BEFORE THE
MARYLAND PUBLIC SERVICE COMMISSION

In the Matter of the Application of NextEra Energy Transmission MidAtlantic, Inc. for a Certificate of Public Convenience and Necessity to Construct a 500kV transmission line associated with the MidAtlantic Resiliency Link Project in Portions of Allegany and Garrett Counties, Maryland	* * * * * * * * *	Case No. _____

APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO CONSTRUCT THE MIDATLANTIC RESILIENCY LINK PROJECT

January 30, 2026

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I. INTRODUCTION

NextEra Energy Transmission MidAtlantic, Inc. (the "Company" or "NEET MA"), by its undersigned counsel, hereby submits this application ("Application") to the Maryland Public Service Commission ("Commission") for a Certificate of Public Convenience and Necessity ("CPCN") pursuant to Section 7-207 of the Public Utilities Article of Maryland Annotated Code ("PUA") and Title 20, Subtitle 79 of the Code of Maryland Regulations ("COMAR") to construct of the Maryland portions of an electric transmission line known as the MidAtlantic Resiliency Link ("MARL," "Project" or the "MARL Project"). Through this Application, NEET MA respectfully requests that the Commission issue a CPCN authorizing the Company to construct the MARL Project in Allegany and Garrett Counties.

In its entirety, MARL is a new approximately 107.5-mile, 500 kilovolt ("kV") transmission line that will traverse portions of Pennsylvania, West Virginia, Maryland, and Virginia, and the new 500/138 kV Woodside Substation to be located in Frederick County, Virginia.[1] In Maryland, the MARL Project will consist of approximately 35.4 miles of 500 kV transmission line and related facilities; the Project will enter Maryland about 0.2 miles north of an existing FirstEnergy 138 kV line, traverse approximately 35.4 miles in Allegany and Garrett Counties, Maryland, and exit into West Virginia ("Maryland Portions").

The PJM Board of Managers ("PJM Board") approved the MARL Project in December of 2023 through PJM Interconnection, L.L.C.'s ("PJM") competitive solicitation process that sought from qualified transmission developers the more efficient or cost-effective solutions to prevent extensive, severe, and widespread reliability criteria violations forecasted to occur on the bulk

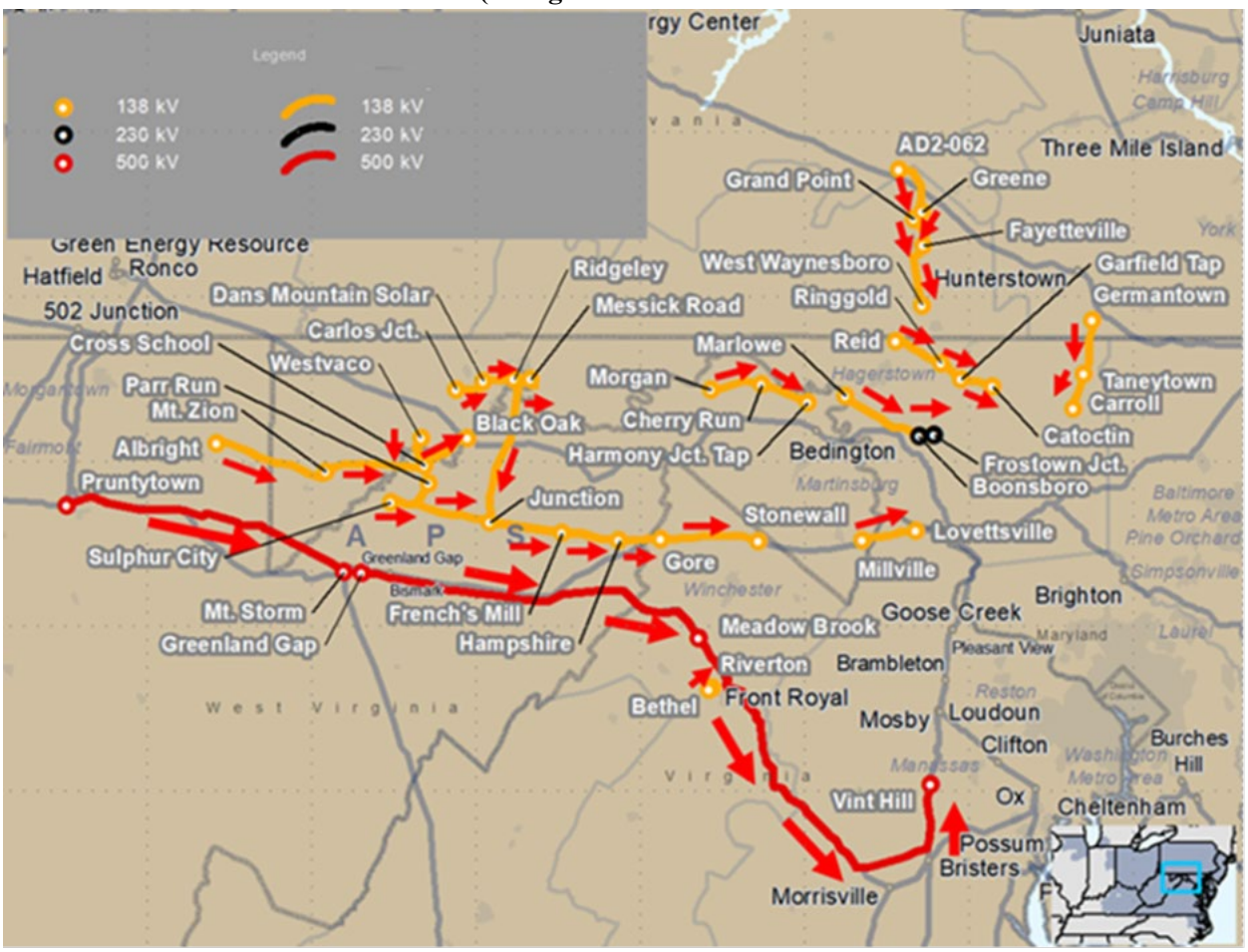
[1] In relation to the MARL Project, NEET MA's affiliate, NextEra Energy Transmission Virginia, Inc. ("NEET VA"), will construct the new 500/138 kV Woodside Substation to be located in Frederick County, Virginia and other associated transmission facilities to be located outside of Maryland.

electric transmission system that serves the PJM region,[2] including in Maryland. PJM's extensive reliability testing has revealed that the bulk electric transmission system that serves Maryland 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 Maryland residents and businesses (*see* **Map 1** below depicting the forecasted 138 kV, 230 kV, and 500 kV thermal overloads along the West to East transfer corridor). After a thorough and lengthy 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 bulk electric system is so substantial that PJM is asking NEET to take all reasonable actions to obtain 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.[3]

[2] 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").

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

Map 1: 2028 Study Year Generator Deliverability (Thermal) Analyses 138 kV, 230 kV and 500 kV Thermal Overloads (Along the West to East Transfer Corridor[4]



(Red arrows indicate the direction of flow through the overloaded facilities)

NEET MA, an indirect, wholly owned subsidiary of NextEra Energy, Inc. ("NextEra Energy"), is responsible for developing, constructing, and operating the MARL Project in the Maryland, West Virginia, and Pennsylvania portions of the Project. The Company has drawn on its extensive transmission experience to design and route the MARL Project to minimize environmental, community and landowner impacts to the greatest extent feasible, including the use of extensive paralleling of existing transmission right-of-way ("ROW"). For example, of the approximately 35.4 miles in Maryland, the Project will parallel approximately 25.5 miles of

[4] *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*.

existing transmission ROW within the state. In other words, 71.8% of the Maryland Portions of the Proposed Route for the Project will parallel already existing transmission infrastructure in the state.

