2026 Economic Planning Study Update

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Economic Planning

November 16, 2026

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ATC Process Overview and Timeline

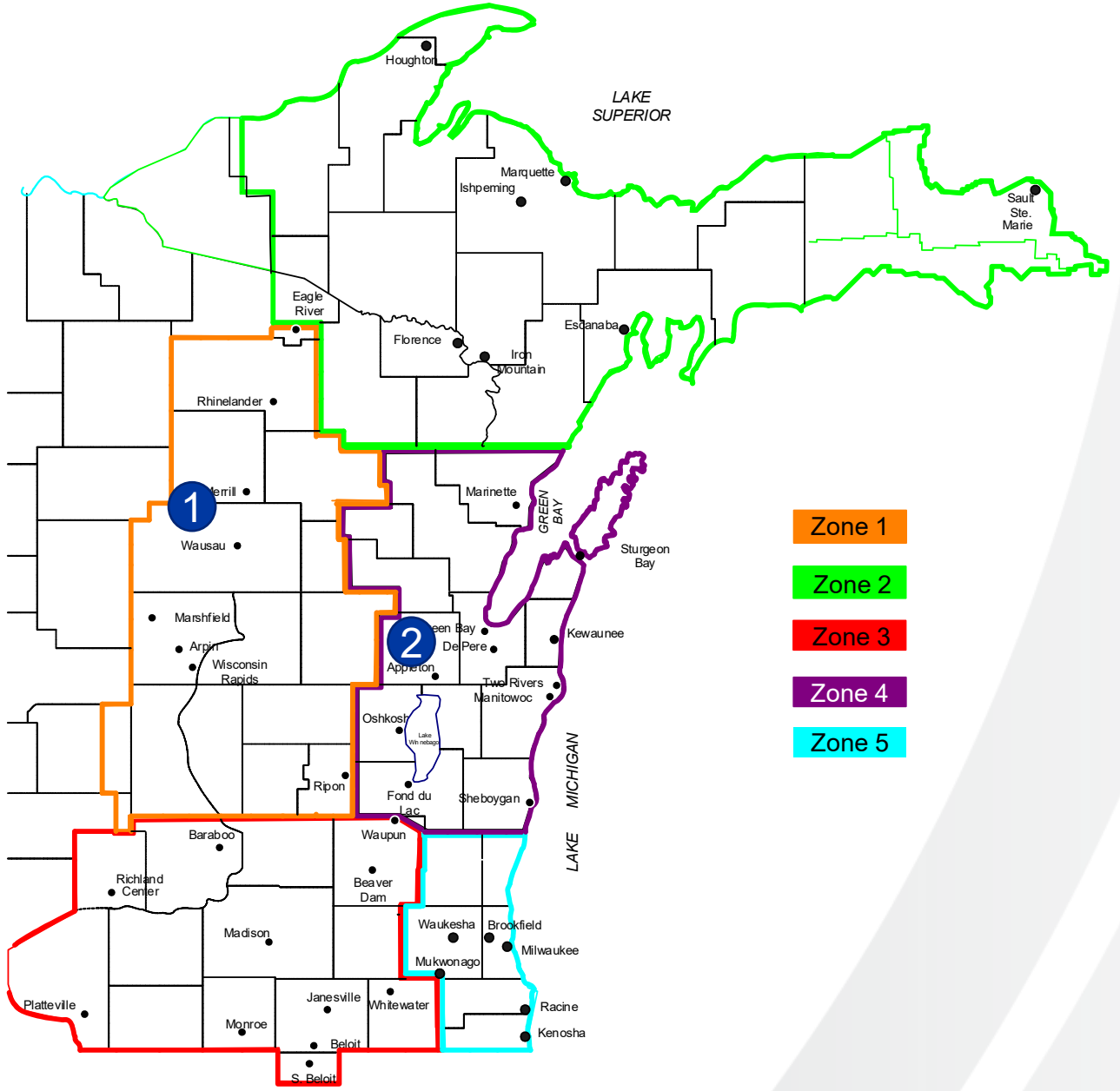
- ATC Economic Project Planning – Per ATC Tariff
  - **By March 1** – we work with stakeholders to request and prioritize new/other economic studies and recommend study assumptions.
  - **By April 15** – we identify preliminary areas of economic study, study assumptions and models and solicit further 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.

