Note:
This summary was last updated on
November 25, 2025
For current information, follow this link:
PSC Docket Case #9803

PE Carroll to Germantown Project
(Carroll County)
PSC Case Number 9803
PPRP Manager: Robin Lee

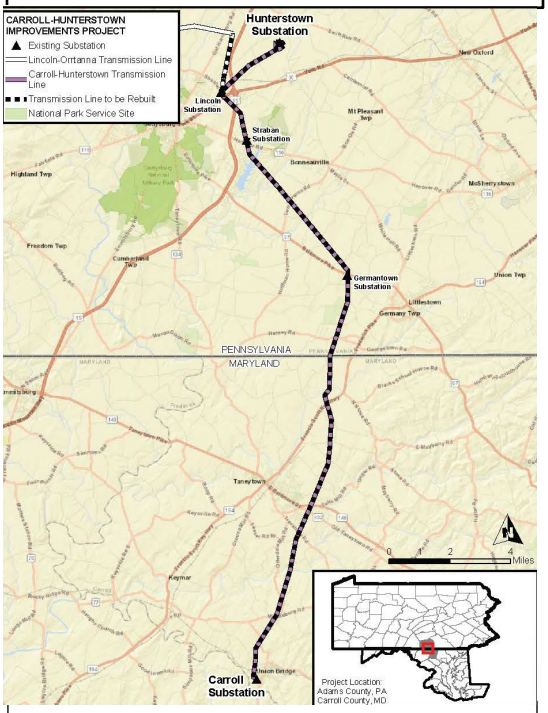
Note:
*This summary is based on information provided in the CPCN Application dated **July 18, 2025**, which is subject to change and has not yet been fully reviewed by PPRP*

CPCN Timeline
CPCN Application filed on July 18, 2025
Pre-Hearing Conference: September 9, 2025
Staff, OPC, and PPRP File Direct Testimony: July 14, 2026
Public Hearing Date: Week of July 27, 2025
Rebuttal Testimony Due: TBD
PSC Evidentiary Hearing: September 23, 2026

Project Location:

The Project is in Carroll County and extends approximately 11.3 miles north to the Maryland-Pennsylvania state line from the Carroll Substation (Google Map Link). The project continues from the Maryland-Pennsylvania state line to the Hunterstown Substation (Google Map Link)

Figure 1: Project Location



Source: PE Carroll to Germantown Testimony of M. Anderson

Project Overview:

Potomac Edison (PE) filed for a CPCN to rebuild an existing 138 kV overhead transmission line from the Carroll Substation in Carroll County to the Maryland-Pennsylvania state line. The Applicant states that the Project is needed to maintain the electric system's reliability under current and anticipated future conditions in Maryland and the surrounding region.

The existing single-circuit 138 kV line and wooden H-frame structures would be removed and replaced with galvanized steel double-circuit monopole structures built to 230 kV standards. A new 230 kV circuit would be installed on one side of the structures, and a 138 kV circuit would be re-installed on the other sides. Project components include:

- Removal of 90 existing wooden H-frame structures and 1 monopole structure ranging from approximately 43 feet to 86 feet tall
- Installation of 95 proposed steel monopole structures ranging in height from 71 feet to 161 feet
- Expansion of the Carroll Substation for a 230 kV ring-bus
- Re-installing a 138 kV conductor
- Installing a new 230 kV conductor;
- Upgrading the shield wire to 230kV standards.

Site Description

The Project consists of overhead transmission line work primarily within an existing 100-foot-wide ROW corridor in Carroll County. The Applicant states that expansion of the Carroll Substation will affect two properties not owned by PE, but that the Applicant has negotiated expanded easements with these property owners. . The total acreage of the ROW corridor in Maryland is approximately 137 acres. Land uses along the Project ROW include agricultural, residential, commercial, and forest land. The route crosses multiple streams, wetlands, railroads, and roads. PE anticipates construction to begin around June 2027 and for the project to be in operation by June 2028.

