

LEGAL ADVERTISEMENTS

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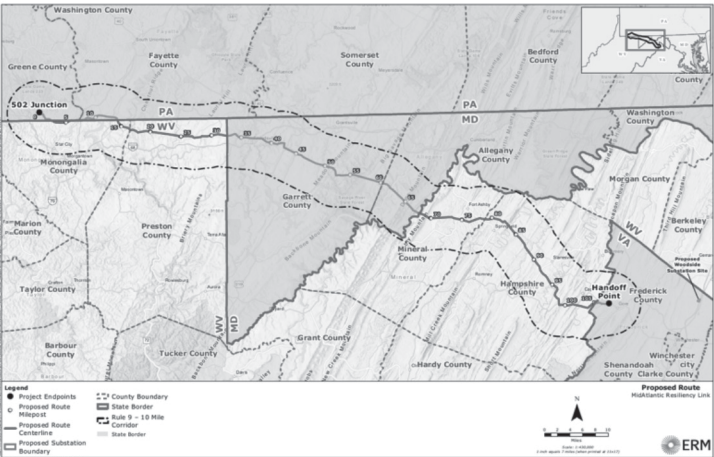
PUBLIC SERVICE COMMISSION
OF WEST VIRGINIA
CHARLESTON

CASE NO. 26-0075-E-CN

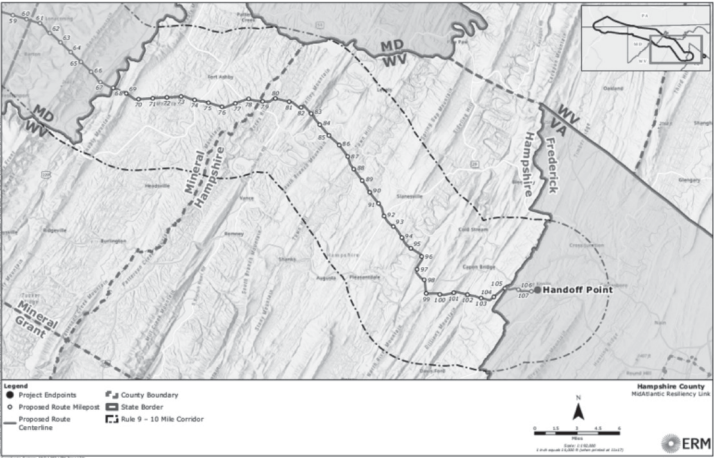
NEXTERA ENERGY TRANSMISSION
MIDATLANTIC, INC.

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

Project Map



Hampshire County Detail Map



On January 30, 2026, NextEra Energy Transmission MidAtlantic, Inc. (NEET MA) filed with the Public Service Commission of West Virginia (Commission) an application for a certificate of public convenience and necessity pursuant to West Virginia Code 24-2-11a (Application) to construct and operate the West Virginia portions of the MidAtlantic Resiliency Link Project (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 (the West Virginia Portions). The Commission has designated the Application Case No. 26-0075-E-CN.

In the Application, NEET MA identified the proposed line route for the West Virginia Portions (Proposed Route). The Proposed Route crosses parts of Monongalia, Preston, Mineral, and Hampshire Counties. The solid line shows the location of the Proposed Route, and the white dots indicate the Proposed Route's mileposts. The dotted line surrounding the Proposed Route indicates the boundaries of a ten-mile corridor (five miles on each side of the Proposed Route), as required by Section 9.2.1.a of the Commission's Rules and Regulations for the Government of Electric Utilities.

Narrative Description of the Proposed Route

The following is a description of the West Virginia Portions of the Proposed Route. The designation "MP" stands for "milepost" and refers to the line route mileposts shown in the Project maps shown above (not to road mileposts).

502 Junction Substation to Western Maryland Border

The Proposed Route begins at the 502 Junction Substation origin point in Greene County, Pennsylvania traveling southeast for 2.7 miles before entering Monongalia County, West Virginia approximately 1.0 mile north of Madsville, approximately 0.5 mile east of Taylortown Road, and 0.6 mile west of Lazelle School Road and approximately 1.0 mile southeast of the High Point Raceway. The route heads 0.6 mile southeast before crossing over Lazelle School Road, approximately 800 feet north of Crafts Run Road, around MP 3.3. The route continues for 2.0 miles in an easterly direction through undeveloped private land as a greenfield section of the line, approximately 0.5 mile north of the Longview Power Plant crossing Fort Martin Road around MP 5.3 approximately 1.0 mile northeast of Fort Martin Power Station, before heading north back into Greene County, Pennsylvania (MP 5.8), to avoid Fort Martin Power Station and its associated infrastructure.

