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Public Service Commission of West Virginia EFS Cover Sheet (G.O. 262.8)

Filing Date: January 30, 2026 **260075-E-CN**

Case Number(s): NextEra Energy Transmission MidAtlantic, Inc.
(new case filing)

Case Name(s): Application for Certificate of Public Convenience and
Necessity and Related Relief

Filing Party/Parties: NextEra Energy Transmission MidAtlantic, Inc.

Title of Document: Application

Attachments: As specified in Annex A to Filing Letter

Confidential Materials: Included in Volume CONF

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Certificate of Service: The signature on the enclosed pleading certifies service
on the date above by electronic mail to the parties on the
Executive Secretary's service list(s) for the referenced
dockets (if any) and any additional persons listed above.

02:58 PM JAN 30 2026 EXEC SEC DIV

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See **Annex A** to Filing Letter

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State Bar No. 5991

January 30, 2026

Via Hand Delivery

Karen Buckley, Executive Secretary
Public Service Commission of WV
201 Brooks Street
Charleston, West Virginia 25323

Re: Case No. 26-0075E-CN
NextEra Energy Transmission MidAtlantic, Inc.

Dear Ms. Buckley:

Enclosed for filing on behalf of NextEra Energy Transmission MidAtlantic, Inc. ("NEET MA") is an original Application ("Application") for a certificate of public convenience and necessity pursuant to W. Va. Code § 24-2-11a ("Certificate") authorizing the construction, financing, ownership, and operation of the West Virginia portions of the MidAtlantic Resiliency Link Project ("Project"). The Application is submitted pursuant to the renewed pre-filing notice filed on November 24, 2026 and docketed at NOIE NextEra Energy 25A.

The Project is a new approximately 107.5-mile, 500 kV transmission line that will traverse portions of Pennsylvania, West Virginia, Maryland, and Virginia and includes a new 500/138 kV Woodside Substation to be located in Frederick County, Virginia and other associated transmission facilities. The West Virginia portions of the MARL Project will consist of approximately 58.9 miles of 500 kV transmission line and related facilities in Monongalia, Preston, Mineral, and Hampshire Counties (the "West Virginia Portions").

As explained in this Application, the Project was selected by PJM Interconnection, L.L.C. ("PJM") to address significant and widespread reliability criteria violations on the Bulk Electric System ("BES") that serves the PJM Region, including West Virginia, due to load growth and anticipated resource retirements in the PJM Region. The PJM Board of Managers approved the

Project in December 2023 through PJM's competitive solicitation process that sought from qualified transmission developers efficient and cost-effective solutions to prevent extensive, severe, and widespread reliability criteria violations forecasted to occur on the BES that serves the PJM region, including in West Virginia. If left unaddressed, these system conditions would lead to thermal overloads of existing high voltage transmission lines and potential voltage collapse, leading to electric system failure and blackouts, including for West Virginia residents and businesses.

In the Application, NEET MA requests that the Commission:

- a. Retain this case;
- b. Enter an order not later than **February 10, 2026** directing NEET MA to cause notice of the filing of this Application to be published as requested in Section K of the Application;
- c. Waive the requirements of Tariff Rule 42 in connection with this Application as requested in Section I of the Application;
- d. Enter a procedural schedule establishing a hearing date that will permit the Commission to enter an order granting all relief requested in this Application not later than 400 days from the Application filing date pursuant to W. Va. Code §24-2-11(f);
- e. Issue a Certificate for the West Virginia Portions of the MARL Project;
- f. Determine that NEET MA is a "public utility" under West Virginia law as requested in Section L of the Application;
- g. Determine the inapplicability of or waive the requirements of W. Va. Code § 24-2-12 in respect of two existing affiliate agreements or, in the alternative, approve the forms of those agreements as of the date of issuance of the Certificate, all as requested in Section M of the Application;

- h. Waive hearing on the Application if no substantial protest is received; and
- i. Grant such additional authorizations, waivers, approvals, and other relief as may be necessary to permit NEET MA to begin construction of the West Virginia Portions of MARL.

To facilitate the Commission's review, the Application includes all materials specified in W. Va. Code §24-2-11a(b) and Electric Rule 9.2 as well as all of NEET MA's prefiled direct testimony in support of the requested relief. The Application's attachments include the following:

- Attachment A NEET MA Certificates of Formation and Existence
- Attachment B Designated Entity Agreement
- Attachment C Simplified Organizational Chart
- Attachment D Map of West Virginia Portions of MARL
- Attachment E Routing Study
- Attachment F West Virginia Environmental Review Document
- Attachment G Rule 9 Map
- Attachment H Narrative Description of West Virginia Portions of the Proposed Route
- Attachment I Form No. 14 (Form of Public Notice)
- Attachment J Existing Agreements
- Attachment K Direct Testimony
 - Tab K1 Kaitlin McCormick
 - Tab K2 Matt Pawlowski
 - Tab K3 Sami Abdulsalam
 - Tab K4 Andrew Gledhill
 - Tab K5 Heather Heater
 - Tab K6 Philip Givens
 - Tab K7 Matt Boykin
 - Tab K8 Sarah Powers
 - Tab K9 Cynthia Menhorn
 - Tab K10 John Deskins
- Attachment L Form No. 4

The Application and its attachments are presented in a series of volumes, the contents and arrangement of which are outlined in **Annex A** to this letter.

Volume CONF includes all Application components for which confidential treatment is requested. This material is comprised of maps that identify the locations of sensitive cultural resources and protected species habitats that should be protected from public disclosure. Two copies of Volume CONF have been included with this filing under seal. NEET MA asks that your office segregate those materials in accordance with its standard procedures for such information. NEET MA will file an appropriate motion for protective order seeking permanent confidential treatment of the materials in Volume CONF.

NEET MA will provide complete copies of the Application binders to the following public repositories:

- Clerk of the County Commission of Monongalia County
- Clerk of the County Commission of Preston County
- Clerk of the County Commission of Mineral County
- Clerk of the County Commission of Hampshire County
- Arnettsville Public Library
- Cheat Area Public Library
- Clay Battelle Public Library
- Clinton District Public Library
- Morgantown Public Library
- Kingwood Public Library
- Terra Alta Public Library
- Burlington Public Library
- Fort Ashby Public Library
- Keyser-Mineral County Public Library
- Piedmont Public Library
- Capon Bridge Public Library
- Hampshire County Public Library

Our transmission letters to these recipients will be filed with your office.

A disk containing the contents of the Application is provided with this filing. We will forward you an electronic version of Form No. 14 (proposed notice of filing, found at Attachment I to the Application) for your use.

Ms. Karen Buckley, Director
January 30, 2026
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Please note the appearance of Christopher L. Callas and Nicklaus A. Presley as counsel for NEET MA.

Please call with any questions or concerns. As always, we appreciate your assistance in this matter.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'Callas', with a stylized flourish at the end.