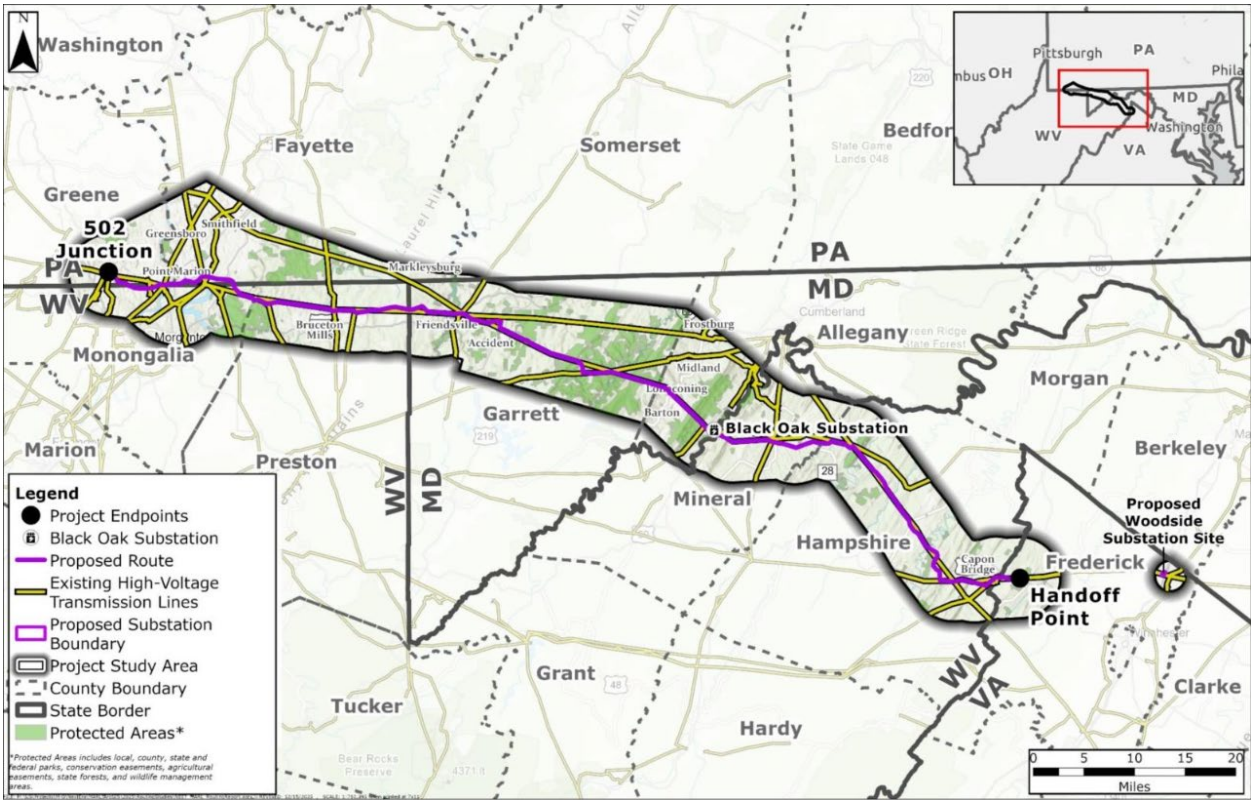
The Project's design and proposed route was also informed by extensive public outreach, including public open houses, and numerous meetings with state and local officials and environmental agencies, including the Department of Natural Resources ("DNR") and the Power Plant Research Program ("PPRP"). Moreover, because the Project's proposed route will require approximately 10.9 miles of ROW through State-owned land in Allegany and Garrett Counties, the Company's coordination with DNR and PPRP has also included obtaining a right-of-entry agreement with the State of Maryland so that the Company may conduct environmental surveys on those lands.

Within these State-owned lands, approximately 2.4 miles of the Project's proposed route will parallel existing transmission line infrastructure in certain State-designated Wildlands. This routing option was identified following consultation with elected officials in the area of the proposed route, which resulted in the 2025 passing of the Wildlands Areas – Overhead Transmission Lines Act ("SB 399").[5] SB 399 allows the Project to be constructed within the aforementioned State-designated Wildlands, so long as the proposed route parallels and abuts the existing transmission line and obtains the Commission's approval.

A high-level overview map of the MARL Project is provided below, and a more detailed map of the proposed project and alternative routes is provided in **Attachment 1** (Routing Study) to this Application:

[5] *See* S.B. 399, Md. 2025 Sess., Ch. 572 (2025).

Map 2: MARL Project Overview Map



II. THE APPLICANT AND SUPPORTING WITNESSES

NEET MA is a direct, wholly owned subsidiary of NextEra Energy Transmission MARL Holdings, LLC,[6] which in turn is an indirect, wholly owned subsidiary of NextEra Energy Transmission, LLC ("NEET").[7] NEET is a limited liability company organized and existing under the laws of the State of Delaware and is an indirect, wholly owned subsidiary of NextEra Energy. Collectively, NextEra Energy subsidiaries own and operate over 2,000 miles of high-voltage transmission in 10 states and one province and eight RTOs throughout the U.S. and Canada (NEET

[6] Collectively, NextEra Energy subsidiaries own approximately 72 GW of power generation in operation and approximately $120 billion of planned investments in American infrastructure through 2028. NextEra Energy owns Florida Power & Light Company ("FPL"), which serves more than 12 million homes and businesses in Florida.

[7] NEET serves as a holding company for NextEra Energy's regulated transmission utilities outside the state of Florida and is the indirect parent company of the applicant, NEET MA.

and its subsidiaries. NextEra Energy also owns Florida Power & Light Company ("FPL"), which operates and maintains approximately 82,000 miles of electrical lines, including 9,500 miles of high-voltage transmission lines. NEET MA draws from the experience and expertise in developing, owning, and operating transmission facilities to projects of NEET and NextEra Energy, alike.[8] A simplified organization chart providing the relationship between the NEET MA to central parent companies and affiliates is provided in **Exhibit KM-3**, attached to the **Direct Testimony of Kaitlin McCormick**.

NEET MA was incorporated in the State of Indiana in 2019 and is qualified to do business in the State of Maryland.[9] NEET MA is a registered Transmission Owner in the PJM region and currently owns 20 linear miles of 345 kV transmission line in Indiana. NEET MA actively engages in PJM's planning process to meet the reliability obligations concerning its existing facilities. NEET MA is qualified under PJM's FERC Order No. 1000 criteria as a transmission developer with necessary financial resources and technical expertise to develop, construct, own, operate and maintain facilities.[10]

NEET MA 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 its portions of the MARL Project by December 31, 2031. Nevertheless, as discussed above, PJM has informed NEET MA that the need for reinforcements to the existing bulk electric system is so substantial

[8] The **Direct Testimony of Kaitlin McCormick** provides an overview of NEET MA's affiliates and key parent company experience.

[9] NEET MA's certificate of formation and certificate of good standing in Maryland are provided in **Exhibit KM-1**, attached to the Direct Testimony of Kaitlin McCormick. NEET MA is also qualified to do business in the State of West Virginia and the Commonwealth of Pennsylvania.

