

*The following examples include merchant lines over 100 miles in length that initiated planning between 2000 and 2015. The count is thorough but may not be exhaustive.

Merchant lines that reached construction:

- **Montana Alberta Tie Line (6 years):** Proposed in 2004, the project began construction in 2010 and went into service in 2013. The 213-mile line moves power between Montana and Alberta, Canada. The fastest merchant line to reach construction, the project benefitted from quick Canadian approval, a federal loan, and Montana state [law](#) allowing the line to use eminent domain.
- **TransWest Express (15 years):** Proposed in 2008, the project began construction in 2023 and is [scheduled](#) to complete in 2031. The 732-mile line will connect Wyoming and Nevada via Colorado and Utah. The project took 15 years to reach construction because of issues with [eminent domain](#), federal permitting, and state approvals.
- **SunZia (17 years):** Proposed in 2006, the 550-mile project connecting Arizona and New Mexico was repeatedly delayed. The line was finally completed and [operational](#) as of June 2026, but still faces further [litigation](#) under the National Historic Preservation Act.

Merchant lines built with public backing:

- **Champlain Hudson (12 years):** Proposed in 2010, the project began construction in 2022 and was [completed](#) in 2026. The 339-mile line connects New York City and Quebec, Canada. The project received its permits by the mid-2010s but was unable to secure a customer until 2021, when the New York State Energy Research and Development Authority agreed to purchase the line's power. This converted the line's finances from the merchant model, where the developer bears the price risk of the energy delivered by the line, to one where the ratepayers take on that risk.
- **Western Spirit (11 years):** Proposed in 2010, the 155-mile New Mexico line connects Sante Fe County with Albuquerque. What began as a merchant line was converted to a utility-owned project through a build-transfer agreement in 2019, when the Public Service Company of New Mexico agreed to purchase the line upon completion. The line also benefitted from being short, contained within a single state, and mostly avoiding federal land, which reduced permitting challenges.
- **Southwest Intertie Project North (21 years):** Proposed in 2005, the project began [construction](#) in September 2026 and expects to be in service by 2028. The 285-mile line connects southern Idaho with existing transmission infrastructure in Nevada that connects to California. After years of not being able to secure a buyer to fund the project, California grid operator CAISO agreed to take operational

control of the line in 2023, converting the project to a cost-of-service line paid for by California and Idaho ratepayers.

Of the 23 long-haul merchant projects, 11 were canceled or abandoned, two were shelved, and four remain in development. Based on these projects, it takes 15–17 years to reach construction.

Canceled, abandoned, or shelved lines:

- **Empire Connection:** Proposed in 2003, canceled in the mid-2000s.
- **New York Regional Interconnect:** Proposed in 2003, canceled in 2009.
- **Wyoming–Colorado Intertie:** Proposed in 2005, abandoned in 2017.
- **Chinook Power Transmission:** Proposed in 2006, abandoned between 2010–2012.
- **Maine Green Line:** Proposed in 2006, suspended around 2018.
- **Zephyr Power Transmission:** Proposed in 2008, dormant since 2018.
- **Plains & Eastern:** Proposed in 2009, [canceled](#) in 2018 after DOE withdrew from the project.
- **Overland Intertie:** Proposed in 2009, dormant since 2013.
- **Rock Island Clean Line:** Proposed in 2010, abandoned in 2017.
- **Centennial West:** Proposed in 2010, abandoned in 2018.
- **Empire State Connector:** Proposed in 2015, dormant.
- **New England Clean Power Link:** Proposed in 2013, shelved.
- **Mora Transmission Project:** Proposed in 2013, shelved.

Lines still under review:

- **Grain Belt Express (16+ years so far):** Proposed in 2010, the 800-mile line would connect Kansas and Indiana. The project has faced opposition in Missouri, including multiple state denials and federal [cancellation](#) of a DOE loan guarantee in 2025 in response to pressure from Missouri Senator Josh Hawley. Despite these obstacles, the developer still claims that construction may [begin](#) in 2026.
- **Southern Spirit (16+ years so far):** Proposed in 2010, the 320-mile line would connect Texas and Mississippi. In 2023, utility Entergy Mississippi objected to the project. In 2024, the Louisiana state legislature passed a [law](#) barring transmission developers from using eminent domain unless the line serves Louisiana energy consumers. Review is ongoing and the developer has targeted [2026–2029](#) to begin construction.
- **SOO Green (15+ years so far):** Proposed in 2011, the 350-mile line would connect Iowa and Illinois.¹ The project selected a route within an existing rail right-of-way to

¹ For the 2011 proposal date, see this [document](#) available through a Freedom of Information Act request that shows SOO Green applied in 2011 (page 90).

avoid eminent domain issues in Iowa. It has taken years to negotiate how the line can interconnect with PJM's grid.²

- **Southline (17+ years so far):** Proposed in 2009, the 280-mile line would connect Arizona and New Mexico. Despite finishing permitting in 2016, the line could not secure customers. In 2022 Grid United joined as a co-developer. Then, in 2024, the project secured capacity contracts from the DOE's Transmission Facilitation Program. The development is now optimistic about securing financing. The earliest construction may begin is 2027.

² PJM is the RTO covering Pennsylvania, New Jersey, Maryland, Washington DC, Virginia, Ohio, West Virginia, and parts of North Carolina, Indiana, and Illinois.