Christopher L. Callas

Attachments

Annex A

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	Filing Letter and Annex A		000003
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B	Application Attachment B	Designated Entity Agreement	000069
C	Application Attachment C	Simplified Organizational Chart	000103
D	Application Attachment D	Map of West Virginia Portions of MARL	000107
E	Application Attachment E	Routing Study	000111
E1	Application Attachment E, Appendix A	Pennsylvania ERD (omitted from West Virginia version of Routing Study)	000257
E2	Application Attachment E, Appendix B	West Virginia ERD (see Application Attachment F)	000259
E3	Application Attachment E, Appendix C	Maryland ERD (omitted from West Virginia version of Routing Study)	000261
E4	Application Attachment E, Appendix D	Virginia ERD (omitted from West Virginia version of Routing Study)	000263
E5	Application Attachment E, Appendix E	Mapbooks for Routing Study (includes all except Appendices E-10 and E-12)	000265
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F	Application Attachment F	West Virginia ERD	000891
F1	Application Attachment F, Attachment 1	Resource Mapbooks (Attachments 1A, 1B, 1C, 1D, and 1F)	001161
F2	Application Attachment F, Attachment 2	Waterbody Crossing Table	001393
F3	Application Attachment F, Attachment 3	West Virginia Agency Correspondence	001417
G	Application Attachment G	Rule 9 Map	NA

Annex A

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K6	Application Attachment K6	Givens Direct Testimony	003009
K7	Application Attachment K7	Boykin Direct Testimony	003153
K8	Application Attachment K8	Powers Direct Testimony	003217
K9	Application Attachment K9	Menhorn Direct Testimony	003287
K10	Application Attachment K10	Deskings Direct Testimony	003327
L	Application Attachment L	Form No. 4	003355

Confidential Materials Filed Under Seal

CONF	1	Appendix E to Routing Study	Mapbooks for Routing Study, Appendices E-10 and E-12 (Confidential)	000001
	2	Application Attachment F (Appendix B to Routing Study)	West Virginia ERD Resource Mapbooks, Attachments 1E and 1G (Confidential)	000066

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Application

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**PUBLIC SERVICE COMMISSION
OF WEST VIRGINIA
CHARLESTON**

CASE NO. 26-____-E-____

**NEXTERA ENERGY TRANSMISSION
MIDATLANTIC, INC.**

**Application of NextEra Energy Transmission
MidAtlantic, Inc. for a Certificate of Public
Convenience and Necessity and Related Relief**

**APPLICATION FOR CERTIFICATE OF
PUBLIC CONVENIENCE AND NECESSITY
AND RELATED RELIEF**

**NextEra Energy Transmission
MidAtlantic, Inc.**

By Counsel:

**Christopher L. Callas, WVSB 5991
Nicklaus A. Presley, WVSB 12293
Jackson Kelly PLLC
500 Lee Street, East
Charleston, WV 25301**

January 30, 2026

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**PUBLIC SERVICE COMMISSION
OF WEST VIRGINIA
CHARLESTON**

CASE NO. _____

**NEXTERA ENERGY TRANSMISSION
MIDATLANTIC, INC.**

**Application of NextEra Energy Transmission
MidAtlantic, Inc. for a certificate of public
convenience and necessity under W. Va. Code
§ 24-2-11a authorizing the construction and
operation of the West Virginia segments of
a 500 kV electric transmission line and related
facilities in Monongalia, Preston, Mineral, and
Hampshire Counties, and for related relief**

**APPLICATION FOR CERTIFICATE OF
PUBLIC CONVENIENCE AND NECESSITY AND RELATED RELIEF**

NextEra Energy Transmission MidAtlantic, Inc. (the "Applicant" or "NEET MA"), hereby applies to the Public Service Commission of West Virginia ("Commission") for a certificate of public convenience and necessity pursuant to W. Va. Code § 24-2-11a ("Certificate") authorizing the construction, financing, ownership, and operation of the West Virginia portions of the MidAtlantic Resiliency Link Project ("MARL" or the "MARL Project"), a new approximately 107.5-mile, 500 kV transmission line that will traverse portions of Pennsylvania, West Virginia, Maryland, and Virginia, the new 500/138 kV Woodside Substation to be located in Frederick County, Virginia, and other associated transmission facilities. The West Virginia portions of the MARL Project will consist of approximately 58.9 miles of

500 kV transmission line and related facilities in Monongalia, Preston, Mineral, and Hampshire Counties (as described herein, the "West Virginia Portions").

As explained in this Application, the MARL Project was selected by PJM Interconnection, L.L.C. ("PJM") to address significant and widespread reliability criteria violations on the Bulk Electric System ("BES") that serves the PJM Region, including West Virginia, due to load growth and anticipated resource retirements in the PJM Region. The PJM Board of Managers ("PJM Board") approved the MARL Project in December 2023 through PJM's competitive solicitation process that sought from qualified transmission developers efficient and cost-effective solutions to prevent extensive, severe, and widespread reliability criteria violations forecasted to occur on the BES that serves the PJM region,¹ including in West Virginia. PJM's extensive reliability testing has revealed that the BES that serves West Virginia customers requires new transmission pathways to reliably move power across the region due to significant electric generation retirements and electric load growth. If left unaddressed, these system conditions would lead to thermal overloads of existing high voltage transmission lines and potential voltage collapse, leading to electric system failure and blackouts, including for West Virginia residents and businesses. **Figure 1** below depicts the forecasted

¹ The region served by PJM includes all or parts of Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, North Carolina, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, and the District of Columbia ("PJM Region").

generator 138 kV, 230 kV, and 500 kV thermal overloads along the West to East transfer corridor.

