

*VIA ELECTRONIC MAIL*

February 27, 2026

Epsita Priye, Chair  
WECC Studies Subcommittee (StS)

Doug Tucker, Staff Engineer  
WECC Studies Subcommittee (StS)

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

Dear Ms. Priye and Mr. Tucker:

This letter is the 2026 Annual Progress Supplemental Report for the TransWest Express Project (TWE Project). TransWest Express LLC (TransWest) has submitted two alternative system configurations for the TWE Project to the WECC Path Rating process.

In 2021, TransWest conducted an Open Solicitation process which resulted in allocating the north-to-south capacity on the TWE Project to Power Company of Wyoming LLC. In 2022, FERC accepted TransWest's compliance filing. The TWE Project will become part of the California Independent System Operator's (CAISO) balancing authority area and TransWest will be a Subscriber Participating Transmission Owner. As such, the south-to-north capacity rights on the TWE Project will be available for use by market participants.

There are two additional TWE Project Paths: (1) the TransWest Express Project (TWE)-Phase 1 Path; and (2) the TransWest Express Bristlecone to TWE-Eldorado Valley AC Line Path which should be modeled as "out-of-service" within the WECC Base Case. TransWest will notify the WECC Studies Subcommittee if the status of either of these alternative configurations changes.

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, 525 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 an 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 the 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. Construction started on the Project in 2023. In 2024, construction continued with the rough grading of the Wyoming Terminal site. In 2025, construction continued with the rough grading of the Desert Mountain Substation in Delta, UT along with civil access road construction in WY, CO, and UT.

In previous years, System Impact Studies have been completed for each of the four transmission interconnection points: (1)PacifiCorp in Wyoming; (2) IPA in Utah; (3) NV Energy in Nevada; and (4) DesertLink in Nevada. In August of 2025, TransWest completed a supplemental SIS with PacifiCorp's input for the interconnection between the TWE Project and PacifiCorp's Wyoming 500 kV transmission system at the "Ferris" substation. In 2025, TransWest also initiated the study for a new WECC Path for this interconnection that will have a bi-directional rating of 1,620 MW , named the "Ferris Path," after the substation. TransWest plans to complete the Path Rating work for this new "Ferris Path" in early 2026.

In addition, a scope change for the DC Segment Plan of Service (POS) will be studied in 2026 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 and is being designed as bi-directional. 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 2026 after the Ferris Path rating work has been completed.

The first elements of the TWE Project are planned to be placed in service in 2031.

#### Contact Information

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

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Sincerely,



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