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Study Areas

1. Wein - Sunnyvale - Sherman St. 115 kV
   - 2025 RT Congestion: 707 hours
   - 2025 DA Congestion: 153 hours

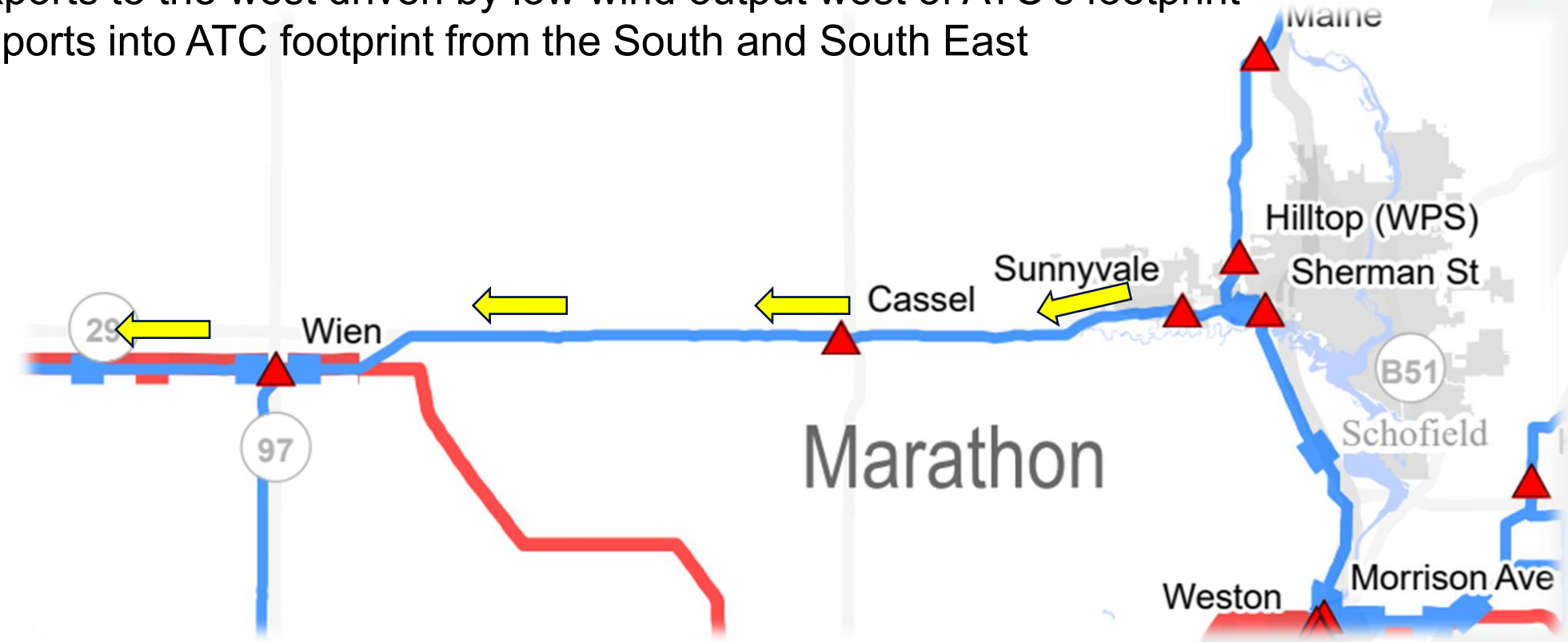
2. Werner West - North Appleton Corridor
   - 2025 RT Congestion: 252 hours
   - 2025 DA Congestion: 67 hours



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Wein - Sherman St. 115 kV Results

