and Review (II.58.2)	ISO reviews a submitted Large Load Transmission Service Application to determine if all required items are complete, and if there are any deficiencies in the provided technical information, models, and model acceptance testing documentation. The ISO will issue a notice accordingly. If the application is complete, the ISO will also tender a Large Load Transmission Service Study Agreement.	ISO will complete the review and issue a notice accordingly within 20 days of receiving an application. If a deficiency is identified, the Large Load Eligible Customer must cure within 15 days of receipt of notice.
Large Load Scoping Meeting and Large Load System Impact Study Agreement Execution (II.60.1)	ISO holds a Large Load Scoping Meeting with the Large Load Eligible Customer, Large Load Interconnecting Transmission Owner, and any needed affected parties. After the Large Load Scoping Meeting, the Large Load Eligible Customer must execute the Large Load System Impact Study agreement.	Large Load Scoping Meeting held withing 15 days of ISO notice that a Large Load Transmission Service Application is complete. The Large Load Eligible Customer must execute the Large Load System Impact Study Agreement within 7 days after the Large Load Scoping Meeting.

Large Load Study Procedures Timeline, contd.

Stage	Description	Timing
Large Load System Impact Study and Report Issuance (II.60.2-60.4)	ISO performs the Large Load System Impact Study and issues a Large Load System Impact Study report.	ISO performs study work and issues the Large Load System Impact Study report within 90 days of execution of the Large Load System Impact Study Agreement.
Large Load System Impact Study Report Review Meeting (II.65.5)	The ISO holds a Large Load System Impact Study report review meeting with the Large Load Eligible Customer, the Large Load Interconnecting Transmission Owner, and any needed affected parties.	The ISO holds the Large Load System Impact Study report review meeting within 7 days of issuing the Large Load System Impact Study report. The Large Load Eligible Customer has 15 days from receipt of the Large Load System Impact Study report to review the study results.
Additional Analyses (as needed) (II.60.3, II.60.4)	If the electromagnetic transient (EMT) or Cluster Study coordination screens show the need for additional study, then the ISO will perform the required study in an additional study window (where any required analyses can be done in parallel).	Additional study windows are 120 days after the Large Load System Impact Study report review meeting is held.

Large Load Study Procedures Timeline, contd.

Stage	Description	Timing
Large Load Facilities Study (optional) (II.60.6)	The Large Load Eligible Customer may elect to have a Large Load Facilities Study.	The ISO tenders the Large Load Facilities Study Agreement within 30 days of the Study Report Meeting or conclusion of any additional study window, whichever is later. The Large Load Eligible Customer has 15 days to execute the Large Load Facilities Study. The Large Load Facilities Study is performed in 90 days.
Large Load Transmission Service Agreement and Cost Recovery Agreement Negotiation and Execution	The ISO, the Large Load Eligible Customer and the Large Load Interconnecting Transmission Owner negotiate and execute the Large Load Transmission Service Agreement.	The ISO will tender a Large Load Transmission Service Agreement within 20 days after the ISO issues the final Large Load System Impact Study report or final Large Load Facilities Study report, whichever is later. All parties to the agreement will have 60 days to negotiate, at the end of which the Large Load Eligible Customer must elect to execute the agreement or request the filing of an executed agreement.

Large Load Material Modifications – Section II.60.8

- At any time during the Large Load Process, the following would constitute a Large Load Material Modification and require the submission of a new Large Load Transmission Service Application:
 - A decrease of more than 60% to the Large Load's gross peak demand (MW)
 - Any increase to the Large Load's gross peak demand (MW), or any increase to the level of Firm Contract Demand Service being requested
 - Changes to the Non-Firm Large Load Generator Arrangement details impacting the Large Load
 - Modification to the Point of Delivery that is not agreed upon by the ISO, the Large Load Interconnecting Transmission Customer, and the Large Load Eligible Customer
 - An extension of the Large Load's operation by more than 3 years cumulative from original operation date, or a total of 7 years beyond original Large Load Transmission Service Application date, unless an extension request is made to the ISO and the ISO deems the request to not be a Large Load Material Modification

Large Load Material Modifications, contd.