[10] *Transmission Planning and Cost Allocation by Transmission Owning and Operating Public Utilities*, Order No. 1000, FERC Stats. & Regs. ¶ 31,323 (2011), *order on reh'g*, Order No. 1000-A, 139 FERC ¶ 61,132, *order on reh'g*, Order No. 1000-B, 141 FERC ¶ 61,044 (2012) ("FERC Order No. 1000").

that PJM is asking NEET to accelerate the in-service date to December 2029 or earlier. NEET MA will be responsible to finance, construct, own, operate, and maintain the Maryland, West Virginia, and Pennsylvania portions of the MARL Project, while NEET MA's affiliate in Virginia, NextEra Energy Transmission Virginia, Inc. ("NEET VA"), will be responsible for the same concerning the Virginia portions of the MARL Project. Once constructed and placed into service, functional control of the MARL Project will be turned over to PJM. Thereafter, NEET MA's affiliate, NextEra Energy Transmission New York, Inc. ("NEETNY") will monitor, operate and maintain the MARL Project on a 24/7 basis. The **Direct Testimony of Kaitlin McCormick** further describes NEETNY's qualifications and responsibilities with operating and maintaining the MARL Project.

The MARL CPCN Application is supported by the following witness testimony:

Kaitlin McCormick, Senior Director, Development, NEET		Provides an overview of NEET MA; introduces the witnesses supporting this application; provides a high-level description of the MARL Project and NEET MA affiliates and key parent companies; describes the obligation of NEET MA to construct the MARL Project; describes NEET MA's qualifications; describes how the MARL Project will be operated and maintained; explains the economic benefits of the MARL Project; and describes the public and governmental outreach efforts, and provides an overview of this Application.
Matt Pawlowski, Vice President, Development, NEET		Explains the need for the MARL Project; describes NEET MA's bid in 2022 Regional Transmission Expansion ("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 Project; and describes the costs of the Project and alternatives considered.
Sami Abdulsalam, Ph.D., P.Eng., Director of Transmission Planning for PJM		Explains the PJM RTEP Process; explains the need for the MARL Project; and describes how PJM selected the MARL Project

Andrew Gledhill, Manager of the Resource Adequacy Planning department in the System Planning division of PJM		Explains PJM's load forecasting process; and the development of the load forecast reports upon which PJM relied to identify the reliability violations for which PJM sought solutions in the 2022 Window 3 Competitive Solicitation process.
Heather Heater, Partner, Environmental Resources Management, Inc. ("ERM")		Explains the environmental assessment, routing development and 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.
Phillip Givens, General Manager of Transmission Project Engineering, Engineering & Construction, NextEra Energy Resources, LLC		Explains the design and safety features that will be incorporated into the new 500 kV transmission line; describes the alternatives that NEET MA considered to the Project; and describes the engineering and construction process for the MARL Project.
Sarah Powers, Senior Director, Development, NEET		Explains the process NEET MA is using to acquire the rights-of-way and easements necessary for the MARL Project; and provides a summary of the status of outreach and negotiations with landowners.
Fletcher Mangum, CEO and Founder Mangum Economics, LLC ("Mangum Economics")		Explains the economic benefits of the MARL Project

Attachment 2 to this Application contains a cross-reference chart demonstrating the Application's compliance with Maryland transmission line CPCN COMAR regulations, PUA provisions, and SB 399 requirements. Should the Commission approve this CPCN, by or on the start of commercial operation of the Project, NEET MA will be subject to regulation as a public utility by an agency of the United States.[11]

[11] *See* PUA § 7-207(b)(3)(iii)(2).

III. THE PURPOSE AND JUSTIFICATION OF THE MARL PROJECT UNDER COMAR 20.79.04.01A

In accordance with COMAR 20.79.04.01A, the following information outlines the need, justification, consequences, and cost-effectiveness of the Project, as well as the Project's impact on the economies of the State.

A. Explanation of the Need for the MARL Project in Meeting Demands for Service

PJM has determined that the MARL Project is critically needed to meet the demands for electric service in Maryland and is necessary for the continued safe and reliable operation of the 500 kV transmission system serving Maryland and surrounding states.

As discussed in the **Direct Testimony of Dr. Sami Abdulsalam** and the **Direct Testimony of Andrew Gledhill**, these reliability needs[12] 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, PJM's thorough and extensive RTEP analysis—informed by its modeling, testing, load forecasting, as well as the application of transmission reliability planning criteria—concludes that if the MARL Project is not constructed, the bulk 500 kV transmission system currently serving Maryland and the surrounding PJM Region is at risk of becoming severely overloaded. Moreover, these conditions unless addressed could lead to widespread and extreme conditions, such as system collapse and blackouts, as early as 2027.

For instance, PJM forecasts the occurrence of thousands of thermal overload violations, thousands of voltage collapse (blackout) violations, and extreme low voltage (non-sustainable)

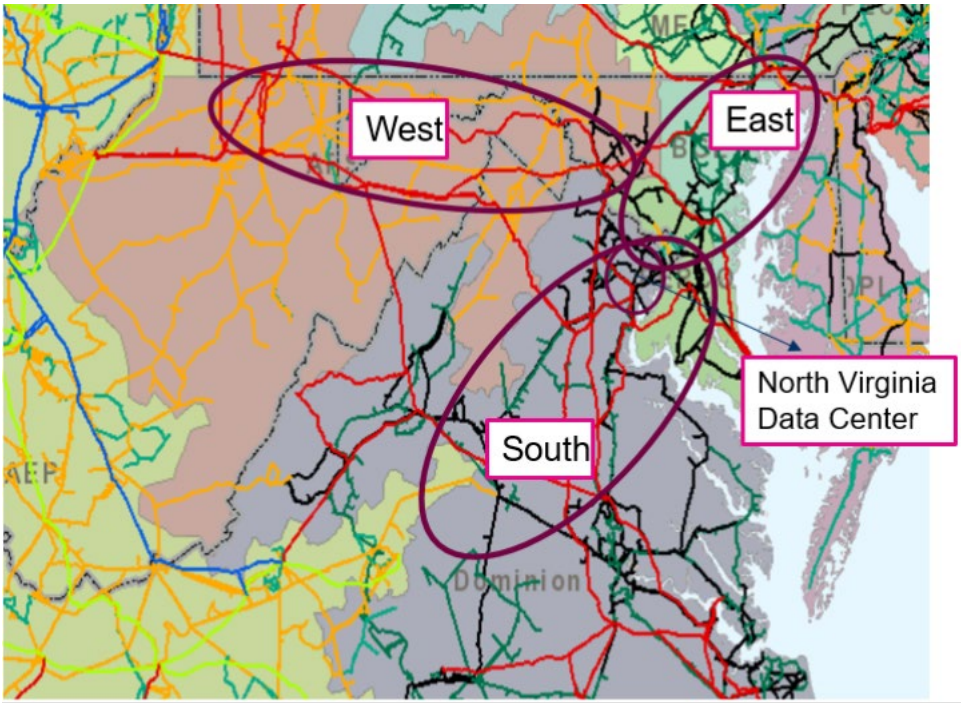
[12] *See* Direct Testimony of Dr. Sami Abdulsalam, Ex. SA-6 at 4-7. *See also* PJM, TEAC Reliability Analysis Update at Slide 9 (June 6, 2023), *available at* https://www.pjm.com/-/media/DotCom/committees-groups/committees/teac/2023/20230606/20230606-item-11---reliability-analysis-update.pdf.