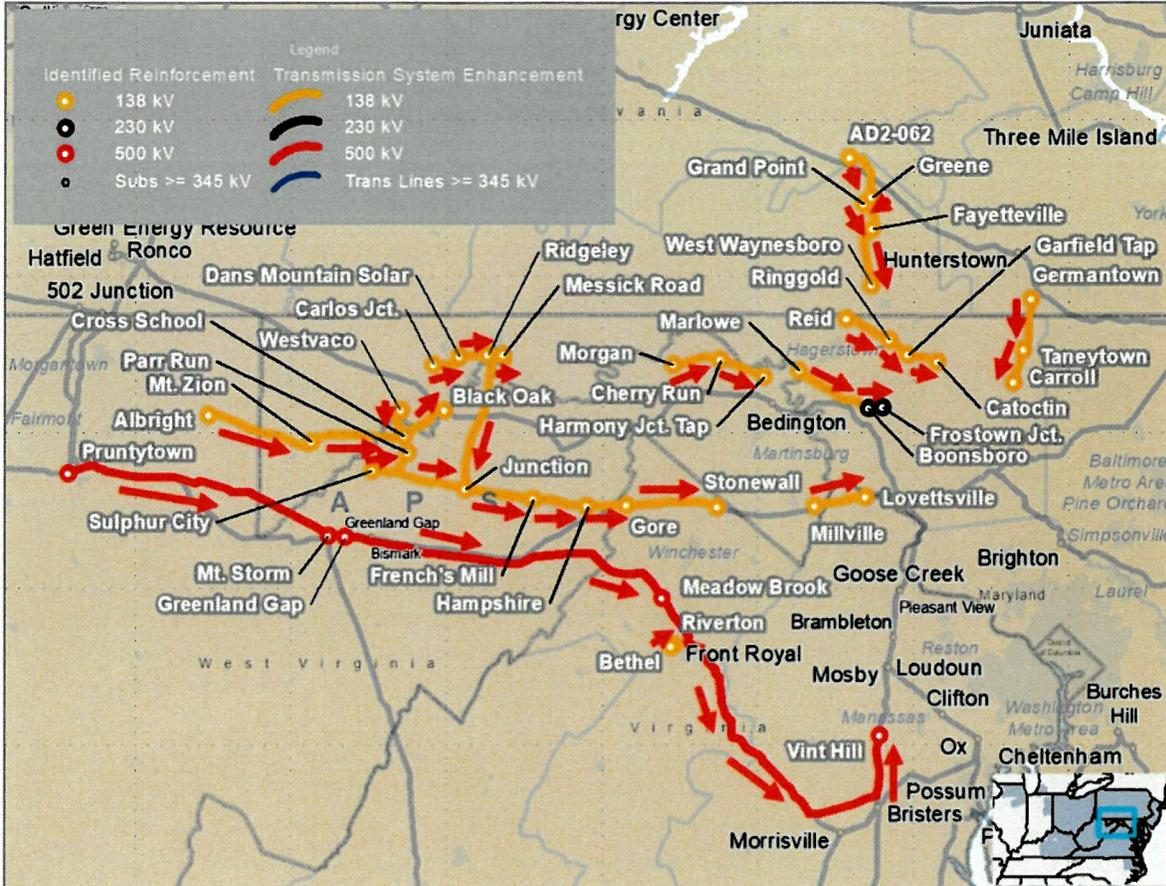


Figure 1: 2028 Study Year Generator Deliverability (Thermal) Analyses -- 138 kV, 230 kV and 500 kV Thermal Overloads (Along the West to East Transfer Corridor Only)

[NOTE: This map is only intended to illustrate the general electrical connectivity of the projects and should not be relied upon for exact geographical substation locations or line routes.]

After a thorough evaluation of a variety of alternative proposals submitted by numerous transmission developers, PJM selected a comprehensive set of transmission enhancements or expansions, which includes the MARL Project, as the more efficient or cost-effective solution to these critical transmission system needs. The Project is currently being developed to be in service by December 31,

2031; however, PJM has informed NEET MA that the need for reinforcements to the existing BES is so substantial that PJM is asking NEET to take all reasonable actions to obtain the necessary approvals and complete construction of the MARL Project as soon as practicable, and NEET MA is working to provide a pathway to accelerate the in-service date to December 2029 or earlier, pending regulatory approvals.

NEET MA respectfully requests that the Commission:

- a. Retain this case;
- b. Enter an order not later than **February 10, 2026** directing NEET MA to cause notice of the filing of this Application to be published as requested in Section K below;
- c. Waive the requirements of Tariff Rule 42 in connection with this Application as requested in Section I below;
- d. Enter a procedural schedule establishing a hearing date that will permit the Commission to enter an order granting all relief requested in this Application not later than 400 days from the Application filing date pursuant to W. Va. Code §24-2-11(f) ("Decision Due Date");
- e. Issue a Certificate for the West Virginia Portions of the MARL Project;
- f. Determine that NEET MA is a "public utility" under West Virginia law as requested in Section L below;
- g. Determine the inapplicability of or waive the requirements of W. Va. Code 24-2-12 in respect of two existing affiliate agreements or, in the alternative, approve the forms of those agreements as of the date of issuance of the Certificate, all as requested in Section M below;
- h. Waive hearing on the Application if no substantial protest is received; and

- i. Grant such additional authorizations, waivers, approvals, and other relief as may be necessary as may be necessary to permit NEET MA to begin construction of the West Virginia Portions of MARL.

A. Introduction, Parties and Other Involved Entities

1. NEET MA is a corporation incorporated in the State of Indiana in 2019 and qualified to do business in the State of West Virginia. Among other activities, NEET MA currently conducts the business of transmitting electric power and energy through portions of Indiana. NEET MA has its principal office at 700 Universe Blvd., Mailstop: C5B/JBC, Juno Beach, FL 33408. NEET MA's certificate of formation and certificate of existence are provided as **Attachment A**.

2. Through an affiliate (NextEra Energy Transmission MidAtlantic Holdings, LLC), NEET MA was directed by PJM to develop, construct, own, operate, and maintain the MARL Project. NEET MA, alongside its affiliate NextEra Energy Transmission Virginia, Inc. ("NEET VA"),² intends to finance, construct, own, operate, and maintain the MARL Project.

3. If the Commission grants the Certificate and NEET MA constructs the West Virginia Portions of the MARL Project, NEET MA will transmit electric power and energy through portions of West Virginia as a public utility under Chapter 24 of the West Virginia Code. NEET MA may also finance, construct, own, operate, and maintain other transmission projects in West Virginia in the future.

² NEET VA is a public service corporation incorporated in the Commonwealth of Virginia.

4. NEET MA will be responsible for the West Virginia, Maryland, and Pennsylvania portions of the MARL Project, while NEET VA will be responsible for the Virginia portions of the MARL Project. NEET MA, NEET VA, and PJM have executed a Designated Entity Agreement (“DEA”) for the MARL Project that, among other things, sets forth NEET MA’s obligation to construct the MARL Project. A copy of the DEA as amended is provided as **Attachment B**. After the MARL Project is constructed and placed into service, NEET MA and NEET VA will transfer functional control of the transmission facilities to PJM.

5. NEET MA is a direct, wholly owned subsidiary of NextEra Energy Transmission MARL Holdings, LLC, which in turn is an indirect, wholly owned subsidiary of NextEra Energy Transmission, LLC (“NEET”). NEET is a limited liability company organized and existing under the laws of the State of Delaware, with its principal place of business at 700 Universe Boulevard, Juno Beach, FL 33408, and is an indirect, wholly owned subsidiary of NextEra Energy, Inc. (“NextEra Energy”).

6. Collectively, NextEra Energy subsidiaries own approximately 72 GW of electric generation in operation and approximately \$120 billion of planned investments in North American infrastructure through 2028. NextEra Energy also owns Florida Power & Light Company (“FPL”), which serves more than 12 million homes and businesses in Florida through six million customer accounts and operates and maintains approximately 82,000 miles of electrical lines, including 9,500 miles of high-voltage transmission lines. NextEra Energy also owns a

competitive energy generation business, NextEra Energy Resources, LLC ("NextEra Energy Resources"), which, together with its affiliated entities, owns and operates approximately 37 GW of generation resources across the U.S. and Canada. NEET was formed by NextEra Energy in 2007 to apply NextEra Energy's experience and resources in financing, developing, owning, and operating transmission facilities to projects across the U.S. and Canada. NEET serves as a holding company for NextEra Energy's regulated transmission utilities outside the State of Florida and is the immediate parent company of the applicant, NEET MA. Collectively, NEET subsidiaries own and operate approximately 2,100 miles of high-voltage transmission in 10 states throughout the U.S. and one province in Canada located in eight regional transmission organizations ("RTO").