- During the Large Load System Impact Study, the following would constitute a Large Load Material Modification and require the submission of a new Large Load Transmission Service Request:
 - Any deficiencies in the models associated with the Large Load, Co-located Generators, or Electrically Proximate Generators that are identified by the ISO and take more than 10 days to address
 - A decrease to the total transmission service requested
- After the completion of the Large Load Interconnection Study, any modifications to the Large Load, Co-Located Generators, Electrically Proximate Generators, or any interconnection upgrades associated with the Large Load that result in a significant difference in performance would require the submission of a new Large Load Transmission Service Application
- Co-Located Generators and/or Electrically Proximate Generators will be subject to the Material Modification requirements in Schedules 22 and 23 of the OATT

A Note on Large Load System Impact Study Details

- Some assumptions and technical requirements associated with a Large Load System Impact Study may be referenced in the Tariff, but additional details on assumptions and technical requirements will be contained in ISO Planning Procedures
 - Planning Procedure updates will be brought through the stakeholder process in alignment with the effective date of the proposed Tariff revisions

Large Load System Impact Study Scope – Section II.60.2

- The scope of the Large Load System Impact Study will include:
 - Steady state thermal analysis
 - Steady state voltage analysis
 - Stability analysis
 - Short circuit analysis
 - EMT screening, and detailed EMT analysis (if applicable)
 - Cluster Study coordination screening, and detailed coordination studies (if applicable)
- The Large Load System Impact Study will consider two types of analyses:
 - Needs Assessment equivalent analysis: identify Large Load Network Upgrades using study assumptions that are similar to Needs Assessments
 - Proposed Plan Application (PPA) analysis: ensure that the Large Load and its network upgrades do not have a significant adverse impact on the planned system

Large Load System Impact Study Scope, contd.

- The Large Load System Impact Study will identify any needed Large Load Network Upgrades, and provide a non-binding good faith cost and time to construct estimates
 - The Large Load System Impact Study will also include an evaluation of alternative transmission technologies for the identified Large Load Network Upgrades, similar to what is required for Cluster Studies



Redispatch of Non-Firm Large Loads in Large Load System Impact Studies

- Redispatch of Large Loads is only permitted for the portion of the Large Load that is seeking NFCDS
- Redispatch shall only be considered as a viable alternative for network upgrades required to address thermal violations
 - Large Load redispatch in real-time conditions for voltage and stability-based issues are operationally challenging
- For thermal violations, redispatch of Large Loads shall be permitted at all load levels above light load (which represents a New England net load of 12,500 MW)
 - For light load and minimum load conditions, at least one dispatch must be studied where requested NFCDS is not redispatched even for thermal violations
 - Co-Located Generators and Electrically Proximate Generators may be assumed to be online for this dispatch
 - This helps prevent scenarios where a Large Load has few to no operating conditions where its redispatch would not be required

Large Load System Impact Study Case Assumptions – Section II.60.2: Needs Assessment Equivalent Analysis

- The Large Load System Impact Study Case used for Needs Assessment equivalent analysis shall begin with the latest available base case that would be used to perform a Needs Assessment and be modified to reflect:
 - All prior queued active Large Load applications and any associated Co-located Generators and Electrically Proximate Generators
- The Needs Assessment base case that is used as a starting point shall include:
 - All transmission projects with I.3.9 approval and proposed transmission projects based on the RSP Project List and Asset Condition List
 - Future generators and Elective Transmission Upgrades (ETUs) with a Capacity Supply Obligation (CSO) or a contract and their associated upgrades

Large Load System Impact Study Case

Assumptions – Section II.60.2: PPA Analysis

- The Large Load System Impact Study Case used for PPA analysis shall begin with the latest available base case that was used for a completed Cluster Study (or Cluster Restudy) or the latest available base case that reflects the pre Cluster base case for an ongoing Cluster Study (or Cluster Restudy) and include:
 - All prior queued active Large Load requests and any associated Co-Located Generators and Electrically Proximate Generators
 - All relevant transmission projects and state jurisdictional projects if the study work has been completed, network upgrades have been identified, and the project is expected to receive PPA approval within 90 days of the start of the Large Load System Impact Study

Study Scenarios for Needs Assessment Equivalent Analysis

- Focus of the Needs Assessment equivalent analysis is summer and winter peak load conditions:
 - Highest net loads – summer evening peak and winter peak
 - Renewables and energy storage de-rated per assumptions in Transmission Planning Technical Guide (TPTG)
 - Conventional resources only assumed out-of-service based on forced outage assumptions used for Needs Assessments
 - Co-Located Generators, Electrically Proximate Generators, and resources designated as new capacity for the Large Load treated similar to other resources in the base case
 - Renewables and battery energy storage systems de-rated
 - Conventional resources – included in forced outage calculation
 - Redispatch of portion of Large Load seeking NFCDS is acceptable to address thermal violations