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.[13] Specifically, PJM concludes that unless addressed, thermal overloads on several 500 kV, 230 kV, and 138 kV transmission lines, and additional thermal overloads on several 500 kV transformers due to single breaker and bus contingencies are expected to occur under N-1 conditions (meaning loss of a generator, transmission circuit, transformer, shunt device or single pole of a DC line), and including over 300 new voltage violations under N-1-1 criteria (meaning when two independent generation or transmission facilities are removed from service).[14] PJM also concluded that heavy regional transfers of electricity needed to maintain system reliability in Maryland will require additional transmission reinforcements in order to ensure the continued reliability of the regional transmission system. A detailed description of these system characteristics is provided in the **Direct Testimony of Dr. Sami Abdulsalam**.

[13] PJM found that the vast majority of the new generation with signed interconnect agreements has been solar, which has low availability during the winter period.

[14] These contingency criteria correspond with "planning events" set by NERC reliability standards. Please see the **Direct Testimony of Sami Abdulsalam** for an overview of the planning events and contingency criteria definitions.

Map 3: 2022 Window 3 Regional Clusters



On February 24, 2023, these observations led PJM to open a competitive solicitation "open window," which requested qualified transmission developers in the PJM Region to propose solutions to address these forecasted reliability violations ("2022 RTEP Window 3"). In response, NEET MA proposed the MARL Project.[15] A total of 72 proposals from 10 different bidders were submitted to PJM in this open window for consideration to resolve these reliability violations. The **Direct Testimony of Matt Pawlowski** provides a further overview of the Company's bid proposal(s) in 2022 RTEP Window 3 (*see* **Map 3** above which depicts the 2022 Window 3 regional clusters).

[15] NEET MA submitted 14 proposals to PJM focusing on addressing transfers from the western Pennsylvania and Maryland areas into the Doubs/South of Doubs area, through its affiliate 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. Upon PJM's evaluation of the proposed solutions, PJM optimized NEET MA's proposal, which was then selected and approved by the PJM Board in December 2023. Later, in August 2024, the PJM Board approved a change in scope to the Project as further explained in the Direct Testimony of Dr. Abdulsalam.

PJM clustered or grouped the 72 proposals into four need regions where the reliability violations were present: West, South, East, and Northern Virginia. PJM evaluated the ability of the MARL Project to revolve violations in the "West Region." Thereafter, PJM thoroughly and extensively evaluated each of the 2022 RTEP Window 3 proposals over several months. Additionally, each was reviewed with stakeholders through PJM's Transmission Expansion Advisory Committee ("TEAC") and Subregional RTEP committees. PJM and its consultants developed a constructability and financial analysis that compared the alternative proposals on environmental impacts, routing, project scheduling, and project cost, among other things.[16] Based on different combinations of scenario analysis performed, PJM determined that, with adequate reinforcements in the East, only one 500 kV or 765 kV line with dedicated dynamic VAR support would be required in the West Region – resolved by the MARL Project along with other components of the Western Cluster solution.[17] A description of the steps involved in and the different sceneries analyzed by PJM for the 2022 RTEP Window 3 is described in the **Direct Testimony of Dr. Sami Abdulsalam.**

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

[16] *See* PJM Constructability & Financial Analysis Report for 2022 Window 3, 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 (Nov. 17, 2023).

[17] *See* PJM Reliability Analysis Report, 2022 RTEP Window 3, which is available at: https://www.pjm.com/-/media/DotCom/committees-groups/committees/teac/2023/20231205/20231205-2022-rtep-window-3-reliability-analysis-report.ashx (Dec. 8, 2023).

of the DEA is provided in **Exhibit KM-2**, appended to the **Direct Testimony of Kaitlin McCormick**.

B. Description of the Effect of the Project on System Reliability and Stability

Following its extensive analysis and stakeholder process, PJM determined that the MARL Project is necessary to address significant transmission reliability needs across the PJM region, and particularly within the Dominion Energy (DOM) and Allegheny Power System (APS) zones, including in Maryland. The MARL Project will resolve numerous reliability criteria violations that PJM forecasts, if not addressed, may begin occurring as soon as the 2027-28 timeframe and will provide additional 500 kV transmission facilities to transfer power from West to East to meet the region's projected load growth and address the significant generation retirements.

Without the additional 500 kV transmission line to transfer power West to East to meet the region's projected load growth, PJM determined that system conditions, including outages of transmission facilities along the corridor extending from the western part of the PJM Region towards the eastern edge of the APS system (Doubs area) and the northern edge of the DOM system (Goose Creek area) would, if left unaddressed, lead to voltage collapse conditions, throughout the system, and particularly within Maryland, Virginia, West Virginia, and Pennsylvania under the high transfer demands. The MARL Project therefore will help maintain the continued safe, secure, and reliable transmission of electric supply to Maryland residents and consumers. Further detail on the MARL Project's effect on system reliability and stability is described in the **Direct Testimony of Dr. Sami Abdulsalam** and the **Direct Testimony of Matt Pawlowski**.

C. Description of the Consequences if the Project Is Not Approved

PJM has determined that the MARL Project is critically needed to prevent (i) widespread and severe thermal overloads on the existing 500 kV transmission system that serves Maryland and surrounding states and (ii) voltage collapse conditions in the DOM and APS zones, including

in Western Maryland. Left unaddressed, these violations could compromise overall system reliability in the PJM Region, including for Maryland customers, which could lead to widespread and extreme conditions, such as system collapse and blackouts. Further detail about the consequences should the Project not be approved is provided in the **Direct Testimony of Sami Abdulsalam** and the **Direct Testimony of Matt Pawlowski**.

D. An Explanation of the Cost-Effectiveness of the Project, Including an Estimate of Capital Cost and Operating Cost

The current cost estimate for the entire MARL Project is $1,167,200,000 (in 2031 dollars). The Maryland Portion is estimated to cost $290,000,000.[18] This cost estimate includes siting, engineering, procurement, construction, financing, administration, and legal costs. 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.[19] NEET MA estimates that the annual cost of operating the entire MARL Project is $3,464,000. The costs of the MARL Project will be recovered through NEET MA's and NEET VA's transmission rates and allocated to Load Serving Entities in accordance with FERC-approved transmission cost allocation principles under the terms of PJM's FERC-approved Open Access Transmission Tariff.

Consistent with FERC Order No. 1000, PJM's competitive planning process ensures PJM's selection of the more efficient or more cost-effective transmission solutions to address reliability

[18] These costs are not solely the responsibility of Maryland customers and will be allocated in accordance with FERC-approved transmission cost allocation principles. For more information regarding the cost allocation of the Project, see the Direct Testimony of Matt Pawlowski.

[19] This cost estimate is subject to change as the constructability of the MARL Project, sequence of construction, and other factors that may affect cost are identified and analyzed as the MARL Project progresses.

needs of the system.[20] 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 2022 Window 3 reliability criteria violations. As part of PJM's analysis of the MARL Project, PJM considered NEET MA's strong cost containment provisions that were ultimately included within the FERC-approved DEA. Specifically, NEET MA committed to various binding cost containment measures intended to incentivize cost-effective completion of the project and reduce potential cost overruns and project delays.[21]

A more detailed description of the cost-effectiveness of the Project is described in the **Direct Testimony of Matt Pawlowski** and **Direct Testimony of Dr. Sami Abdulsalam.**

E. A Description of the Impact of the Project on the Economies of the State

As described above, the MARL Project will have beneficial impacts on the Maryland economy. First, the MARL Project will ensure the continued reliable operation of the transmission system that serves the overall economy of the State. The sustained loss of reliable electric supply to Maryland residents and businesses that is possible without construction of the MARL Project would harm the economy and the State. In Maryland, over the course of its construction and operation, the MARL Project is estimated to create approximately 100-200 construction related jobs. The Project is estimated to generate $25.7 million in associated wages and $88.6 million in

[20] *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).