7. NEET MA, NEET, and the NextEra Energy family of companies are described in further detail in the testimony of NEET MA witness Kaitlin McCormick. Ms. McCormick and NEET MA witness Matthew Boykin also describe NEET MA's technical, managerial, and financial qualifications to finance, build, own, and operate the MARL Project and to provide service within the State of West Virginia. The direct testimony of Ms. McCormick and Mr. Boykin are provided as **Attachment K1** and **Attachment K7**, respectively. A simplified organizational chart showing the relationship of NEET MA to certain key parent companies and affiliates is provided as **Attachment C**.

8. PJM is a Federal Energy Regulatory Commission ("FERC")-approved RTO charged with ensuring the reliable and efficient operation of the electric

transmission system under its functional control and coordinating the transmission of electricity throughout the PJM Region. PJM coordinates the movement of electricity, ensures the reliability of the transmission grid, and plans the enhancement and expansion of the PJM transmission system. NEET MA witness Sami Abdulsalam, Ph.D., P.Eng., describes PJM in his direct testimony attached at **Attachment K3**.

B. Overview and Description of the MARL Project

9. The MARL Project is an approximately 107.5-mile, 500 kV transmission line that will traverse portions of Pennsylvania, West Virginia, Maryland, and Virginia along a proposed route shown in the map provided at **Attachment D** to this Application ("Proposed Route"). The MARL Project will include the new 500/138 kV Woodside Substation to be located in Frederick County, Virginia. A condensed version of Attachment D is provided as **Figure 2** below.

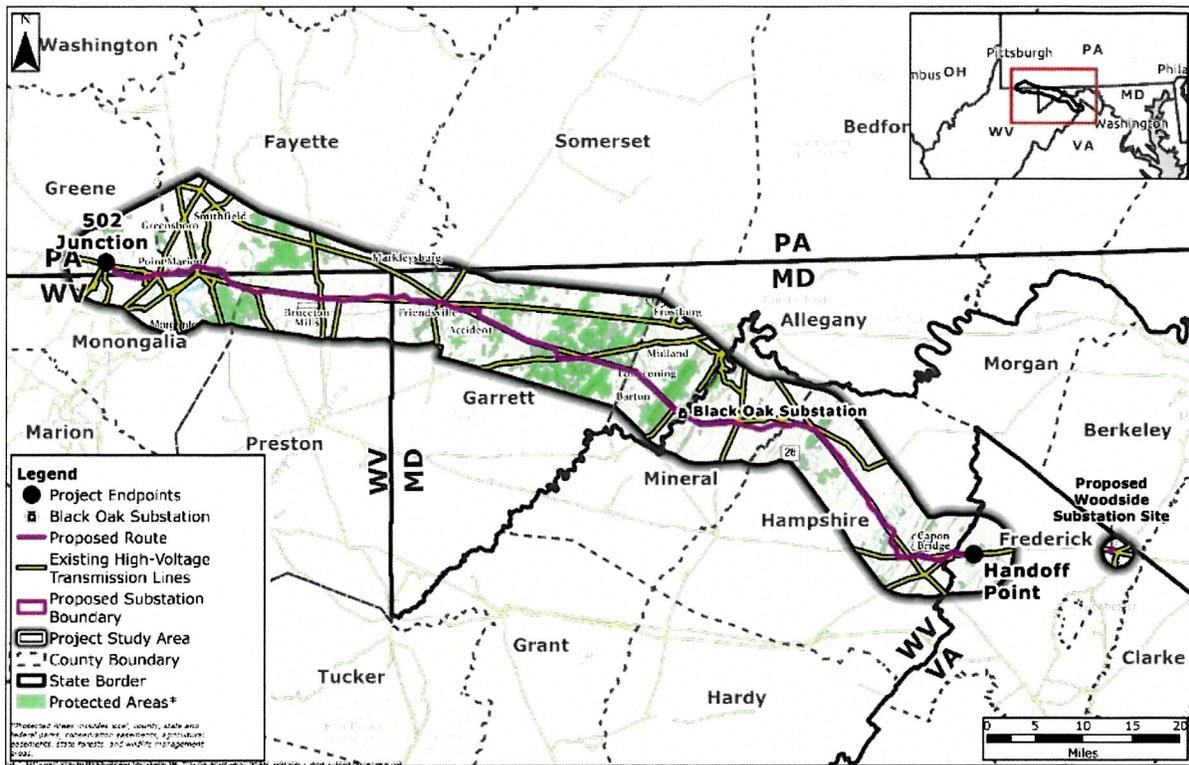


Figure 2 MARL Project Overview Map

10. The western end of the MARL Project will connect to the existing 502 Junction Substation in Greene County, Pennsylvania owned by Trans-Allegheny Interstate Line Company, a subsidiary of FirstEnergy Corp. (“FirstEnergy”) and will continue east and southeast to the Pennsylvania-West Virginia border for approximately 2.7 miles. In West Virginia, the MARL Project will continue approximately 3.1 miles through northern West Virginia. The MARL Project crosses back into Pennsylvania for approximately 8 miles, generally along the Pennsylvania-West Virginia border, before crossing back into West Virginia. In West Virginia, the MARL Project continues in an east and southeast direction for approximately 18.7 miles to the West Virginia-Maryland border. From the West

Virginia-Maryland border, the MARL Project will continue southeast approximately 35.2 miles through western Maryland to the existing Black Oak 500/138kV Substation in Allegany County, Maryland owned by Potomac Edison (a subsidiary of FirstEnergy) and then continue approximately 0.2 miles to the Maryland-West Virginia border. From the Maryland-West Virginia border, the MARL Project will continue east and southeast approximately 37.1 miles through northeastern West Virginia, through Mineral and Hampshire counties, to the West Virginia-Virginia border, and then continue east approximately 2.4 miles in Virginia where it will interconnect with a new 500 kV transmission line to be constructed by FirstEnergy.

11. The portion of the Proposed Route in West Virginia (collectively, the "West Virginia Portions") enters Monongalia County from Pennsylvania, approximately 1 mile north of Madsville, traverses approximately 3.1 miles east, and exits West Virginia back into Pennsylvania. The Proposed Route re-enters Monongalia County on the northeastern end of the county, approximately 0.8 miles north of the West Virginia University Research Forest, traverses approximately 18.7 miles south and east across Monongalia and Preston Counties and then exits West Virginia into Maryland. The Proposed Route traverses the panhandle of Maryland and re-enters West Virginia approximately 0.3 miles east of the Black Oak substation in Mineral County, traversing Mineral and Hampshire Counties for approximately 37.1 miles east and southeast and exiting into Virginia. A Routing Study describing the selection of the Proposed Route ("Routing Study") and the West Virginia component of an accompanying Environmental Review Document

(the "West Virginia ERD") are attached as **Attachment E** and **Attachment F**, respectively, provide more detail on the West Virginia Portions of the MARL Project and are explained in the direct testimony of NEET MA witness Heather Heater attached at **Attachment K5**.

