

Note:
This summary was last updated on
September 8, 2025
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[PSC Case 9795](#)

Wicomico Rayne Solar Project
4031 Union Church Road
Wicomico County, Maryland 21804
[PSC Case 9795](#)
PPRP Case Manager: Mark Mank

Note:
This summary is based on
information provided in the CPCN
Application and supplemental
information filed with the PSC on
June 23, 24, and 30, 2025, July 30
and July 31, 2025, which are
subject to change and have not yet
been fully reviewed by PPRP.

CPCN Timeline

CPCN Application filed on June 23, 2025
Applicant's Filed Direct Testimony Due: November 14, 2025
1st Public Hearing (Virtual): December 3, 2025
PPRP and Staff file Direct Testimony RLCs: March 25, 2026
2nd Public Hearing: March 23, 2026
Applicant Status Update: April 28, 2026
PSC Evidentiary Hearing (if no contested issues): May 5, 2026

Project Location:

The Wicomico Rayne Solar Project (Project) will consist of a 5 MW AC community solar power array. The Project will be located on a parcel totaling 94.63 acres along Union Church Road in Wicomico County, Maryland (Figure 1). [Google Map Link](#) Per the Applicant the approximate limit of disturbance (LOD) for the Project will be 36.89 acres.

Project Overview:

Wicomico Rayne Solar, LLC, (Applicant) has applied for a CPCN to construct a 5 MW AC solar array in Wicomico County.

Projects components include:

- 10,976 photovoltaic (PV) solar modules ground-mounted on a pile-driven or augered single-axis tracking rack system;
- Interconnection equipment: attachment facilities as necessary to connect to the utility substation with 25 kV circuits along Union Church Road;
- 34 string inverters; and
- One power center containing medium voltage transformers and a string inverter station.

Site Description

The parcel comprising the Project consists of existing agricultural fields and undeveloped forested lands. Surrounding areas are a mix of agricultural fields, residential properties and woodlands. The Applicants' Environmental Review Document (ERD) states the proposed Project is in the Agricultural-Rural District and within the Airport Overlay District of Wicomico County. According to correspondence from Wicomico County the proposed solar project is inconsistent in scale and land use with abutting and adjacent development.

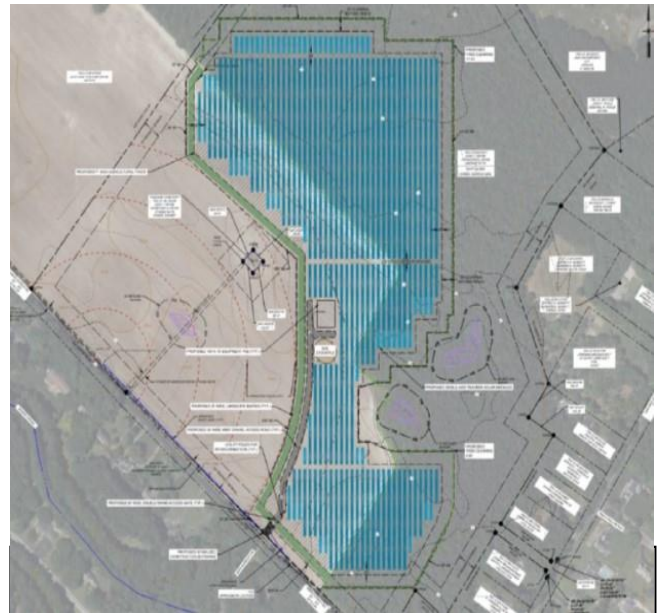
The Projects are co-located CSEGS and will deliver all output to subscribers via the Delmarva Power & Light Company (DPL) electric distribution grid. The Applicant applied to the PSC for authorization to participate in Maryland's Community Solar Program and was assigned Subscriber Organization Identification Numbers 24A3119140007438. The Applicant submitted an interconnection application to DPL on December 10, 2024 and is currently in the Engineering Study phase.

Impact Assessment Highlights

Biological

- The Applicants' ERD indicates that the parcels contain three wetland and zero streams. The Applicant indicated delineated wetlands will be buffered a minimum of 50 feet.

Figure 1. Project Location



- The Maryland Department of the Environment (MDE) confirmed that no authorization is required from the MDE Nontidal Wetlands and Waterways Division based on the proposed LOD in a letter dated May 7, 2025.
- The Applicants' ERD states the Project is not located within a Tier II catchment or Critical Area.
- The Applicants' March 5, 2025, letter from the Maryland Department of Natural Resources (DNR), Wildlife Heritage Service (WHS) determined that there are no official records for State or Federal listed, candidate, proposed, or rare plant or animal species within the Projects' area.
- The Applicants' January 15, 2025, letter from the U.S. Fish and Wildlife Service (USFWS) states that the "There are no critical habitats within your project area under this office's jurisdiction." The Applicant is required to determine if the project may have effects on the tricolored bat and monarch butterfly.
- The Applicant states that impervious areas will be limited to the access driveway and equipment pad.
- The Applicant indicates approximately 21.29 acres of tree clearing is proposed for the project.

Noise Impacts

- The Applicants' ERD states that the nearest off-site residence is greater than 150 feet from the Project. Additionally, the Applicants indicate that the closest non-participating residential reception areas to the equipment pad is approximately 895 feet away.

Visual Impacts

- The Project will be enclosed by a 7-foot-tall security fence.
- The Applicant intends to use existing vegetated areas and/or vegetative screening buffers on all sides of the Project.
- The Applicant utilized the Federal Aviation Administration (FAA) Notice Criteria Tool and determined the Projects' location does not exceed notice criteria and no further coordination is required. The Project is located 3.4 miles from Salisbury Airport and the Maryland Aviation Administration (MAA) determined the Project is not an obstruction or hazard to air navigation. The Applicant performed a glare study and no glare is anticipated to be experienced at any of the Observation Points or along any surrounding roadways, driveways, or flight paths.

Cultural Resource Impacts

- The Applicants have corresponded with the Maryland Historic Trust (MHT), which has determined that the Project is expected to have no effect on historic properties.

Public Safety and Transportation

- The Applicant states that access and egress to the Project site will be along Union Church Road. The Project will also include a perimeter road for emergency vehicle access, or other access lanes as approved by the State and/or County Fire Marshal.
- The Applicants' ERD indicates that large materials and equipment will be transported by tractor-trailers and unloaded by construction vehicles during the construction phase. However, the Applicants anticipate that most daily construction traffic will consist of cars, pickup trucks, and other vehicles used by personnel. During operation, traffic will mostly be limited to maintenance crews for seasonal mowing and vegetation maintenance, as well as maintenance for any operational issues.
- The Applicant states the Project will include a perimeter road for emergency vehicles or other access lanes as approved by the State and/or County Fire Marshal.

Economic and Fiscal

- The Applicant estimated the Project will create approximately 35 direct and 22 indirect jobs during the construction period. Following construction the Project will generate 1 direct job.
- The Applicant indicated that the Project represents a capital investment of approximately \$14 million.

Greenhouse Gas Emissions Avoided

- The Applicant indicated the Project would reduce carbon dioxide (CO₂) emissions in Maryland by approximately 340 tons per year.