[21] 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. 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.

economic output during construction; over the course of its operation, the Project is estimated to provide a cumulative total of $20.3 million in state of Maryland tax revenue; $145 million in Garrett County; and $38 million in Allegany County throughout the anticipated 40-year life of the project. A detailed study of the economic and fiscal contribution of the MARL Project to Maryland is provided in **Exhibit AFM-1**, appended to the **Direct Testimony of Fletcher Mangum**.

IV. A DETAILED DESCRIPTION OF THE MARL PROJECT'S FEATURES REQUIRED UNDER COMAR 20.79.04.02

In accordance with COMAR 20.79.04.02, the following information presented below describes in detail the features of the Project.

A. COMAR 20.79.04.02.A: Description of Engineering and Construction Features of the MARL Project

As described above, the entirety of the MARL Project consists of approximately 107.5 miles of new single circuit 500 kV transmission lines and a new 500 kV-138 kV substation.[22] The engineering and construction features of this Project is detailed in the **Direct Testimony of Phillip Givens**. The description of the line, as required under COMAR 20.79.04.02A is provided in the chart below:

COMAR 20.79.04.02.A: Engineering and Construction Features of the Maryland Portions of the MARL Project	
(1) Width, length, and total acreage of right-of-way	Approximately 35.4 miles of 200 foot ROW, encompassing approximately 898 acres of ROW
(2) Line voltage	500 kV
(3) Number of circuits	1
(4) Number of circuits per structure	1
(5) Structure type and dimensions	Lattice Tower, Approx. 135' x 40' x 40'

[22] As part of the MARL Project, NEET VA is also constructing a new Woodside 500/138 kV Substation in Fredrick County, Virginia that will interconnect with new FirstEnergy and Dominion Energy transmission lines.

(6) Conductor configuration and size	Triple-bundled 1780 kcmil 84/19 Chukar ACSR conductor
(7) Nominal capacity (MVA)	4,490 based on the summer normal (continuous) rating
(8) Nominal length of span between structures	1,258 feet

Proposed Line Design. The Maryland Portions will largely consist of steel lattice towers. The Maryland Portions will require the installation of approximately 147 structures with an average height of 145 feet. Taller structures may be used in certain locations to maintain appropriate clearances for certain structures and existing utility facilities. The spans between the structures will be approximately 1,258 feet. In certain areas, steel monopoles may be used to better accommodate topographical, construction, or land use constraints. The MARL single-circuit 500 kV transmission line will use triple-bundled 1780 kcmil 84/19 "Chukar" ACSR power conductors for each of the three phase positions, and two Optical overhead ground wires.

Climate Change and Severe Weather Conditions. To counteract the effect of climate change, thermal events, weather events, and elevated ambient temperature, MARL will not exceed the maximum temperature of conductors beyond the dynamic ratings in compliance with FERC Order No. 881.[23] In compliance with American Society of Civil Engineers ("ASCE") 74 Manuals of Practice ("MOP") and National Electrical Safety Code ("NESC") and PJM requirements, MARL will address load conditions that the line can experience in light of extreme weather conditions. Furthermore, the line is designed with shield wires that protect the energized conductors from lightning strikes and the structure towers contain ground rods installed in the earth that control the effect of lightning strikes to the line.

[23] *Managing Transmission Line Ratings*, Order No. 881, 87 Fed. Reg. 2244 (Jan. 13, 2022, 177 FERC ¶ 61,179 (2021)).

Design Criteria and Safety Practices. Public safety and worker safety are critical considerations in the design, construction, and operation of transmission facilities, and safety and security have been and will continue to be a major focus of NEET MA in the preparation of all specifications and designs for the MARL Project. Accordingly, NEET MA is designing the MARL Project in accordance with all applicable design and safety requirements, including PJM's specifications for the Project, Institute of Electrical and Electronics Engineers guidelines, American National Standards Institute standards, Occupational Safety and Health Administration requirements, NERC standards, NESC, ASCE standards, and prudent utility practice. Furthermore, all work on the MARL Project will be done in accordance with all appliable state, federal, and local requirements. The design and safety features of this Project is further detailed in the **Direct Testimony of Phillip Givens**.

Engineering Clearance Design Criteria and Parameters.

The transmission lines required for the MARL Project are designed to meet or exceed the requirements of the NESC and PJM. The following table contains examples of clearance comparisons for 500 kV lines.

500 kV Design Clearance Comparison[24]

Surface Underneath Conductors	**Vertical Clearance to Ground**	
	NESC Standard	**NEET MA Min. Design for MARL Project**
Roads, streets, alleys	28.4	31.5
Other land traversed by vehicles (such as cultivated field, forest, etc.)	28.4	31.5
Railroad tracks	36.4	39.5

[24] *Note: Electrical studies are on-going and may impact the design clearances stated above.*

Although the Proposed Route will traverse certain facilities, the Maryland Portions will not interfere with the operation of any communication towers, pipelines, or other utilities. NEET MA will work with the incumbent utilities to ensure proper clearances in order to safely operate and maintain the facilities.

Transmission Operations and Maintenance

To ensure continued public safety and integrity of service, NEET MA will implement a periodic maintenance and inspection program for the MARL Project, utilizing support from experienced third-party contractors and affiliate personnel. Such practices are described in the **Direct Testimony of Kaitlin McCormick**. NEET MA is responsible for the safe operation and maintenance of its facilities, including the management and maintenance of tall-growing vegetation that could potentially affect the safe and reliable operation of its transmission lines. **Appendix L** to Attachment 1 (Routing Study) contains the Vegetation Management Plan for MARL.

B. COMAR 20.79.04.02.B: Description of Property Acquired or Property Rights to Be Acquired

The description of property acquired or to be acquired as well as the process NEET MA utilizes to attempt to acquire rights-of-way and easements for the transmission lines associated with the Maryland Portions of the MARL Project is discussed in the **Direct Testimony of Sarah Powers**.

The Maryland Portions of the MARL Project requires approximately 35.4 miles of new, 200-foot ROW. Detailed maps showing the Proposed Route is contained in **Attachment 1** (Resource Mapboook) of Appendix C (Maryland ERD) of the Routing Study to this application.

Due to the immediate need to construct the Maryland Portion 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 CPCN process. Although NEET MA seeks approval in this Application to construct the Maryland Portions within a 200-foot ROW located along a centerline shown in the Routing Study (**Attachment 1** to this Application), NEET MA requests that the Commission authorize the Company's ability to reasonably adjust the centerline in any area NEET MA may identify within a corridor consisting of 200 to 500 feet wide (referred to as the "Siting Corridor" as described in Section 1.4.1 of the Routing Study), if necessary to accommodate circumstances and concerns that may arise during the CPCN process. NEET MA would promptly notify property owners, the Commission, and applicable environmental agencies, ensure any necessary surveys are complete and permits acquired, should a shift in the alignment be required.

C. COMAR 20.79.04.02.C: Description of Access Roads for Construction or Maintenance

Existing access roads for construction and maintenance will be used to the extent possible, minimizing the construction of new roads. Where new roads are required, they will be sited to avoid impacting sensitive resources such as wetlands and reclaimed after construction to pre-existing conditions. Where feasible, the transmission line ROW will be used for access for construction and maintenance of the transmission line. Supplemental information on access roads will be submitted to the Commission once the engineering and design of the transmission line is at a reasonable level to determine access requirements. In general, access roads will be sited to avoid sensitive features such as wetlands or forested areas. **Attachment 1 of Appendix C** (Maryland ERD) of the Routing Study to this application depicts and identifies preliminary access roads for the MARL Project. Further details on the access roads for the construction or maintenance of the MARL Project is discussed in the **Direct Testimony of Sarah Powers**.