12. Of the components of MARL, only the West Virginia Portions are the subject of this Application. NEET MA seeks no authority with respect to the Maryland, Pennsylvania, or Virginia portions of MARL in this Application. Further, the MARL Project does not include the facilities to be constructed by FirstEnergy and by Dominion Energy.

13. **Attachment G** is a series of maps that are responsive to the requirements of Section 150-3-9.2.1.a of the Commission's Rules and Regulations for the Government of Electric Utilities (collectively, the "Rule 9 Map"). The Rule 9 Map shows the proposed location of the West Virginia Portions, including landmarks and other material specified in Electric Rule 9.2.1.a. **Attachment H** is a narrative description of the Proposed Route for the West Virginia Portions. Collectively, Attachments G and H are responsive to requirements of W. Va. Code § 24-2-11a(b)(1) and Electric Rule 9.2.1.a as to the location and type of line facilities proposed to be constructed.

14. Due to the immediate need to construct the West Virginia Portions to address the current and anticipated reliability concerns identified in this Application, NEET MA believes it is necessary and in the public interest for the Commission to accord a reasonable level of flexibility to accommodate

circumstances and concerns that may arise during the Certificate process. Although NEET MA seeks approval in this Application to construct the West Virginia Portions within a 200-foot right-of-way (“ROW”) located along a centerline shown in the Rule 9 Map, NEET MA requests that the Commission adjust the centerline in any area NEET MA may identify within a corridor consisting of 500 feet on each side of the Rule 9 Map centerline (“Siting Corridor”) if necessary to accommodate circumstances and concerns that may arise during the Certificate process.³ Concurrently with the publication of notice of this filing, NEET MA will provide written notice of this Application by certified mail in accordance with W. Va. Code § 24-2-11a(c) to all known owners of land within the Siting Corridor.

C. Description of MARL Facilities and ROW

15. The direct testimony of NEET MA witness Phillip Givens attached as **Attachment K6** provides further detail on the location and type of facilities that NEET MA proposes to construct. Specifically, Mr. Givens: (i) discusses the Project’s engineering specifications, design features, and safety features; (ii) addresses the required ROW for the Project, including its width and slope; (iii) describes the transmission structures, conductor composition, and voltage of the line; and (iv) explains the proposed approach for ROW clearance and maintenance. This testimony is responsive to the requirements of W.Va. Code § 24-2-11a(b)(1) and Electric Rules 9.2.1.b, c, and d.

³ In areas that require additional easement blowout, the maximum width of the Siting Corridor will be 715 feet. See Routing Study at Section 1.4.1.

D. Electrical Need for the MARL Project

16. The MARL Project was approved by the PJM Board in December 2023 as part of PJM's annual Regional Transmission Expansion Plan ("RTEP") process for 2022⁴ and its resulting competitive solicitation process intended to identify projects to address severe reliability issues in the region, including within the state of West Virginia. As explained in this Application and NEET MA's supporting evidence, the MARL Project is critically needed to prevent extensive, severe, and widespread thermal overloads and potential voltage collapses, including system collapse and blackouts, which could compromise the overall system reliability in the PJM Region, impacting West Virginia residents and businesses.

17. These reliability needs are driven by significant changes on the PJM system, including those caused by the proposed deactivation of numerous generation facilities, as well as data center loads projected within Virginia (DOM zone) and Maryland near the Doubs substation (APS zone). Importantly, through the 2022 RTEP process, PJM – informed by its modeling, testing, load forecasting,

⁴ The protocol PJM follows to develop the RTEP is set forth in Schedule 6 of PJM's Amended and Restated Operating Agreement ("Schedule 6"), which is available at: <https://agreements.pjm.com/oa/4771>. Schedule 6 governs the process by which PJM's members rely on PJM to prepare an annual regional plan for the enhancement and expansion of the transmission facilities to maintain long-term, reliable electric service consistent with established reliability criteria. In addition, Schedule 6 addresses the procedures used to develop the RTEP, the review and approval process for the RTEP, the obligation of transmission owners to build transmission upgrades included in the RTEP, and the process by which interregional transmission upgrades will be developed. The PJM RTEP process and reliability criteria used for this process are described in the PJM Manual 14B, which is available at: <https://www.pjm.com/pjmfiles/directory/manuals/m14b/index.html#about.html>.

and the application of its transmission reliability planning criteria – concludes that if the MARL Project is not constructed, the bulk 500 kV transmission system currently serving West Virginia and the surrounding PJM region is at risk of becoming severely overloaded.

18. Without the additional 500 kV transmission lines to transfer power west to east to meet the region’s projected load growth, PJM has determined that as early as 2027, the existing 500 kV transmission lines in Maryland and Virginia may become severely overloaded and will expose the overall system to the risk of voltage collapse. These thermal overload violations and voltage collapse violations are so severe and widespread that if left unaddressed overall system reliability in the PJM Region could be compromised, including for West Virginia customers, and could lead to widespread and extreme conditions, including system collapse and blackouts. For example, PJM observed thousands of thermal overload violations, thousands of voltage collapse (blackout) violations, and extreme low voltage (non-sustainable) violations in various areas within the PJM Region as early as 2027. Furthermore, PJM’s analysis for 2028 identified an additional increase in the number and severity of reliability violations as compared to PJM’s 2027 base case analysis. In its Reliability Analysis Report, PJM concluded:

The western quadrant reinforcements are critical due to the high demand for west to east power flow and into the APS and northern Virginia networks. This transmission corridor extending from the Kammer 765 kV substation in the West towards the eastern edge of the APS system (Doubs) and the northern edge of the Dominion transmission network (Goose Creek area) was experiencing voltage collapse conditions under the higher transfer demands represented in both the 2027 and 2027/28 scenarios.⁵

19. On February 24, 2023, these observations led PJM to open the 2022 RTEP “Window 3” competitive solicitation window for transmission system expansion and enhancement projects. The solicitation ended on May 31, 2023, with the submission of 72 proposals from 10 different bidders. The proposals were clustered or grouped into four need regions where the reliability violations were present: West, South, East, and Northern Virginia. The NEET MA’s proposal 853 was grouped in the West region.

20. NEET MA submitted 14 proposals to PJM focusing on addressing transfers from the western Pennsylvania and Maryland areas into the Doubs/South Doubs area.⁶ The 2022 RTEP Window 3 proposals were extensively evaluated and reviewed with stakeholders through the Transmission Expansion Advisory

⁵ Reliability Analysis Report, 2022 RTEP Window 3 (December 8, 2023), at 36, available at: <https://www.pjm.com/-/media/DotCom/committees-groups/committees/teac/2023/20231205/20231205-2022-rtep-window-3-reliability-analysis-report.pdf>.

⁶ The bids were submitted to PJM by a separate affiliate of NEET MA, NextEra Energy Transmission MidAtlantic Holdings, LLC. For ease of reference, in this Application, NEET MA refers to these bids as being submitted by NEET MA.