The Proposed Route travels for 8.0 miles in Pennsylvania and reenters Monongalia County, West Virginia, near MP 13.8, approximately 0.4 mile east of Fairchance Road and Hill Crest Street. The Proposed Route heads south across undeveloped private property over Ryan Hollow for 0.5 mile crossing over Sand Springs Road (MP 14.3), continuing through undeveloped land for 0.4 mile before crossing over another portion of Sand Springs Road (MP 14.7), and continuing south through undeveloped land for about 0.5 mile before crossing another section of Sand Springs Road (MP 14.9). At MP 14.9, the Proposed Route heads south and crosses the existing Hazelton to Lake Lynn 138 kV Transmission Line to parallel the line on the south side, near the Buckeye Stone Company Limestone Quarry and the northwestern corner of Coopers Rock State Forest. The route heads easterly for 1.3 miles across undeveloped land paralleling the existing transmission line and then deviates from the existing Hazelton to Lake Lynn 138 kV Transmission Line at MP 16.3 to avoid residential homes located off of Sand Springs Road before crossing into Preston County near MP 16.6 (near where Sand Springs Road and Ryan Hollow West Road intersect).

The Proposed Route heads easterly for about 0.1 mile and enters Coopers Rock State Forest for 0.3 mile for a greenfield section before paralleling the existing Cheat Lake to Ruthbelle 138 kV Transmission Line for 1.0 mile. At MP 18.0, the Proposed Route exits Coopers Rock State Forest, heads in a northeasterly direction crossing over the existing Cheat Lake to Ruthbelle 138 kV Transmission Line, and continuing across undeveloped land for 0.5 mile crossing over Patterson Run stream, continuing for 0.2 mile before crossing over Hileman Road (approximately 0.5 mile south of Lake O Woods Road), then heading 0.4 mile before crossing Laural Run stream, and then 0.1 mile before paralleling the existing Hazelton to Lake Lynn 138 kV Transmission Line again. The Proposed Route continues paralleling the existing transmission line for 1.0 mile, then deviating (between MP 20.3 to MP 20.5) from the existing line to avoid a residential structure. The Proposed Route continues easterly for 0.6 mile crossing over Mount Grove Road (around MP 21.1), approximately 0.4 mile south of the intersection of Bryte Road and Mount Grove Road and continues in an easterly direction for 1.1 miles before crossing over Jim Smith Road (around MP 22.2). The route then continues for 0.8 mile before crossing over Compressor Station Road (around MP 23.0), approximately 500 feet north of the intersection of Jim Smith Road and Compressor Station Road and 0.8 mile south of Heasley Homestead Sugar Shack. The Proposed Route continues in an easterly direction for 0.3 mile before crossing over Conley Road, approximately 0.3 mile northeast of the intersection of Jim Smith Road and Conley Road. The route continues in an easterly direction paralleling the existing transmission line for about 0.8 mile crossing over Old Clifton Mills Road, Big Sandy Creek, and Clifton Mills Road (near MP 24.1), approximately 0.5 mile north of the intersection of Clifton Mills Road and Palmer Drive. The route continues in an easterly direction for 0.3 mile before it heads in a southeasterly direction for 0.2 mile where it deviates around residential and agricultural buildings near the crossing of Fox Hollow Road/Seneca Way (MP 24.8), before heading in an easterly direction for 0.8 mile, crossing two existing transmission lines before paralleling the existing Hazelton to Lake Lynn 138 kV Transmission Line at MP 25.5.