D. COMAR 20.79.04.02.D: Location and Identification of Sites from Which the Project Would Clearly Be Visible

The location and identification of sites (as it relates to historical and archaeological resources, institutional and recreational lands, wildlife management areas, and designated parks and forests) is provided in **Appendix C (Maryland Environmental Review Document ("ERD")** to Attachment 1 (Routing Study) of this Application. Furthermore, **Attachment 1** (Resource Mapbook) to Appendix C (ERD) contains a mapbook that provides the location and identification of the sites from which the Project would be clearly visible. **Appendix J** to the Routing Study contains the Visual Impact Assessment.

E. COMAR 20.79.04.02.E: Construction within the 100-Year Floodplain

Section 2.2.4 of the ERD (**Appendix C** to Attachment 1) identifies the locations of all portions of the right-of-way requiring construction within the 100-year floodplain of any streams. NEET MA will work with state and local authorities such as Maryland Department of the Environment and the applicable county floodplain administrators to obtain the necessary authorizations required to minimize and mitigate any disturbance to the floodplains.

F. COMAR 20.79.04.02.F: Location and Identification of Public Airports within One Mile of the Line

The Proposed Route for the Maryland Portions is not within one mile of any public airport in Maryland. *See* Section 2.6 of the ERD (Appendix C to the Routing Study).

G. COMAR 20.79.04.02.G: Depiction on Topographical Map

Attachment 1 (Resource Mapbook) of Appendix C (Maryland ERD) to the Routing Study (Attachment 1 to this Application) contains the required maps under this regulation.

V. ANALYSIS OF ALTERNATIVE ROUTES UNDER COMAR 20.79.04.03

The Company evaluated six (6) alternative routes to develop the route proposed in this CPCN Application ("Proposed Route"). A detailed analysis of the methodology, evaluation, considerations, and feedback involved in the selection of the Proposed Route is contained in **Attachment 1 (Routing Study)** of this Application.

Following the PJM Board's approval of the MARL Project, NEET MA initiated with incumbent transmission owners on the possibility to use or parallel existing transmission lines for the Project. NEET MA retained ERM to assist the routing analysis for this Project. ERM and a team of experienced internal subject-matter experts ("Routing Team") developed the study area in which it would identify route segments to determine end-to-end alternative routes to evaluate a route that would meet at the PJM-identified fixed endpoints for the Project, and best (most suitably) reduce impacts to built and natural environment determined by a jurisdiction-by-jurisdiction analysis as well as public and stakeholder feedback ("Study Area"). To determine its Study Area, the Routing Team focused on incorporating a diversity of routing options with a focus on abutting or paralleling existing high-voltage transmission lines between the Project's endpoints as well as other existing linear infrastructure. In fact, the 2025 passing of SB 399 allowed NEET MA to consider a route through Maryland Wildlands which already contain an existing Potomac Edison overhead transmission line as part of its robust alternative routes analysis.[25]

NEET MA followed an iterative process that incrementally considered public feedback, desktop data, in-field observations, agency correspondence, and other guidelines detailed in the

[25] 2025 Senate Bill 399 (SB 399) allows for NEETMA to construct a transmission line within the aforementioned state-designated wildlands, so long as the proposed route parallels and abuts the existing Potomac Edison (FirstEnergy) transmission line, which already bisects the three Maryland Wildland areas described in this section. SB 399 does not presuppose that MARL will be sited within the Wildlands. Rather, SB 399 will sunset and be unusable by NEETMA or any other transmission developer, if the PPRP and PSC deem an alternative route around the wildlands to be the best option and in the public need.

Routing Study to develop its alternative routes and the Proposed Route. The Company sought feedback from a broad range of interested stakeholders, including landowners, local communities, and state and local stakeholders. By way of overview, NEET MA sent a total of 22,769 postcards to landowners within a two-mile buffer of the existing transmission line corridors soliciting initial feedback (including 4,480 postcards and 2,554 postcards sent to landowners in Allegany and Garrett Counties, respectively); NEET MA conducted eight public open houses across all four states, with two open houses in Allegany and Garrett County in the vicinity of the MARL Project, and a virtual open house;[26] and NEET MA solicited feedback through its Project website, e-mail address, Facebook page, hotline, and interactive mapper (accessible at https://www.nexteraenergytransmission.com/midatlantic-resiliency-link/project-details.html). NEET MA has received and evaluated over 1,500 comments from residents and other interested parties through various mediums. The **Direct Testimony of Kaitlin McCormick** provides an outline of the significant public outreach conducted for the Project.

As described in **Attachment 1** (Routing Study) and the **Direct Testimony of Heather Heater**, public and agency feedback was considered and integrated into the Routing Team's analysis and evaluation of alternative routes for the Project. A detailed description of each alternative route, the Proposed Route and the reason for rejecting alternative routes in favor of the Proposed Route is provided in **Attachment 1** (Routing Study) to this Application and summarized in the **Direct Testimony of Heather Heater**. The **Direct Testimony of Matt Pawlowski** provides the estimated capital and annual operations and maintenance costs of the Proposed Route and each alternative for the Maryland Portions of the MARL Project.

[26] Open houses were held on May 6, 2025 in Friendsville, Maryland in Garrett County which hosted 205 attendees and an open house held on May 7, 2025 in Lonaconing, Maryland in Allegany County which hosted 68 attendees. The virtual open house was held on October 14, 2025.

The Proposed Route ultimately requested as part of this Application parallels 25.4 miles of existing transmission line in Maryland (or 71.8 percent of the length of the Proposed Route). The Maryland Portion of the Proposed Route traverses the three state-designated Wildlands: Big Savage Mountain Wildland in Garrett County, the Bear Pen Wildland in Garrett County, and the Dan's Mountain Wildland in Allegany County. In accordance with the requirements of SB 399, the Proposed Route parallels the existing Potomac Edison transmission line infrastructure in the aforementioned Wildlands for 2.4 miles in total.[27] The Proposed Route minimizes "greenfield" routing and associated impacts and parallels more infrastructure than alternative routes evaluated outside said Wildlands. As described in the Routing Study, the benefits to paralleling existing transmission line corridors include: limiting impacts on the local community; providing easier construction access; reducing the need for new access roads; reducing impacts on sensitive natural and visual resources; and decreasing new areas of habitat fragmentation and impacts on wildlife.

The Proposed Route widens existing transmission line corridor, rather than creating new impacts through greenfield transmission which would increase habitat fragmentation, impact more residences, and result in a more significant visual impact on the landscape. As a requirement under SB 399, the bill requires coordination with the DNR to minimize impacts to the Wildlands to the maximum extent practicable, and work to mitigate and offset the land taken out of state protection.[28] Further, NEET MA has conducted stakeholder outreach, held public meetings, and initiated collaboration with DNR as conditioned for the effective provisions of SB 399. A fulsome discussion of NEET MA's outreach to satisfy SB 399 is contained in the **Direct Testimony of**

[27] *See* Md. Code Ann., Nat. Res. §§ 5-1203(b)(2)(ii), (k)(ii), (y)(2); *see also* § 4 S.B. 399, Md. 2025 Sess., Ch. 572 (2025).

[28] **Attachment 2** of this Application cross-references the requirements of SB 399 (2025) to testimony and exhibits supporting the MARL Project.