Committee (“TEAC”) and Subregional RTEP committees. The PJM constructability and financial analysis compared the alternative proposals on environmental impacts, routing, project scheduling, and project cost, among other things.⁷ Over several months, each proposal was thoroughly evaluated based on such factors as its performance, scalability, impacts, costs, risk, and efficiencies. PJM analyzed a reduced list of project components submitted by NEET MA and other bidders, which were studied in various combinations and individually to identify the most effective solution. Based on different combinations of scenarios performed, PJM identified that, with adequate reinforcements in the East, only one 500 kV or 765 kV line with dedicated dynamic VAR support would be required. On December 11, 2023, the PJM Board approved the recommended solutions for each of the need regions, which included the MARL Project as one of the solutions for the West need region.

21. Following PJM Board approval, NEET MA identified the opportunity to more efficiently utilize existing ROW on the eastern end of the MARL Project. NEET MA initiated collaborative discussions with the incumbent transmission owners (FirstEnergy, Dominion Energy, and Exelon Corporation) along portions of the MARL Project to investigate alternatives that would minimize impacts from

⁷ See PJM Constructability & Financial Analysis Report for 2022 Window 3 (November 17, 2023), which is available at:

<https://www.pjm.com/-/media/DotCom/committees-groups/committees/teac/2023/20231205/20231205-2022-rtep-window-3-constructability--financial-analysis-report.pdf>.

certain new “greenfield” segments of the line. Following these discussions, the entities agreed on a scope change for a portion of the MARL Project located in Virginia to better take advantage of existing transmission line rights-of-way, ultimately reducing the scope of the project that will be built by NEET MA. The modified MARL Project was presented to and approved by the PJM Board in August 2024.

22. The MARL Project is a major component of collective electrical solutions selected by PJM to best address the reliability issues identified in the West need region. Specifically, PJM concluded that the modified MARL Project was a more efficient or cost-effective solution to address the reliability needs for West to East transfers and offers a third 500 kV supply line to the growing load center in the Dominion zone. Additionally, the MARL Project offered cost containment commitments to encourage the timely and cost-effective completion of the Project.

23. Accordingly, PJM has directed NEET MA to construct components of MARL, as described above. On February 21, 2025, PJM and NEET MA executed a DEA for the MARL Project. FERC accepted the DEA on May 8, 2025, in Docket No. ER25-1736-000. On November 21, 2025, NEET MA, NEET VA, and PJM executed an amendment to the DEA, which was filed with FERC in Docket No. ER26-860-000 on December 22, 2025 and is currently pending before FERC. A copy of the DEA as amended is provided in Attachment B and is described in more detail in Ms. McCormick’s direct testimony.

24. The justification for the electrical need for the West Virginia Portions of MARL, as required by W. Va. Code § 24-2-11a(b)(2), is further presented in Dr. Abdulsalam's direct testimony and that of NEET MA witness Matt Pawlowski, attached as **Attachment K2**. Dr. Abdulsalam and Mr. Pawlowski also provide detailed descriptions of the process used by PJM to select and approve baseline reliability projects, the need for the proposed MARL Project as identified by PJM, NEET MA's participation in that process, and the obligation of NEET MA to complete the West Virginia Portions.

E. Environmental Assessment of the MARL Project

25. The construction and operation of the West Virginia Portions is not expected to have a significant environmental impact. The Routing Study addresses the expected environmental impacts of the West Virginia Portions, specifically: (i) the habitats and types of wildlife that may be in the proposed ROW for the West Virginia Portions and any material effects the line may have on that wildlife; (ii) a statement showing that the construction of the West Virginia Portions is not expected to have any material effect on human or domestic animal life; and (iii) a description of any other pertinent facts relating to the expected environmental impact of the areas on and adjacent to the West Virginia Portions. Mrs. Heater's direct testimony supplements the Routing Study and demonstrates that the West Virginia Portions will not cause adverse effects on human and domestic animal life along the proposed ROW. Collectively, the Routing Study and Mrs. Heater's direct

testimony are responsive to the requirements of W. Va. Code § 24-2-11a(b)(3) and Electric Rules 9.2.1.e, f, and h.

F. Consideration of Alternative Routes

26. Several alternatives have been reviewed and evaluated and rejected as less effective, efficient, cost-effective, or feasible than the MARL Project. The identification of alternative line routes and the selection of the Proposed Route are described in detail in the Routing Study. Mrs. Heater's direct testimony provides detail on the decision-making process including the factors considered, justifications made for those decisions, and the consultants relied upon that resulted in the selection of the proposed location of the West Virginia Portions. Collectively, the Routing Study and Mrs. Heater's direct testimony are responsive to the requirements of Electric Rule 9.2.1.g.

G. Construction Schedule and Projected In-Service Date

27. To meet PJM's requirements and assure continued reliability of the PJM transmission system, the MARL Project (including the West Virginia Portions) must be financed, constructed, and placed in service by December 31, 2031. As described previously, to meet PJM's identified reliability needs as soon as practicable, NEET MA is working to provide a pathway to accelerate the in-service date to December 2029 or earlier, pending regulatory approvals.⁸ To meet this schedule and to permit NEET MA to begin construction-related activities and

⁸ PJM, NEET MA, and NEET VA will negotiate further amendments to the DEA to reflect the accelerated in-service date.

commence condemnation proceedings, if necessary, an order of this Commission granting the relief requested in this Application is necessary not later than the Decision Due Date.

28. A detailed discussion for the need for Commission action by the Decision Due Date and the MARL Project development and construction schedule is presented in Mr. Givens' direct testimony.

H. Estimated Cost of the MARL Project

29. The cost estimate for the Proposed Route for the entire MARL Project is approximately \$1,167,200,000 (in 2031 dollars). Within West Virginia, the West Virginia Portions are estimated to cost \$482,706,000. This cost estimate includes siting, engineering, construction, procurement, financing, administration, development, legal costs, escalation contingency, and taxes. This estimate is based upon an initial planning level estimate (\$844.8 million in 2023 dollars), contingency (\$115.4 million in 2023 dollars), and taxes and escalation to the latest in-service date of 2031 (\$207 million), for a total of \$1.167 billion. The estimate also reflects 30% design and engineering, refinements to the project route from the bid, and vendor quotes received. The estimate is subject to adjustment as the constructability of the MARL Project, sequence of construction, and other factors that may affect cost are identified and analyzed as the Project progresses. Mr. Pawlowski provides an overview of the Project's estimated cost in his direct testimony.

I. Rate Recovery and Rate Impacts

30. NEET MA's rates are subject to the exclusive jurisdiction of FERC over rates for interstate wholesale transmission service.⁹ The costs for the MARL Project will be recovered through NEET MA's and NEET VA's transmission rates and allocated to Load Serving Entities under the terms of PJM's FERC-approved Open Access Transmission Tariff.