The Proposed Route continues in an easterly direction for 0.5 mile where it crosses over Glade Run and Salem Road, and continues paralleling the existing line for 0.3 mile crossing over Sine Place and behind the homes located near Summit Court and Sine Place. The route continues for 0.4 mile before turning in a southeasterly direction (near MP 26.8), crossing over N Preston Highway near the VFW Post 2523, to avoid residential homes built adjacent to the existing Hazelton

to Lake Lynn 138 kV Transmission Line. The Proposed Route continues for 1.0 mile across undeveloped land before crossing over Moyers Road, approximately 550 feet south of intersection of Rosenberg Road and Moyers Road (near MP 27.9).The route continues for 0.4 mile in a general northeasterly direction across agricultural land before the Proposed Route crosses to the northern side of the existing Hazelton to Lake Lynn 138 kV Transmission Line (near MP 28.4) and heads in an easterly direction for 0.7 mile crossing over Handlen Road, 0.5 mile directly south of intersection of Handlen Road and Moccasin Rocks Road. The route continues 0.2 mile before deviating northeasterly to avoid residential homes located along the existing transmission line continuing for 0.7 mile before crossing Glade Farms Road (MP 30.1), approximately 0.3 mile south of the intersection of Glade Farms Road and Cherry Run Road. The Proposed Route continues northeast for 0.8 mile across largely undeveloped land before the route crosses Cherry Run Road, then continues across undeveloped land for 1.0 mile before crossing over Savage Road, approximately 0.5 mile north of intersection of Cherry Run Road and Savage Road, and approximately 0.6 mile north of the United States Penitentiary, Hazelton. The route continues for about 0.5 mile in an easterly direction before the route crosses into the state of Maryland.

Maryland Border to West Virginia Eastern-Panhandle Border

At about MP 32.4, the Proposed Route exits the state of West Virginia and enters Garrett County, Maryland. The Proposed Route travels through Garrett and Allegany Counties in Maryland for 35.4 miles. At MP 67.9, the Proposed Route exits the state of Maryland and reenters West Virginia after crossing the North Branch of the Potomac River in Mineral County, near the Black Oak substation.

West Virginia Eastern-Panhandle Border to Virginia Handoff Point

The Proposed Route, once it enters West Virginia, parallels the existing Black Oak to Bedington 500 kV Transmission Line in a southeasterly direction for 1.1 miles before crossing over Waxler Road on Knobly Mountain (near MP 69.0). The route continues southeasterly for 0.7 mile paralleling the existing line before crossing over Knobly Road (near MP 69.7), approximately 0.3 mile north of intersection of Twin Sisters Lane and Knobly Road and approximately 0.6 mile north of the Appalachian Outdoor Woodstoves store. At MP 69.8, the route heads in an easterly direction for 3.0 miles along the existing line, crossing over Horseshoe Mountain, before crossing Lost Hollow Drive near MP 72.8, approximately 0.5 mile north of intersection of Lost Hollow Drive and Horseshoe Road. The route continues paralleling the existing line for another 0.4 mile before deviating from the exiting line to avoid the residential development (at MP 73.2) near Ponderosa Lane south of the Potomac State College Malone Farm. The route continues in a southeasterly direction, crossing Horseshoe Road, an existing 138 kV line, and over Patterson Creek near MP 73.7, south of the Potomac State College Farms. The route heads in a southeasterly direction over agricultural land crossing over Patterson Creek, traveling 0.5 mile before crossing Fort Ashby Road (near MP 74.3), approximately 450 feet south of the intersection of Georges Run Road and Fort Ashby Road and approximately 0.4 mile northeast of the Grace Place Church. The route continues in a southeasterly direction for 0.4 mile before crossing over Chas Deremer Road, approximately 300 feet north of the intersection of Mill Run Road and Chas Deremer Road, near MP 74.7. The Proposed Route continues in a southeasterly direction for 1.4 miles, largely across undeveloped land, crossing over Mill Run and Long Pasture Run before heading in a northeasterly direction at MP 76.2. The route continues for 0.1 mile before crossing Sunrise Drive, approximately 500 feet south of the intersection of Forest Glen Road and Sunrise Drive, then continues for 0.4 mile before crossing Painter Hollow Road approximately 0.8 mile south of the Fort Ashby Dam, and then continuing northeasterly for 1.0 mile before crossing over White Pine Lane/Frankfort Highway intersect near MP 77.7. The route continues northeasterly for 0.3 mile before turning in a southeasterly direction near MP 78.0. The route continues for 0.2 mile before crossing Dennison Hollow Road and then continues 0.6 mile where the Proposed Route enters into Hampshire County.