Kaitlin McCormick. NEET MA will work in close collaboration with DNR, if the route through the Wildlands is approved by the Commission.[29] A detailed description of the Proposed Route and its features in relation to the alternative routes evaluated is contained in **Attachment 1** (Routing Study) to this Application.

VI. ENVIRONMENTAL INFORMATION REQUIRED UNDER COMAR 20.79.04.04

As required by COMAR 20.79.04.04, the following information outlined below provides a high-level description of the environmental information contained in this Application.

A. General Description of the Physical, Biological, Aesthetic, and Cultural Features and Conditions of the Site and Adjacent Areas

Appendix C (Maryland Environmental Review Document ("ERD")) of **Attachment 1** (Routing Study) contains details of the environmental and social characteristics of the Project site and adjacent areas. A summary of the same is described in the **Direct Testimony of Heather Heater**.

B. Summary of the Environmental and Socioeconomic Effects of Construction and Operation of the Project

A summary of the potential impacts of the Proposed Route on the environment are addressed in Section 2 of the Maryland ERD (**Appendix C** to Attachment 1 (Routing Study) of this Application.

C. A Copy of All Studies of the Environmental Impact of the Project

As described above, **Attachment 1** (Routing Study) contains the Company's analysis to evaluate a Proposed Route. **Appendix C** (Maryland ERD) contains a description of the site and adjacent areas to the Proposed Route in the Maryland Portion of the Project. Appendix C also contains a description of the Project's unavoidable impacts and recommended mitigation of

[29] *See* § 4 S.B. 399, Md. 2025 Sess., Ch. 572 (2025).

impacted environmental and socio-cultural resources. Furthermore, **Attachment 1** (Routing Study)[30] contains the following environmental studies and reports on the impact of the Project:

Report	***Location***
Maryland ERD	**Appendix C**, Attachment 1 (Routing Study)
Vegetation Management Plan	**Appendix F**, Attachment 1 (Routing Study)
Wetland Identification Model	**Appendix H**, Attachment 1 (Routing Study)
Visual Impact Assessment	**Appendix J**, Attachment 1 (Routing Study)

D. A Statement of the Ability to Conform to the Applicable Environmental Standards

NEET MA confirms that it has the ability and will conform to the applicable environmental requirements. A list of anticipated permits and approvals for the MARL Project is provided in **Exhibit KM-5**, attached to the Direct Testimony of Kaitlin McCormick.

VII. PUA § 7-209 ALTERNATIVES TO CONSTRUCTION OF TRANSMISSION LINES

Section 7-209 of the PUA requires that the Commission examine alternatives to the construction of a new transmission line in a service area, including the use of an existing transmission line of another company if that existing line is convenient to the service area or the use of that line best promotes economic and efficient service to the public. As described in the **Direct Testimony of Matt Pawlowski** and **Direct Testimony of Phillip Givens**, the Company has reviewed or evaluated several engineering alternatives to the MARL Project and concludes that there are no alternative solutions that can use alternative engineering solutions or utilize

[30] Only **Appendix C** (Maryland ERD) pertains *only* to the Maryland Portions of the Project. **Attachment 1** (Routing Study) addresses the routing analysis across all portions of the MARL Project. As such, the following appendices also address studies and analysis for *all* portions of the MARL Project: Appendix E (Mapbooks to the Routing Study), Appendix F (Vegetation Management Plan), Appendix G (Data Sources), Appendix H (Wetland Identification Model), Appendix (Public Open House Content) and Appendix J (Visual Impact Assessment).

existing transmission infrastructure right of way to meet the identified need. The Company's analysis is aligned with PJM's analysis, detailed in the **Direct Testimony of Dr. Sami Abdulsalam**, that there were also no alternative solutions submitted as part of the 2022 Window 3 RTEP solicitation that can meet the identified need.

As part of its bid proposal, NEET MA included a Grid Enhancing Technology (known as "GETs") in the form of a 500 MVAr STATCOM that can provide dynamic reactive support to the AP-South Interface[31] in its MARL bid. Then, following the approval of the MARL Project by PJM Board, the Company initiated conversation with incumbent transmission owners with infrastructure along portions of the MARL. NEET MA agreed with FirstEnergy and Dominion in Maryland and Virginia to revise the route proposal to better utilize existing ROW and minimize local, environmental, and land use impacts. The revised route is reflected in the DEA described earlier in this application. Details on alternatives evaluated in preparation for its 2022 RTEP Window 3 bid and following PJM Board's approval of the MARL Project is described in the **Direct Testimony of Matt Pawlowski and the Direct Testimony of Phillip Givens**. These evaluations are summarized below:

- **Reconductoring Existing Transmission Infrastructure**. The identified reliability criteria violations (described in the Direct Testimony of Dr. Sami Abdulsalam) are primarily due to the need for an additional west-to-east transmission path to increase transfer capability, therefore, upgrading technology (conductors, wires, towers) in existing infrastructure cannot solve, as a standalone solution, these violations.

[31] Allegheny Power ("AP") South Interface spans the American Electric Power ("AEP") and Dominion utility areas within the PJM Region.

- **Adding MARL Project to Existing Right of Way.** The MARL Project necessitates new transmission corridors. The existing ROW in the area already contains existing 500 kV and 138 kV transmission facilities, and in order to comply with NESC, NERC reliability standards, and operational standards, NEET MA could not build new transmission structures within these existing ROWs.
- **Rebuilding the MARL Project within Existing Transmission Infrastructure Right of Way**. This solution would require taking existing and operational infrastructure out of service to decommission the existing transmission line. Thereby, the existing transmission infrastructure – which is already in critical demand – would be unavailable for extended periods and itself result in NERC reliability standards or otherwise exacerbate the existing thermal and voltage violations that PJM is trying to solve.

As described in **Attachment 1** (Routing Study) and the **Direct Testimony of Heather Heater**, the Proposed Route for MARL maximizes opportunities to parallel existing infrastructure and avoids to the extent reasonable, permanent impacts to built and natural environment.

VIII. GENERAL FILING INFORMATION REQUIRED UNDER COMAR 20.79.01.06

As required by COMAR 20.79.01.06, the general filing information for the MARL Application is provided below.[32]

A. COMAR 20.79.01.06.A: Name of the Applicant

The name of the Applicant is NextEra Energy Transmission MidAtlantic, Inc.

[32] Because COMAR 20.79.01.06 also contains the regulations applicable and required for generating stations, only provisions applicable to overhead transmission lines are provided in this section.

B. COMAR 20.79.01.06.B: Address of the Principal Business Office of the Applicant

NEET MA has its principal office at 700 Universe Boulevard, Mailstop: C5B/JBC, Juno Beach, FL 33408.

C. COMAR 20.79.01.06.C: Persons Authorized to Receive Notice

The persons authorized to receive notices and communications with respect to this Application are:

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D. COMAR 20.79.01.06.E: Locations at Which a Copy of this Application May Be Inspected by the Public

A copy of the Application will be filed with the Commission and may be accessed by the public online through the Commission's website (www.psc.state.md.us). A copy of the Application also will be posted on NEET MA's project website for the MARL Project (https://www.nexteraenergytransmission.com/midatlantic-resiliency-link.html).