31. Consistent with FERC Order No. 1000, PJM's competitive planning process requires PJM to select the more efficient or more cost-effective transmission solutions to address reliability needs of the system.¹⁰ After analyzing numerous proposed solutions, PJM selected a comprehensive set of transmission enhancements or expansions, which includes the MARL Project, as the more efficient or cost-effective solutions to address the identified reliability needs. In analyzing NEET MA's proposal 853, PJM considered NEET MA's strong cost containment provisions as reflected in the DEA. For instance, NEET MA committed to various binding cost containment measures intended to incentivize cost-effective completion of the project and reduce potential cost overruns and

⁹ It is well-established that FERC has exclusive jurisdiction over interstate transmission rates, 16 U.S.C. § 824(b), and is authorized to determine whether such rates are just and reasonable. 16 U.S.C. §§ 824d, 824e. See also, *Nantahala Power & Light Co. v. Thornburg*, 476 U.S. 953, 956-957 and 966 (1986) (states must give effect to FERC-approved rates and agreements affecting those rates).

¹⁰ See PJM Manual 14F: Competitive Planning Process, at 11; Transmission Planning and Cost Allocation by Transmission Owning and Operating Public Utilities, Order No. 1000, FERC Stats. & Regs. ¶ 31,323 at P 148 (2011); see also Schedule 6 (linked at footnote 4 above) at Section 1.5.8.

project delays.¹¹ A more detailed description of the cost-effectiveness of the Project (including cost-containment measures) is described in Mr. Pawlowski's and Dr. Abdulsalam's direct testimony.

32. NEET MA witness Cynthia Menhorn addresses the retail rate impact of the MARL Project in West Virginia in her direct testimony, attached as **Attachment K9**. Ms. Menhorn estimates that the MARL Project will result in increases in 2032 for average residential customers of Monongahela Power Company and The Potomac Edison Company in West Virginia of 0.84% and 1.11%, respectively, with lower rate impacts in other years. Other municipal electric utilities and electric cooperatives in West Virginia that procure generation from FirstEnergy as resale customers will experience rate impacts as well. West Virginia electric customers that are not located in the Allegheny Power Zone will not experience rate impacts associated with the MARL Project.

33. The provisions of Tariff Rule 42, which typically would apply to utility certificate cases where the proposed construction is expected to have an immediate impact on base rates, are inapplicable to the West Virginia Portions because, as indicated above, NEET MA's rates are subject to FERC jurisdiction.

¹¹ The MARL Project includes a return on equity ("ROE") cap of 9.8% and a binding equity percentage cap of 45%. For any capital expenditures that exceed their original cost estimate, NEET MA's ROE on that incremental capital would be reduced from 9.8% to 0%, but NEET MA will still recover all depreciation expense and debt costs associated with the incremental capital spend. These cost containment measures for the MARL Project provide that, regardless of other cost containment measures, the total earned ROE cannot be lower than 7.5%. NEET MA also provided a schedule guarantee where the total project ROE would be reduced by 2.5 basis points for each month delay past the guaranteed completion date of December 31, 2031 up to a maximum of 30 basis points.

NEET MA will not have retail customers in West Virginia. Accordingly, NEET MA requests a waiver of the requirements of Tariff Rule 42 in connection with this filing.

J. Other Permits, Authorizations, and Certificates

34. In addition to the certificate sought from the Commission, NEET MA and NEET VA will seek all necessary authorizations in respect of the MARL Project from the Virginia State Corporation Commission ("VSCC"), the Pennsylvania Public Utility Commission ("PaPUC"), the Maryland Public Service Commission ("MPSC"), and various other governmental entities with jurisdiction over matters related to the construction and operation of the MARL Project. The VSCC, PaPUC, and MPSC will conduct parallel proceedings for the purpose of considering MARL's applications for approval of the portions of the MARL Project located in Virginia, Pennsylvania, and Maryland respectively.

35. A list of the local, state, and federal agencies having oversight of the construction and operation of the West Virginia Portions of MARL and the licenses, permits, and approvals that are or may be necessary for the construction and operation of the West Virginia Portions is attached to Ms. McCormick's testimony as **NEET MA KM-D Attachment 1**. Applicable permits and approvals required for the construction and operation of the West Virginia Portions will be obtained from these agencies.

36. Neither the West Virginia Portions of MARL nor NEET MA's operations as a public utility in West Virginia are expected to compete with any public utility, corporation, or person. The service to be provided by MARL in West Virginia is

not presently rendered by any utility, corporation, or person. The West Virginia Portions will address the reliability concerns identified in this Application and enhance the ability of PJM to reliably serve its current and future transmission customers.

K. Notice to Public and Line Siting Activities

37. NEET MA has committed to working with landowners, neighboring residents, business owners, and regulators to balance the interests of all interested parties in an effort to minimize the environmental and land use impacts of MARL.

38. Following award of the project by PJM, NEET MA and its expert outside siting consultant, ERM (collectively with NEET MA, the "Routing Team"), developed a Study Area that focused heavily on the existing ROW between the 502 Junction and Woodside Substations. The Routing Team incorporated this extensive feedback into development of a Study Area within which additional studies were performed, and feedback was obtained in order to ultimately develop potential routing alternatives.

39. NEET MA elicited public input to inform the development of route alternatives through written communications, a Project website and Facebook page, and open house meetings. In February 2025, NEET MA sent a total of 22,769 postcards to landowners within a two-mile buffer of the existing transmission line corridors in the Project study area, notifying them of the Project

and soliciting initial feedback.¹² In May 2025, NEET MA held open house meetings in the West Virginia communities of Slanesville (Hampshire County) on May 5, 2025; Wiley Ford (Mineral County) on May 8, 2025; Morgantown (Monongalia County) on May 12, 2025; and Bruceton Mills (Preston County) on May 14, 2025. NEET MA also established a dedicated email inbox and telephone hotline to receive information about the project and answer questions. Through these efforts, NEET MA received over 1,500 comments from residents and other interested parties through various mediums. Ms. McCormick discusses the public outreach conducted for the Project and Mrs. Heater explains how public input derived from this outreach was used in the selection of the Proposed Route.

40. **Attachment I** to this Application is Form No. 14, a proposed notice of filing that describes the West Virginia Portions and incorporates a county-specific map for each of the four counties. NEET MA requests the Commission issue an order by **February 10, 2026** directing NEET MA to publish Attachment I as a Class II publication in Monongalia, Preston, Mineral, and Hampshire Counties as required by W. Va. Code § 24-2-11a(c).

41. In addition to this publication of notice, NEET MA proposes to make a good faith effort to provide actual notice of the filing of this Application by certified mail to each landowner, determined on the basis of property tax records residing

¹² This included 2,905 postcards sent to landowners in Monongalia County, 1,466 postcards sent to landowners in Preston County, 2,387 postcards sent to landowners in Mineral County, and 3,103 postcards sent to landowners in Hampshire County. A copy of the postcard sent, along with other public outreach materials, is provided as NEET KM-D Attachment 2 to Ms. McCormick's direct testimony.

within the Siting Corridor identified above, as required by W. Va. Code § 24-2-11a(c).

L. Request for Determination that NEET MA is a Public Utility

42. Upon the issuance of the Certificate in this case, NEET MA will be engaged in the “transmission of electrical energy...for service to the public, whether directly or through a distributing utility...” See W. Va. Code § 24-2-1(a). NEET MA requests that the Commission specifically find that upon the Commission’s issuance of the Certificate: (i) NEET MA will be a “public utility” within the meaning of W. Va. Code § 24-2-1(a) and 24-1-2; and (ii) NEET MA’s activities will include the construction, operation, and maintenance of electric transmission lines for “public use” within the meaning of W. Va. Code § 54-1-2(a)(2).