In Hampshire County, the Proposed Route continues in an easterly direction for 0.4 mile crossing Goldsborough Road near MP 79.2, approximately 0.8 mile north of the intersection of Goldsborough Road and Cumberland Road and approximately 1.0 mile northwest of the Springfield Assembly of God Church. The route continues in an easterly to northeasterly direction across undeveloped land for 0.7 mile at which point the route parallels the existing Black Oak to Bedington 500 kV Transmission Line heading in an easterly direction, beginning at MP 79.9 approximately 0.5 mile northwest of the junction of Short Hollow Road and Ashby Forest Road. The Proposed Route parallels the existing line for 1.1 miles across undeveloped land before crossing the Baltimore and Ohio Railroad, approximately 0.3 mile northeast of Short Hollow Road. The route continues for 0.3 mile crossing over Greenspring Valley Road and then deviating and turning in a southeasterly to northeasterly direction (MP 81.3 to MP 82.2) to avoid residential development near Greenspring Valley Road. At MP 82.2, the Proposed Route crosses the existing Hampshire to Ridgeley 138 kV Transmission Line on Valley Mountain and then parallels it heading in a southeasterly direction across Swisher Hollow and up River Mountain, crossing through White Horse Mountain Wildlife Management Area at MP 82.5 for 0.6 mile. The Proposed Route continues down River Mountain in a southerly direction, near the existing transmission line for 0.2 mile before crossing Clarence Taylor Road and the South Branch of the Potomac River.

After the South Branch of the Potomac River, the Proposed Route parallels the existing transmission line for about 0.1 mile before crossing Channel Drive and continuing for about 0.2 mile before crossing Springfield Pike Road, approximately 950 feet west of the intersection with Springfield Pike Road and Campbell Road. The route continues over undeveloped land for 1.0 mile, southwest of Hunting Way and Albino Drive, crossing Caribou Drive, then continues 0.2 mile crossing Brocket Drive, continuing for 0.2 mile crossing Our Lane, and paralleling the existing transmission line from MP 83.5 to MP 85.1.

At MP 85.1, the Proposed Route crosses Our Lane, and deviates from the existing transmission line to avoid residential homes and other structures between MP 85.2 and MP 87.6. The route continues in a southerly direction from Our Lane for 0.6 mile crossing Jersey Mountain Road, approximately 650 feet south of the intersection of Jersey Mountain Road and Points Pleasant Farm Lane and 850 south of the Post Office located at 10558 Jersey Mountain Road, continuing 1.4 miles before crossing Jr Rannells Road, and deviates back to parallel the existing Hampshire to Ridgeley 138 kV Transmission Line again at MP 87.6 near Town Hill. The Proposed Route follows the existing line a southeasterly direction crossing near the end of Hemingway Lane, then continues for 0.5 mile crossing Little Cacapon Road and Little Cacapon River, then continues for 0.9 mile crossing Tanglewood Drive, and 0.3 mile before crossing the existing line to follow along the southern side of the existing line. The route then continues paralleling the existing line in a southerly direction for 1.1 miles, west of Mountain Heritage Estate Road before crossing Harris Court, continuing for 0.5 mile before crossing Joe Milleson Road and then deviating at MP 91.4 to avoid residential and agricultural buildings near the existing line. The Proposed Route continues in a southerly direction for 0.1 mile crossing Old Martinsburg Grade Road, approximately 260 feet west of the intersection of Jason Haines Road and Old Martinsburg Grade Road, then continuing south for 0.4 mile crossing Kedron Road, and then 0.1 mile before crossing Bloomery Pike approximately 850 feet southwest of the intersection of Kedron Road and Bloomery Pike and approximately 1.0 mile northwest of Route 29 Tavern. The route continues in a south-southeasterly direction for 1.0 mile before crossing Zion Church Road, approximately 0.3 mile north of the intersection of Gibbons Point and Zion Church Road and approximately 0.8 mile north of Zion Church of Christ, and then 0.4 mile before the route continues to parallel the existing Hampshire to Ridgeley 138 kV Transmission Line again at MP 93.5 near Gibbons Run stream.