Study Scenarios for PPA Analysis

- Focus of the PPA analysis is a subset of the system conditions evaluated in PP5-6 for interconnection studies:
 - System stresses similar to those used for Cluster Studies and include peak load, shoulder load, light load, and minimum load
 - When Large Load is dispatched online, dispatches must avoid a conditional dependence on any other generators
 - For scenarios with energy storage charging/pumping, the energy consumption of energy storage systems may not be reduced when the Large Load is dispatched online
 - Redispatch of portion of Large Load seeking NFCDS is acceptable to address thermal violations at shoulder and peak load levels

Use of Control Technologies for Non-Firm Large Load Generator Arrangements

- For Co-Located Generators or Electrically Proximate Generators, control technologies need to be installed to prevent injections into the system, after accounting for the Co-Located Large Loads or Electrically Proximate Large Loads
 - The Large Load Eligible Customer must specify the control technologies as part of the Large Load Transmission Service Application
 - The ISO will promote secure (*i.e.*, the control technology does not operate for unintended conditions) and dependable (*i.e.*, the control technology will operate for intended conditions) design and operation of these control technologies to foster reliability

Use of Remedial Action Schemes (RAS) for Non-Firm Large Load Generator Arrangements

- For requested NFCDS, a RAS may be used to address criteria violations that are caused by:
 - The tripping of any Co-Located Generator or Electrically Proximate Generator if the RAS only trips the portion of the associated Co-Located Large Load or Electrically Proximate Large Load
 - The tripping of any Co-Located Large Load or Electrically Proximate Large Load if the RAS only trips the associated Co-Located Generator or Electrically Proximate Generator
- The RAS must be designed per the guidelines in Planning Procedure 5-5, “Requirements and Guidelines for Application of Remedial Action Schemes and Automatic Control Schemes”
 - The ISO will promote secure (*i.e.*, the RAS does not operate for unintended conditions) and dependable (*i.e.*, the RAS will operate for intended conditions) design and operation of these RASs to foster reliability

Coordination of Multiple Large Load Studies

- A Large Load study will include all active, earlier queued Large Loads, regardless of their study status
- Coordination between these studies means:
 - Large Load Network Upgrades need to be identified for relevant previously queued Large Loads to complete the Large Load System Impact Study for the Large Load under study
 - Upgrades identified for earlier queued Large Loads may be identified as contingent facilities for later queued Large Loads

Coordination Between Cluster Studies and Large Load Studies

- A Large Load study may progress in parallel to a Cluster Study
 - Large Load Study Cases will include relevant projects in an ongoing cluster study, if the network upgrades have been identified and the Cluster Study is expected to be completed within 90 days of the start of the Large Load System Impact Study
 - Cluster Study cases will include Large Loads and any associated Co-Located Generators and Electrically Proximate Generators if the network upgrades have been identified and the Large Load is expected to receive PPA approval within 90 days of the start of the Cluster Study (*i.e.*, extends a concept currently used in Cluster Study base case creation for inclusion of Transmission Projects and State Jurisdictional Projects)
- The timing of Large Load Transmission Service Agreement execution vs. Interconnection Agreement execution will determine the cost responsibility for similar upgrades
 - Such similar upgrades may be identified as contingent facilities for a Large Load or an Interconnection Request

Coordination Between Cluster Studies and Large Load Studies – Section II.60.4, contd.

- The initial 90-day Large Load System Impact Study will include a Cluster Study coordination screening to determine if there are active Interconnection Requests in an ongoing Cluster Study that the Large Load must coordinated with
- If, through the Cluster Study coordination screening, the ISO determines that Cluster Study coordination is required, an additional study period of up to 120 days will be used to perform the needed analyses
 - This is intended to capture the scenario where the combination of a Large Load and the ongoing Cluster can have an additive impact that results in the need for additional upgrades
 - The additional analyses, if needed, will be performed in the Large Load study process (*i.e.*, there will be no impact to the ongoing Cluster Study)

VOLTAGE AND FREQUENCY RIDE-THROUGH REQUIREMENTS



Voltage Ride-Through Requirements

- Proposed voltage ride-through requirements are based on voltages at the points where the Large Load interfaces with the transmission system (≥ 60 kV)
 - These points are called Transmission Points of Coupling (TPOCs)
- Voltage ride-through requirements have two components:
 - How the Large Load behaves during a voltage deviation from the continuous operating range (0.9 to 1.1 p.u)
 - How the Large Load recovers once voltages return to the continuous operating range

