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*VIA ELECTRONIC MAIL*

February 28, 2025

Eepsita Priye, Chair  
WECC Studies Subcommittee (StS)

Doug Tucker, Staff Engineer  
WECC Studies Subcommittee (StS)

**Subject: TransWest Express Project: Annual Supplemental Progress Report**

Dear Mrs. Priye and Mr. Tucker:

This letter is the 2025 Annual Progress Supplemental Report for the TransWest Express Project (TWE Project). TransWest Express LLC (TransWest) has brought forward to the WECC Path Rating process two alternative system configurations for the same overall TWE Project development effort.

TransWest conducted a FERC-approved TWE Project Open Solicitation that confirmed the TransWest Express DC Project (Wyoming to Utah) and TransWest Express TWE-Intermountain to TWE-Crystal AC Line Paths best meets the needs for new transmission capacity. In 2023, the CAISO conditionally approved TransWest as a CAISO Subscriber Participating Transmission Owner for the TWE Project between Wyoming and TWE-Crystal.

There are two additional TWE Project Paths, the TransWest Express Project (TWE)-Phase 1 and the TransWest Express TWE-Crystal to TWE-Eldorado Valley AC Line Paths should be modeled as “out-of-service” within the WECC Base Case. TransWest will notify the WECC Studies Subcommittee if the primary development focus changes the status of either of these alternative configurations.

**TWE AC and DC Project Description**

The TWE AC and DC Project includes two new linked segments that each represent a WECC Path, including:

1. a 405-mile, 3,000 MW, 500 kV DC line from eastern Wyoming to central Utah (DC Segment) and
2. a 278-mile, 1,500 MW 500 kV AC line from central Utah to Crystal in southern Nevada (AC segment).

## TWE Project Status

The TWE Project is in the advanced stage of development, having received a Right-of-Way Grant from the Bureau of Land Management (BLM), an Electric Transmission Line Easement from the U.S. Forest Service, a License for the Electric Transmission Line from the U.S. Bureau of Reclamation in Nevada, and the requisite major permits from Nevada, Wyoming and 14 counties to be traversed by the Project. The TWE Project has secured 100 percent of the rights-of-way for the 732-mile route. Early construction work started on the Project in 2023. Construction started on the project in 2023. In 2024, construction continued with the rough grading of the Wyoming Terminal site.

System Impact Studies for each of the four transmission interconnection points have been completed. TransWest is continuing to work with PacifiCorp on a supplemental SIS for the interconnection between the TWE Project and PacifiCorp's Wyoming 500 kV transmission system. TransWest is considering requesting a new WECC Path for this interconnection, named the "Ferris" Path after the name of the PacifiCorp proposed interconnection substation. TransWest plans to initiate and complete the Path Rating work for this new "Ferris" Path in 2025.

In addition, a scope change for the DC Segment Plan of Service (POS) will be studied in 2025 with PRG members to change the HVDC system from an LCC technology (what was initially proposed) to a VSC HVDC system. The VSC HVDC system will provide better system response during faulted conditions. The TWE Project is being designed as bi-directional transmission elements. TransWest plans to request and study south to north ratings for the DC and AC segments. TransWest will start this analysis with the PRG in 2025 after the Ferris Path rating work has been completed.

The first elements of the TWE Project are planned to be placed in service in 2029.

## Contact Information

Any questions about this report or the TWE Project can be directed to:

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Sincerely,

A handwritten signature in black ink that reads "David Smith".

David Smith