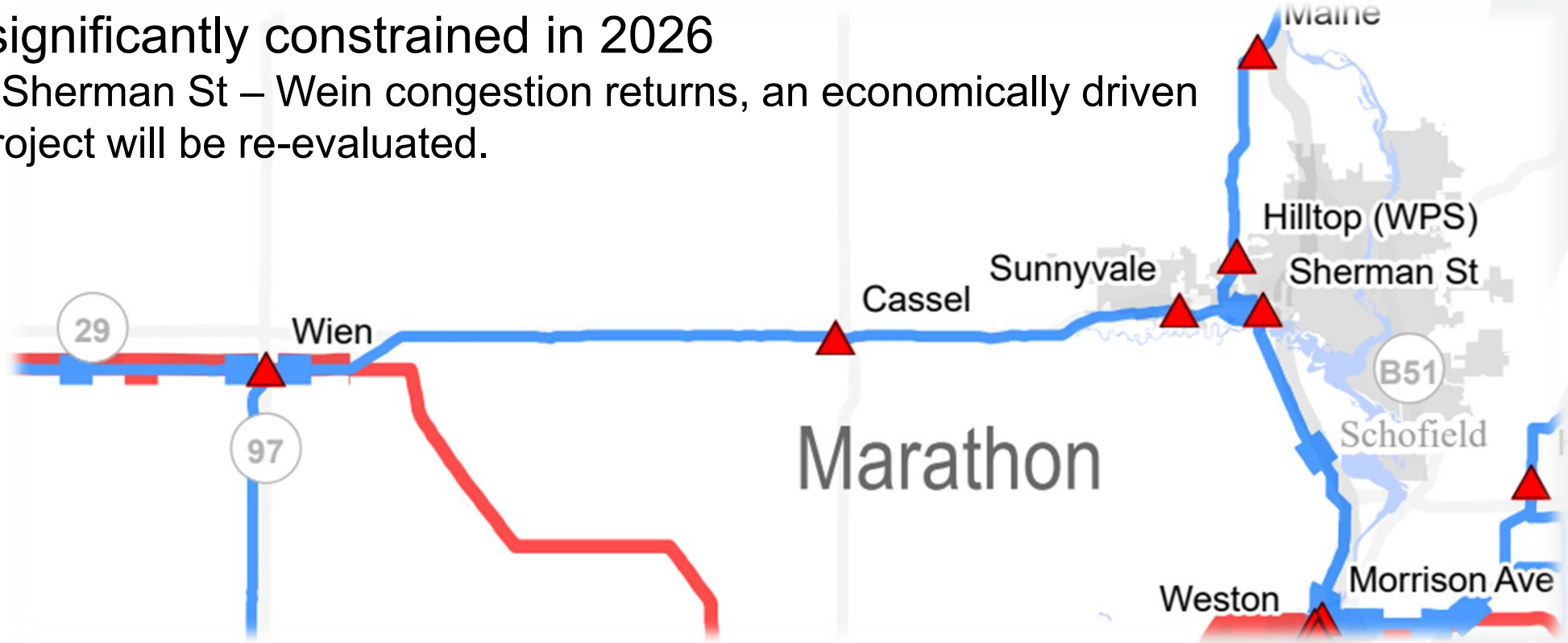
- Significantly constrained in 2025
  - Exports to the west driven by low wind output west of ATC's footprint
  - Imports into ATC footprint from the South and South East



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Wein - Sherman St. 115 kV Conclusions

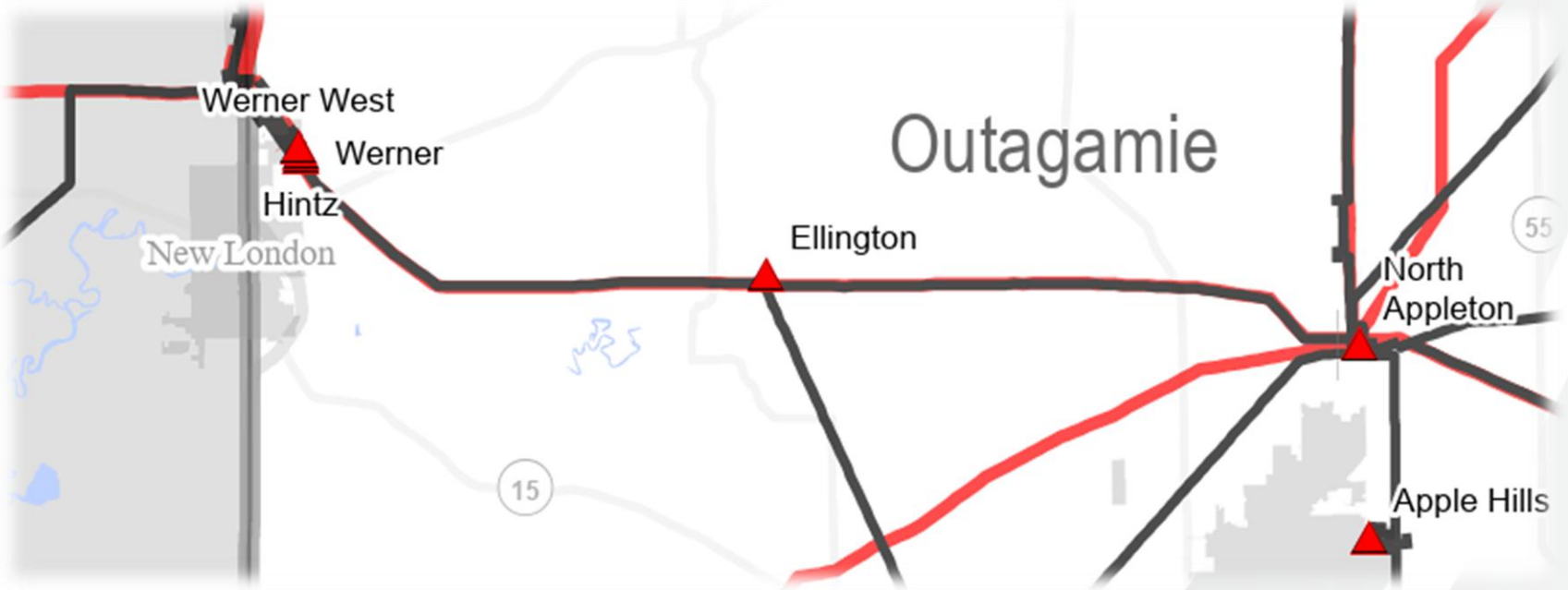
- Congestion not identified in PROMOD models
  - MTEP 23 Futures 2A economic models used include Tranche 2.1
- Not significantly constrained in 2026
  - If Sherman St – Wein congestion returns, an economically driven project will be re-evaluated.