Physical copies of the Application are available for the public to inspect at the following public locations:

Allegany County
Allegany County Library System-Washington St.
31 Washington St, Cumberland, MD 21502

Garrett County
Ruth Enlow Library – Friendsville
315 Chestnut St, Friendsville, MD 21531

E. COMAR 20.79.01.06.F: Local, State, and Federal Government Agencies Having Authority to Approve or Disapprove the Construction or Operation of the Project

In addition to the authorization sought through this CPCN Application, NEET MA and NEET VA will seek certificates, licenses, permits, or authorizations from the Virginia State Corporation Commission ("VSCC"), the Pennsylvania Public Utility Commission ("PaPUC"), the West Virginia Public Service Commission ("WVPSC"), for approval of the construction and location of the portions of the MARL Project located in Virginia, Pennsylvania, and West Virginia, respectively.[33]

A list of the local, state, and federal agencies having oversight of the construction and operation of the Maryland Portions of MARL and the licenses, permits, and approvals that are or may be necessary for the construction and operation of the Maryland Portions is provided in **Exhibit KM-5** ("Permitting Matrix"), appended to the Direct Testimony of Kaitlin McCormick.

F. COMAR 20.79.01.06.H: Purpose and Justification of the Project under COMAR 20.79.04.01 for Transmission Lines

Section III of this Application provides the required information on the purpose and justification of the Project, required under COMAR 20.79.04.01.

[33] The Company will seek these certificates, permits, licenses, or authorizations in parallel with the proceeding for the Maryland Portion of the line.

G. COMAR 20.79.01.06.I: Description of the Features of the Transmission Line, and Environmental and Socioeconomic Information Required under COMAR 20.79.04.02 and .03

Section IV and Section V of this Application provides a description of the MARL Project and a discussion of alternative routes considered for the Project, as required under COMAR 20.79.04.02 and 20.79.04.03, respectively.

H. COMAR 20.79.01.06.J: Implementation Schedule for the Project

A detailed discussion on the timing of construction of the MARL Project is contained in the **Direct Testimony of Phillip Givens**. Because construction must begin promptly after state commission approvals and applicable permits have been received, the estimated schedule for the MARL Project is provided below.

Activity	**Estimated Start**	**Estimated Completion**
Permitting and Regulatory Approvals	January 2026	October 2029
Begin ROW negotiations	August 2025	April 2029
Line Construction	November 2029	December 2031
In-Service Date		December 31, 2031

I. COMAR 20.79.01.06.K(2): Environmental Information Required under COMAR 20.79.04.04 for Transmission Lines

Section VI of this Application provides the required information under COMAR 20.79.04.04 for transmission line facilities.

J. COMAR 20.79.01.06.L: Environmental Justice ("EJ") Report

Although this regulation is not required for a transmission line CPCN application, Section 2.5.7 of the **ERD** provides the EJSCREEN report. *See* Table 2.5-5 for the EJ Scores for Allegany and Garrett Counties, Maryland.

IX. CONCLUSION

PJM determined that the MARL Project (and Western cluster solutions selected in the 2022 RTEP Window 3 solicitation) is needed by June 1, 2027. NEET MA committed to an in-service date of December 31, 2031 under the DEA for this Project. Nevertheless, PJM has informed NEET MA that the need for reinforcements to the existing bulk electric system is so substantial that PJM is asking NEET to accelerate the in-service date back closer to the need date toward December 2029 or earlier. For the reasons set forth in this Application, the Maryland Portions of the MARL Project are essential to prevent extensive, severe, and widespread thermal overloads and potential voltage collapses within the region, which, if left unaddressed, would impact the reliability of the transmission system serving Maryland customers and the surrounding PJM region.

The MARL Project economically, adequately, and reliably contributes to meeting the present and anticipated requirements for electric power of the customers in Maryland and represents a reasonable balance between the increasing power needs of the State and important environmental and cultural factors.

Based on the foregoing, the Applicant respectfully requests that the Commission:

1. Grant the Application;
2. Issue a CPCN for the Maryland Portions of the MARL Project to NEET MA, as requested in this Application;
3. Find that the Applicant satisfies with all necessary public participation, coordination, and stakeholder outreach required under the applicable provisions of Section 4 of SB 399;[34] and

[34] § 4 S.B. 399, Md. 2025 Sess., Ch. 572 (2025).

4. Grant such additional authorizations, waivers, approvals, and other relief as may be necessary to permit the construction of the Project.

Respectfully submitted,

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VERIFICATION REQUIRED BY COMAR 20.79.02.01

State of N.Y)
)
County of Westchester

I, Evan Yager, President of NextEra Energy Transmission MidAtlantic, Inc. ("NEET MA"), being duly sworn, affirm that the matters and facts set forth in NEET MA's Application of NextEra Energy Transmission MidAtlantic, Inc. for a Certificate of Public Convenience and Necessity to construct the MidAtlantic Resiliency Link are true and correct to the best of my knowledge, information, and belief.

EVAN YAGER [Name]
PRESIDENT [Title]
NEXTERA ENERGY TRANSMISSION MIDATLANTIC, INC. [Company]

Taken, sworn to, and subscribed before me this 27 day of January, 2026.

Notary Public

My Commission expires on the 24 day of April, 2026

LIM KIM A.
Notary Public, State of New York
No. 01L16144154
Qualified in Westchester County
Commission Expires Apr. 24, 20 26

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that, pursuant to Md. Code Ann., Pub. Util. § 7-207(c) and COMAR 20.79.02.02, the foregoing Application of NextEra Energy Transmission, MidAtlantic, Inc. for a Certificate of Public Convenience and Necessity was sent via email, or by U.S. mail if an email address was not available, to the following:

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Pursuant to Md. Code Ann., Pub. Util. § 7-207(c) and COMAR 20.79.02.02, a letter notifying all owners of land or owners of adjacent land of the foregoing Application of NextEra Energy Transmission MidAtlantic, Inc. for a Certificate of Public Convenience and Necessity, the template of which is attached hereto, was provided to the following via U.S. first-class mail, postage prepaid:

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Michael E Carr
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Tammy Gallagher & Sue Humberson
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Via First-Class Mail January 30, 2026

BEFORE THE MARYLAND PUBLIC SERVICE COMMISSION

Case No. ____

In the Matter of the Application of NextEra Energy Transmission MidAtlantic, Inc. for a Certificate of Public Convenience and Necessity to Construct a 500 kV Transmission Line Associated with the MidAtlantic Resiliency Link Project in Portions of Allegany and Garrett Counties, Maryland

Pursuant to Public Utilities Article Section 7-207(c) of the Annotated Code of Maryland and Code of Maryland Regulations Section 20.79.02.02B, NextEra Energy Transmission MidAtlantic, Inc. ("NEET MA") hereby provides you with notice of NEET MA's filing with the Maryland Public Service Commission ("PSC") on January 30, 2026, of an application for a Certificate of Public Convenience and Necessity ("CPCN") to construct and operate a 500 kV transmission line associated line in Allegany and Garrett Counties, Maryland (the "Application") for the MidAtlantic Resiliency Link Project ("MARL" or the "Project").

A copy of the Application is available for inspection on the PSC's website, www.psc.state.md.us, by clicking on the "Case/Maillog Search" link on the PSC website homepage (https://webpscxb.psc.state.md.us/DMS/home), entering "___" in the Search bar, and then clicking on the link to the Application filing (Docket Entry No. "1") in the docket for the above-captioned case.

A physical copy of the Application is also available for inspection and copying at the following public library:

Allegany County
Allegany County Library System-Washington St.
31 Washington St, Cumberland, MD 21502

Garrett County
Ruth Enlow Library – Friendsville
315 Chestnut St, Friendsville, MD 21531

For additional information about the Project, please visit the Project website at: https://www.nexteraenergytransmission.com/midatlantic-resiliency-link.html.