M. Existing Agreements

43. NEET MA receives affiliate services from its affiliated operating and holding companies, pursuant to an existing Corporate Support Services Agreement among NEER, NEET, FPL, NextEra Energy Transmission New York, Inc., NEET VA, and GridLiance Heartland LLC (“NEET MA Corporate Support Services Agreement”). A copy of the NEET MA Corporate Support Services Agreement is provided as **Attachment J1**. NEET MA will continue to rely on support from its affiliates under this agreement to construct, own, operate, maintain, finance, and manage the West Virginia Portions.

44. NEET MA is also a party to a separate Corporate Support Services Agreement under which it, and other NextEra Energy affiliates, will provide services to NEET VA (the “NEET VA Corporate Support Services Agreement,” and together with the NEET MA Corporate Support Services Agreement, the “Existing Agreements”). A copy of the NEET VA Corporate Support Services Agreement is provided as **Attachment J2**.

45. Accordingly, NEET MA requests that the Commission recognize the Existing Agreements and either (i) determine that NEET MA is not required to obtain Commission approval of them under W. Va. Code § 24-2-12 or (ii) approve them under that section.

N. Testimony in Support of the MARL Project

46. NEET MA has attached the direct testimony of ten witnesses at the following locations within **Attachment K**.

Attachment	Witness	Description of Testimony
K1	<i>Kaitlin McCormick</i> , Senior Director, Development, NextEra Energy Transmission, LLC (NEET MA Attachment KM-D)	Provides an overview of NEET MA; describes the MARL Project; describes the obligation of NEET MA to complete the MARL Project; describes NEET MA’s operational qualifications; describes how the MARL Project will be operated; provides an overview of public outreach efforts; and provides an overview of this Application.
K2	<i>Matt Pawlowski</i> , Vice President, Development NextEra Energy Transmission, LLC (NEET MA Attachment MP-D)	Explains the need for the MARL Project; describes NEET MA’s bid in PJM’s 2022 RTEP Window 3; describes the alternatives that NEET MA considered to constructing the Project; describes the consequences of not constructing the Project; describes the cost-effectiveness of the MARL Project; and describes the estimated costs of the MARL Project and alternatives considered.

Attachment	Witness	Description of Testimony
K3	Sami Abdulsalam , Director of Transmission Planning, PJM (NEET MA Attachment SA-D)	Explains PJM's RTEP process; explains the need for the MARL Project; and describes how PJM selected the MARL Project.
K4	Andrew Gledhill , Manager, Resource Adequacy Planning, PJM (NEET MA Attachment AG-D)	Describes PJM's load forecasting process and the load forecasts that support the need for the MARL Project, consisting of significant load growth driven by economic growth, large block load additions, and electric vehicles, upon which PJM relied to identify the reliability criteria violations for which PJM sought solutions in the 2022 RTEP Window 3 competitive solicitation process.
K5	Heather Heater , Partner, ERM (NEET ME Attachment HH-D)	Explains the environmental assessment, siting analysis, evaluation of the Alternative Routes, and selection of the Proposed Route for the new 500 kV transmission line associated with the MARL Project.
K6	Phillip Givens , General Manager of Transmission Project Engineering, Engineering & Construction, NextEra Energy Resources, LLC (NEET MA Attachment PG-D)	Explains the design features of the MARL Project; describes the safety features that will be incorporated into the design of the new 500 kV transmission line; and describes the engineering and construction process for the MARL Project.
K7	Matthew Boykin , Senior Director, Business Management, NextEra Energy Transmission, LLC (NEET MA Attachment MB-D)	Describes NEET MA financial qualifications; explains how NEET MA will finance the construction and operation of the MARL Project; describes how the costs for the MARL Project will be recovered; and describes NEET MA's affiliate agreements and cost allocation methods.
K8	Sarah Powers , Senior Director, Development, NextEra Energy Transmission, LLC (NEET MA Attachment SP-D)	Explains the process used by NEET MA to attempt to acquire the rights-of-way and easements necessary for the MARL Project; and provides a summary of the status of negotiations with landowners.

Attachment	Witness	Description of Testimony
K9	Cynthia Menhorn , Vice President of Regulatory Services at MCR Performance Solutions, LLC (NEET MA Attachment CM-D)	Describes the projected West Virginia retail rate impact of the MARL Project.
K10	John Deskins , Director, West Virginia University Bureau of Business and Economic Research (NEET MA Attachment JD-D)	Quantifies the direct, indirect, and induced economic impacts in West Virginia to arise from the construction and operation of the MARL Project.

This testimony, together with the Application and its other appendices, is responsive to the requirements of W. Va. Code § 24-2-11a(b) and Electric Rule 9.2.

O. Other Forms and Attachments

47. A completed Form No. 4 is provided as **Attachment L** to this Application.

P. Conclusion and Requests for Relief

48. Based on the representations made in this Application and the attached direct testimony, NEET MA respectfully requests that the Commission:

- a. Retain this case;
- b. Enter an order not later than **February 10, 2026** directing NEET MA to cause notice of the filing of this Application to be published in the form of Attachment I as requested in Section K above;
- c. Waive the requirements of Tariff Rule 42 in connection with this Application, as requested in Section I above;

- d. Enter a procedural schedule establishing a hearing date that will permit the Commission to enter an order granting all relief requested in the Application not later than the Decision Due Date;
- e. Issue a Certificate for the West Virginia Portions of the MARL Project;
- f. Determine that NEET MA is a “public utility” under West Virginia law as requested in Section L above;
- g. Determine the inapplicability of or waive the requirements of W. Va. Code 24-2-12 in respect of the Existing Agreements or, in the alternative, approve the forms of the Existing Agreements as of the date of issuance of the Certificate, all as requested in Section M above;
- h. Waive hearing on the Application if no substantial protest is received; and
- i. Grant such additional authorizations, waivers, approvals, and other relief as may be necessary as may be necessary to permit NEET MA to begin construction of the West Virginia Portions of MARL.

Filed on January 30, 2026.

NextEra Energy Transmission MidAtlantic, Inc.
By Counsel



Christopher L. Callas, WVSB 5991
Nicklaus A. Presley, WVSB 12293
JACKSON KELLY PLLC
500 Lee Street, East
Charleston, WV 25301

VERIFICATION

State of New York,

County of Westchester, to wit:

Evan Yager, President of NextEra Energy Transmission MidAtlantic, Inc., being duly sworn, says that the facts and allegations contained in the foregoing Application are true, except so far as they are therein stated to be on information, and that, so far as they are therein stated to be on information, believes them to be true.

Taken, sworn to, and subscribed in my presence this ___ day of January, 2026.


Evan Yager

LIM KIM A.
Notary Public, State of New York
No. 01L16144154
Qualified in Westchester County
Commission Expires Apr. 24, 2026



Notary Public

My Commission expires: 04-24-2026

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Table of Attachments

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