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Werner W. - N. Appleton Corridor Results

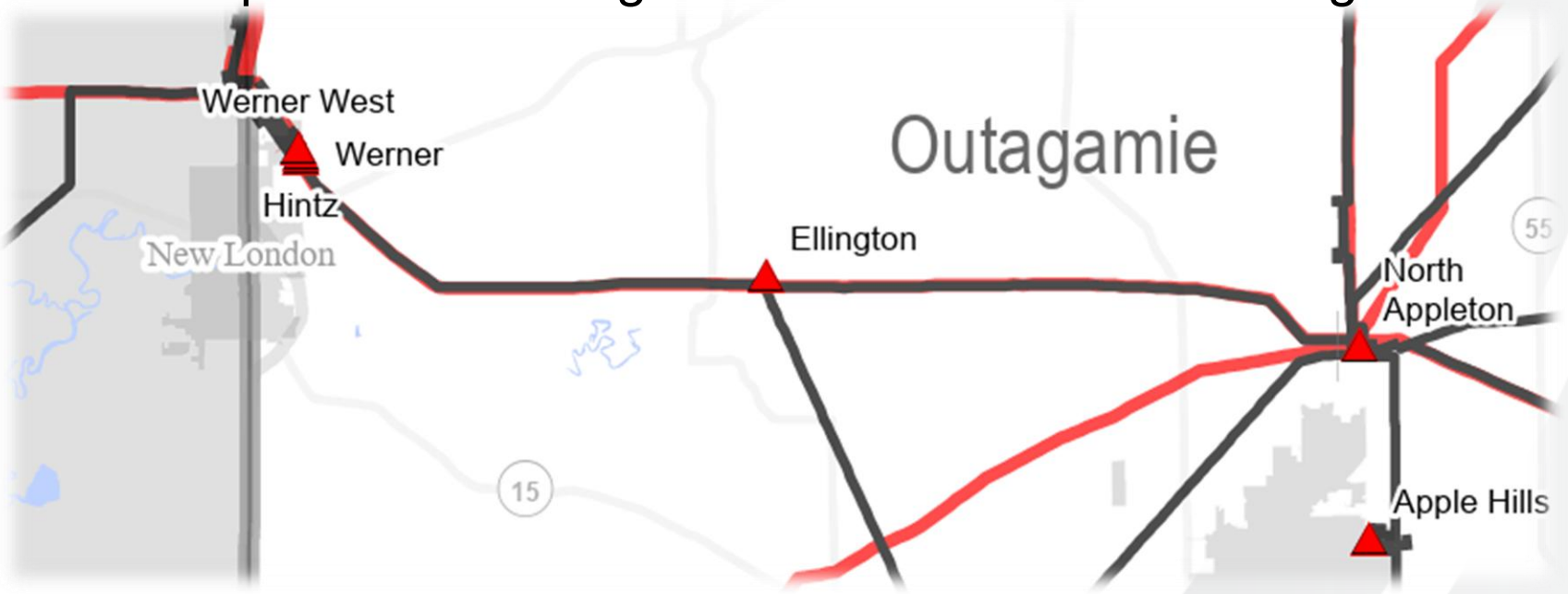
- Slightly constrained in 2025
  - Driven by high wind output in conjunction with low System demands
  - Preliminary PROMOD results show congestion on the Werner West to Werner 138kV line



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Werner W. - N. Appleton Corridor Alternatives

- Uprate
  - Rebuild 4 spans between Werner West and Werner, as well as 1 span between Werner and Hintz substations
- Evaluating other alternatives
- Final conclusions will be presented during the next stakeholder meeting



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Next Steps

- March 2027 – Next Stakeholder Meeting

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