Impact Assessment Highlights

Electrical Need, Reliability, and Costs

- The Applicant states that the PJM Interconnection LLC (PJM) selected the Project to mitigate and prevent anticipated thermal overload violations that could occur on the existing 138 kV line under certain conditions.
- PE estimates the Maryland portion of the Project will cost approximately $62.6 million.

Air Quality

- Earthwork activities such as digging at pole locations and traversing unpaved roads may generate fugitive dust. PE states that dust control will be implemented as specified in the Project's erosion and sediment control plan.

MARYLAND DEPARTMENT OF NATURAL RESOURCES

- Operation of heavy equipment will result in combustion by-product emissions.

Biological

- The Applicant completed a wetland delineation along the ROW in April 2025, which will be reviewed by the Maryland Department of the Environment (MDE) during the Joint Permit Application (JPA) review process. The survey identified 74 watercourses and 58 wetlands over the entire Project (in both Maryland and Pennsylvania.
    - A total of 28.83 acres of wetlands were identified within the ROW
    - A total of 14,802 linear feet of streams (both perennial and intermittent) were identified within the ROW.
- The Project Study Area crosses numerous streams, including Little Pipe Creek, Big Pipe Creek, and Piney Creek with some Project elements proposed to be completed within 100-year floodplain areas.
- The Project is not located within any Tier II watersheds.
- The ROW is located within the Monocacy Scenic River watershed.
- The Project is not located within the Chesapeake Bay Critical Area.
- The Applicant consulted with the Maryland Department of Natural Resources (DNR) Wildlife Heritage Service (WHS), which indicated that it had no records of rare, threatened, or endangered species within the Project area.
- The Applicant also used the U.S. Fish and Wildlife Service (USFWS) online project screening tool to identify sensitive wildlife species near the Project. The USFWS screening tool indicated three federally listed threatened, endangered, or candidate species that may be present within the Project Study Area. However, no critical habitats were identified.
- The Applicant proposes to use timber matting to mitigate impacts to crossings of wetlands, floodplains, and some small streams.
- The Applicant anticipates that limited tree clearing will be required for the Project and no new riparian forest clearing is anticipated.
- The Applicant states that vegetation management will be conducted in accordance with First Energy Service Company's Transmission Vegetation Management Program (TVM:P)

Economic and Fiscal

- The Applicant estimates the cost of the Maryland portion of the Project to be approximately $62.6 million and the annual operating cost to be approximately $5.7 million.
- The Applicant anticipates that the annual property tax revenue for the Project will be approximately $210,000.

Transportation

- The Project crosses multiple roads, including, but not limited to Middleburg Road, Trevanion Rd., MD Rt. 832, MD Rd. 140, Hyser Rd., MD Rt. 194.
- PE intends to use existing paved, gravel, and dirt roads for temporary construction access, when possible.
- The Project crosses two railroad lines, both owned by Maryland Midland Railway, Inc. The Applicant has initiated coordination with the railway regarding these crossings.
- There are two small, private airports located within approximately 1 mile of the Project (Keymar Airport and Greer Airport). The closest public airport to the Project is the Carroll County Regional Airport, which is located approximately 7.8 miles from the Project.

Land Use

- The majority of the Project will be constructed within the existing ROW. The Applicant does plan to acquire 0.1 square miles of property in the vicinity of the Carroll Substation to allow for termination of the new 230 kV transmission line at the Substation. This area is located on two parcels and PE plans to obtain access by exclusive easements.
- There is approximately 124.5 acres of prime farmland and 39.1 acres of farmland of statewide importance within the Project ROW.

Cultural and Aesthetic

- The Applicant has communicated with the Maryland Historic Trust (MHT), which has determined that the Project will have no adverse impact on historic properties.

Visual

- The Project is expected to have minimal visual quality impacts, primarily due to taller structures (existing structures range from 43 to 86 feet and steel monopoles ranging from 71 to 161 feet.