Voltage Ride-Through Operating Regions

- **Continuous Operation Region**
 - The Large Load shall continue to draw real and reactive power at its pre-disturbance scheduled level for an unlimited duration in this voltage range
- **Mandatory Operation Region**
 - The Large Load shall continue to draw real and reactive power for the minimum ride-through duration, without exceeding 120% of the current associated with the pre-disturbance load consumption at nominal voltage at the Point of Delivery
 - For voltages in the mandatory operating range, the power consumption of the Large Load shall be consistent with the normal operating mode of the load (constant power, constant voltage, etc.), unless the current limit specified above is exceeded
- **Permissive Momentary Cessation Region**
 - For voltages in the permissive cessation region, the Large Load shall not exceed 120% of the current associated with the pre-disturbance load consumption at nominal voltage at the Point of Delivery
 - The load facility may cease to draw power from the grid while voltages are in the permissive cessation region
- Under all circumstances, the power drawn at the Point of Delivery must return to at least 90% of pre-disturbance power within one second of the TPOC voltage entering and staying within the continuous operation region, with a maximum ramp rate of 2x maximum demand per second (MW/s)

Minimum Voltage Ride-Through Requirements

Voltage at TPOC (per unit) ^a	Minimum Ride-through Time (Seconds) ^b	Operation Region
> 1.2 p.u. ^c	See Transient Overvoltage Ride-Through Requirements (Next Slide)	See Transient Overvoltage Ride-Through Requirements (Next Slide)
≥ 1.1 p.u.	1.0	Mandatory Operation Region
> 0.9 p.u. and < 1.1 p.u.	Continuous	Continuous Operation Region
< 0.9 p.u.	2.0	Mandatory Operation Region
< 0.7 p.u.	0.6	Permissive Momentary Cessation Region

a: The voltage base for per unit calculation is the nominal phase-to-ground or phase-to-phase transmission system voltage. The applicable voltage is identified as the voltage max/min of phase-to-neutral or phase-to-phase fundamental root mean square (RMS) voltage at the TPOC.

b: The specified duration of the mandatory operation regions and the permissive cessation regions is cumulative over one or more disturbances within any 10 second time period.

C: Instantaneous trip settings based on instantaneously calculated voltage measurements with less than filtering lengths of one cycle (16.6 millisecond) are not permissible.

Transient Overvoltage Ride-Through Requirements

- Transient overvoltage ride-through requirements are designed to ensure that the Large Load does not trip during switching events on the transmission system

Voltage at TPOC (per unit) ^a	Minimum Ride-Through Time (Seconds) ^b	Operation Region
> 1.8 p.u	Appropriate Surge Protection Shall be Applied	Permissive Momentary Cessation Region
>1.7	0.0002	Permissive Momentary Cessation Region
>1.6	0.001	Permissive Momentary Cessation Region
>1.4	0.003	Permissive Momentary Cessation Region
>1.2	0.015	Permissive Momentary Cessation Region

a - The voltage base for per unit calculation is the nominal instantaneous peak phase-to-ground or phase-to-phase voltage at the TPOC. The applicable voltage is identified as the max of phase-to-neutral or phase-to-phase instantaneous voltage at the TPOC.

b - The specified duration of the permissive cessation region is cumulative over one or more disturbances within any 1 minute time period.

Frequency Ride-Through Requirements

Frequency (f) in (Hz) at Point of Coupling	Ride-Through Duration (Seconds)
$f > 63.0$	May Ride-Through or Trip ^c
$61.2 < f \leq 63.0$	299
$59.5 \leq f \leq 61.2$	continuous
$57.8 \leq f < 59.5$	Ride through duration ^a : $2s-30s$ (actual time based on $57.8+0.061*(t-2)^b$) For Durations Outside These Bounds – Recommend that the Large Load trip
$f < 57.8$	Recommended to trip ^c

a – Portion of Large Load in UFLS program exempt from ride through requirements

b – Time calculated from the function: $t = 2 + ((f-57.8)/0.061)$

c - Instantaneous trip settings based on instantaneously calculated frequency measurements with less than filtering lengths of one cycle (16.6 millisecond) are not permissible.