At MP 93.5, the Proposed Route continues across undeveloped land in a southeasterly direction for 0.5 crossing Gibbons Run Road approximately 0.3 mile east of Zion Church of Christ, then continues across agricultural and undeveloped lands 1.2 miles before the route crosses over the existing line near Hickory Corner Road and Balles Tashunka Terrain Road to avoid the Cacapon & Lost Rivers Land Trust easement near MP 95.5. The route crosses North River, up North River Mountain for 0.4 mile, approximately 0.4 mile west of the residential development on Mountain Lion Lane, before heading in a southerly direction for 1.3 miles across undeveloped land west of Red Fern Lane. From here, near MP 97.3, the route heads in a southeasterly direction for 0.7 mile crossing over Timber Mountain Road near MP 98.0. At MP 98.1, the route heads in a southerly direction for 0.7 mile crossing over the Northwestern Pike near Smiths Fruit Market and Copper Mountain Storage, approximately 0.3 mile east of the intersection of Timber Mountain Road and Northwestern Pike, continuing for 0.2 mile before heading in an easterly direction where the route then meets up with the existing French Mill to Hampshire 138 kV Transmission Line.

At MP 99.0, the Proposed Route parallels this line, heading in an easterly direction along the northern side of the existing French Mill to Hampshire 138 kV Transmission Line approximately 400 feet south of Mountain View Assembly of God, crossing over Pathfinder Lane and Old Fire Tower Road, before crossing to the southern side of the existing line around MP 99.8. The Proposed Route deviates for 0.6 mile from the existing French Mill to Hampshire 138 kV Transmission Line due to the convergence point of two existing transmission lines near Dillions Run Road and a substation north of MP 100.4. At this point, the Proposed Route parallels the existing transmission line for about 0.2 mile crossing Longbeard Lane, continuing across Schaffenenaker Mountain, and then traveling 0.7 mile and crossing Scymore Drive near MP 101.3, approximately 330 feet north of the intersection of Crab Apple Court and Old Mills Road. The route continues to parallel the existing line for 0.5 mile before crossing S Laurel Ridge Road on Dillons Mountain, and continuing for 0.4 mile crossing Capon River Road and Cacapon River at MP 102.2. The route

continues 0.3 mile before crossing Christian Church Road approximately 950 feet north of the Capon Chapel and directly south of Camp White Rock. At MP 102.5, the Proposed Route deviates from the existing transmission line and heads in a southeasterly direction, crossing Oates Road, and then continuing for 0.9 mile where it meets up with the existing Mt. Storm to Doubs 500 kV Transmission Line at MP 103.6. The Proposed Route parallels this existing line in a northeasterly direction from MP 103.7 for 0.4 mile before crossing Sirbaugh Road and Falls Road, and then continuing for 0.9 mile to MP 105.0 where the Proposed Route exits West Virginia and enters Frederick County, Virginia. The Proposed Route travels for 2.4 miles in Virginia before terminating at the handoff point at MP 107.5.

The Applicant has no alternative project deductions or additions to the Proposed Route at this time.

Project Details

The Project includes components other than the West Virginia Portions. However, only the West Virginia Portions are subject to Commission approval in this case.

The current cost estimate for MARL is \$1.167 billion. Of this estimated amount, the current cost estimate for the West Virginia Portions is \$482,706,000. These estimates include siting, engineering, construction, financing, administration, and legal costs.

NEET MA estimates that the Project will have the following impact on customers of Monongahela Power Company and The Potomac Edison Company as compared with current rates:

Projected Change in Rates for Mon Power and Potomac Edison Customers							
		Residential (average 1,000 kWh per month)		Commercial (average rate in cents/kWh)		Industrial (average rate in cents/kWh)	
Year	% Change	\$ Change	% Change	\$ Change	% Change	\$ Change	% Change
2026	0.10%	\$0.14	0.08%	0.01	0.12%	0.01	0.01
2027	0.29%	\$0.40	0.23%	0.03	0.33%	0.03	0.03
2028	0.39%	\$0.54	0.30%	0.04	0.42%	0.04	0.04
2029	0.51%	\$0.70	0.36%	0.05	0.52%	0.05	0.05
2030	0.57%	\$0.79	0.39%	0.05	0.56%	0.05	0.05
2031	0.61%	\$0.84	0.40%	0.05	0.56%	0.05	0.05
2032	0.81%	\$1.12	0.50%	0.07	0.71%	0.07	0.07
2033	0.78%	\$1.08	0.47%	0.07	0.65%	0.07	0.07
2034	0.76%	\$1.05	0.43%	0.06	0.60%	0.07	0.07
2035	0.75%	\$1.03	0.40%	0.06	0.56%	0.06	0.06
2036	0.74%	\$1.02	0.38%	0.06	0.53%	0.06	0.06