Additional Ride-Through Criteria

- Large Load shall ride through positive-sequence phase angle changes within a sub-cycle-to-cycle time frame of the TPOC voltage of less than or equal to 25 electrical degrees
- Large Load shall ride through and shall not trip for frequency excursions having an absolute rate of change of frequency (ROCOF) magnitude that is less than or equal to 5.0 Hz/s
 - The ROCOF shall be the average rate of change of frequency over an averaging window of at least 0.1 s

A Note on Large Load Ride-Through Requirements

- The ride-through requirements associated with a Large Load may be referenced in Part II.J of the OATT, but details on these ride-through requirements will be contained in ISO Planning Procedures
 - Planning Procedure updates will be brought through the stakeholder process in alignment with the effective date of the proposed Tariff revisions



MISCELLANEOUS ITEMS



Large Load Application Queue – Section II.58.3

- The ISO will post a queue of all Large Load Transmission Service Applications, which will include the Large Load's:
 - Gross peak demand
 - Location by county and state
 - Large Load Transmission Service Application status
 - Types of transmission service requested
 - The date of the Large Load Transmission Service Application



BYONC Requirement – Section II.59

- New Part II.J of the Tariff contains Section II.59, which addresses the BYONC requirement for FCDS:
 - To received FCDS, the Large Load Eligible Customer shall designate, or cause to be designated, sufficient new capacity resources
 - ICDS shall be provided for the amount of requested FCDS until the designated capacity resources are designated and achieve commercial operation
 - According to Section II.57.1.2, ICDS is temporary for up to 7 years or the length of time required to place needed Large Load Network Upgrades in-service, whichever is longer; this prevents system planning for Large Loads that take too long to meet the FCDS requirements (*i.e.*, requirements related to designated generation and Large Load Network Upgrades)

Conforming Changes to Section II.B

Section	Tariff Change	Reason for Change
II.20.3 Cost Responsibility for Relieving Transmission Constraints	"and Large Load Transmission Customers"	Large Load Transmission Customers are allocated costs associated with redispatch
II.21.2 Determination of Network Customer's Monthly Regional Network Load	"and Large Load Transmission Customers"	Large Load demand included in coincident aggregate load for each Local Network

CONCLUSION AND NEXT STEPS



Conclusion and Next Steps

- This presentation reviewed significant components of the large load process and the bulk of associated Tariff language
- This presentation on additional Large Load process details complements the presentations on operational requirements, market design, and the Cost Recovery Agreement, which together summarize current proposals to address the Order
- The ISO will continue to develop and present remaining proposal components, including remaining and/or incremental Tariff redlines, which include:
 - Needed forms and agreements in the OATT
 - Schedule 22 and Schedule 23 of the OATT changes for Co-Located Generator and Electrically Proximate Generator interconnection
 - Refinements to Tariff redlines presented today
- Feedback on the proposed transmission services process should be submitted to the TC Secretary (jmacura@iso-ne.com) by September 25, 2026
 - Any conceptual amendments should be submitted to the TC Secretary by October 6, 2026

Stakeholder Schedule

Stakeholder Committee and Date	Scheduled Project Milestone
Transmission Committee (MC Invited) July 16, 2026	Overview of abeyance request, timing for Section 205 process, and informational filing content
Joint Reliability and Transmission Committee (MC Invited) August 18-19, 2026	Overview of conceptual design proposal for Section 205 filing
Joint Transmission, Markets, and Reliability Committee September 15, 2026	Review of details on proposed Large Load study process, operational requirements, market design and settlements, introduction to Cost Recovery Agreement, and initial Tariff redlines
Joint Transmission, Markets, and Reliability Committee October 14, 2026	Review of remaining design details and incremental updates to the ISO and PTO AC proposals based on stakeholder feedback, including any incremental Tariff language; Introduction of stakeholder amendments
Joint Transmission, Markets, and Reliability Committee October 27, 2026	Review of final proposals and associated Tariff language, focusing on any design refinements in response to stakeholder feedback and initial amendments; Review of stakeholder amendments

Stakeholder Schedule, contd.

Stakeholder Committee and Date	Scheduled Project Milestone
Transmission Committee November 3, 2026	Vote on TC jurisdictional redlines associated with ISO and PTO AC proposals, and any stakeholder amendments
Reliability Committee November 3, 2026	Vote on RC jurisdictional redlines associated with ISO proposal, and any stakeholder amendments
Markets Committee November 3, 2026	Vote on MC jurisdictional redlines associated with ISO proposal, and any stakeholder amendments
Participants Committee* November 12, 2026	Vote on ISO proposal and any stakeholder amendments

* PTO AC action will be required ahead of the PC vote and FERC filing



Questions



About the Presenters

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