NEET MA estimates that the Project will have the following impact on customers of Appalachian Power Company and Wheeling Power Company as compared with current rates:

Projected Change in Rates for Mon Power and Wheeling Power Customers							
		Residential (average 1,000 kWh per month)		Commercial (average rate in cents/kWh)		Industrial (average rate in cents/kWh)	
Year	% Change	\$ Change	% Change	\$ Change	% Change	\$ Change	% Change
2026	0.01%	\$0.01	0.01%	0.00	0.01%	0.00	0.00
2027	0.01%	\$0.03	0.01%	0.00	0.01%	0.00	0.00
2028	0.02%	\$0.04	0.02%	0.00	0.02%	0.00	0.00
2029	0.04%	\$0.07	0.03%	0.00	0.03%	0.00	0.00
2030	0.06%	\$0.10	0.04%	0.01	0.05%	0.00	0.00
2031	0.07%	\$0.13	0.05%	0.01	0.05%	0.01	0.01
2032	0.10%	\$0.17	0.06%	0.01	0.07%	0.01	0.01
2033	0.10%	\$0.18	0.06%	0.01	0.06%	0.01	0.01
2034	0.10%	\$0.18	0.05%	0.01	0.06%	0.01	0.01
2035	0.10%	\$0.18	0.05%	0.01	0.06%	0.01	0.01
2036	0.10%	\$0.18	0.05%	0.01	0.05%	0.01	0.01

Municipal utilities and electric cooperatives that procure generation from one or more of these utilities will experience rate impacts as well.

Applicant's Ownership Structure

NEET MA is an Indiana corporation and an indirect, wholly owned subsidiary of NextEra Energy Transmission, LLC (NEET). NEET is an indirect, wholly owned subsidiary of NextEra Energy. NextEra Energy is one of the largest power and utility holding companies in North America. NextEra Energy's principal businesses are FPL, which is Florida's largest electric utility, and NextEra Energy Resources, LLC, which is the largest generator of renewable energy from the wind and sun in North America and a leader in battery storage.

Certificate Process and How to Learn More

A copy of the Application and its attachments, including large-format versions of the maps of the Proposed Route, may be examined in the offices of the Executive Secretary of the Commission, located at 201 Brooks Street, in Charleston, West Virginia; the offices of the Clerks of the County Commissions of Monongalia, Preston, Mineral, and Hampshire counties; the 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, and Hampshire County Public Library; and on the Commission's website, www.psc.state.wv.us, under Case No. 26-0075-E-CN. Included in each of these copies of the Application are large-scale maps showing the Proposed Route in greater detail.

The Applicant's website is available at the link below or by using the QR code shown below:

<https://www.nexteraenergytransmission.com/midatlantic-resiliency-link.html>



At the Project website, the public may access an interactive map of the Proposed Route by clicking on the "Project Details" heading in the upper right hand corner and accessing the "Proposed Route Options" field. The map has a search bar allowing the user to type in an address and determine the proximity of that address to the Proposed Route. Members of the public may contact the Project hotline at 833-849-1461 for information on how to navigate the interactive map.

Anyone desiring to file public comments in support or in opposition to the Application may do so by mailing to the address below. Once the Commission sets public comment hearings and an evidentiary hearing in this matter, the Applicant will publish notice of the hearings and the Commission will issue a press release. The Commission will receive written public comments until the beginning of the hearing.

Anyone desiring to petition to intervene in this case must file a written request to intervene by June 1, 2026, unless that requirement is otherwise modified by Commission order. Failure to timely protest or intervene can affect your right to protest or participate in future proceedings in this case. All protests or requests to intervene shall briefly state the reason(s) for the protest or intervention. Requests to intervene must comply with the Commission's rules on intervention set forth in the Commission's Rules of Practice and Procedure. The Commission's rules are available via a link on the Commission's Home Page to the website of the West Virginia Secretary of State. All written comments and protests, requests to intervene, and requests for hearing must state the case name and number and be addressed to Karen Buckley, Executive Secretary, Post Office Box 812, Charleston, West Virginia 25323. Public comments may also be file online by clicking the "Formal Case" link at <http://www.psc.state.wv.us/scripts/onlinecomments/default.com>.

In the absence of substantial protest received within thirty (30) days of this publication, the Commission may waive formal hearing and grant the application based on the Commission's review of the evidence submitted with the Application.