

**UNITED STATES OF AMERICA  
BEFORE THE  
FEDERAL ENERGY REGULATORY COMMISSION**

**Brandon Shores LLC**

)

**Docket No. ER26-2740-000**

**MOTION TO INTERVENE AND COMMENTS IN SUPPORT OF  
PJM INTERCONNECTION, L.L.C.**

Pursuant to Rules 212<sup>1</sup> and 214<sup>2</sup> of the Federal Energy Regulatory Commission’s (“FERC” or the “Commission”) Rules of Practice and Procedure, PJM Interconnection, L.L.C. (“PJM”) respectfully moves to intervene in the above-captioned proceeding, and provides the following comments in support.

**I. MOTION TO INTERVENE**

PJM respectfully moves to intervene in the above-captioned proceeding pursuant to Rules 212 and 214. PJM is a Commission-certified Regional Transmission Organization. PJM is also the Commission-jurisdictional Transmission Provider under, and the administrator of, the PJM Open Access Transmission Tariff (“PJM Tariff”),<sup>3</sup> operates the PJM Interchange Energy Market, the PJM Reliability Pricing Model (*i.e.*, PJM’s forward capacity market), and coordinates the movement of wholesale electricity in the PJM Region, which covers all or parts of thirteen states and the District of Columbia. PJM is also the North American Electric Reliability Corporation (“NERC”)-registered Reliability Coordinator, Balancing Authority, Transmission Operator,

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<sup>1</sup> 18 C.F.R. § 385.212.

<sup>2</sup> 18 C.F.R. § 385.214 (“Any person seeking to intervene to become a party, other than the entities specified in paragraphs (a)(1) and (a)(2) of this section, must file a motion to intervene.”).

<sup>3</sup> The Tariff is currently located under PJM’s “Intra-PJM Tariffs” eTariff title, available here: <https://etariff.ferc.gov/TariffBrowser.aspx?tid=1731>. Terms not otherwise defined herein shall have the same meaning as set forth in the Tariff, the Amended and Restated Operating Agreement of PJM Interconnection, L.L.C. (“Operating Agreement”), and the Reliability Assurance Agreement Among Load-Serving Entities in the PJM Region (“RAA”).

Transmission Service Provider, Planning Coordinator/Planning Authority, and Resource Planner, among other things, for the PJM Region.

On June 4, 2026, as amended on June 8, 2026, Brandon Shores LLC (“Brandon Shores”) proposed a two-year extension of the Brandon Shores Reliability Must Run Continuing Operations Rate Schedule (the “Extended CORS”) through May 31, 2031 (“Request for Extension”).<sup>4</sup> This filing was made at the request of PJM, and is in accordance with the Commission-approved Settlement<sup>5</sup> to which PJM is a party.

Accordingly, PJM has a direct, substantial, and independent interest in this proceeding, which no other party can adequately represent, and respectfully requests that the Commission grant this motion to intervene and that PJM be afforded all the rights of a party to this proceeding.

## II. COMMENTS

PJM urges the Commission to accept the Extended CORS as filed. As noted in the Sims Affidavit that accompanied PJM’s submission in Docket No. ER26-2738-000,<sup>6</sup> and which PJM is submitting into the record in this proceeding, “PJM’s current analysis indicates that the reliability of the system is dependent on the Brandon Shores and Wagner units currently subject to the RMR arrangements being available until several key planned transmission enhancements in the local (MD) and regional (MD, PA, WV, VA) area are constructed and energized.”<sup>7</sup>

Acceptance of the Extended CORS as filed, along with PJM’s submission in Docket No. ER26-2738-000, will preserve the framework upon which the Settlement that produced the CORS

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<sup>4</sup> *Brandon Shores LLC*, Filing to Extend Term of CORS, Docket No. ER26-2740-000 (June 4, 2026).

<sup>5</sup> See *H.A. Wagner LLC & Brandon Shores LLC*, 191 FERC ¶ 61,098 (2025) (“May 2025 Order on Settlement”); *H.A. Wagner LLC & Brandon Shores LLC*, 192 FERC ¶ 61,189 (2025) (“August 2025 Rehearing Order”).

<sup>6</sup> *PJM Interconnection, L.L.C.*, Tariff Filing of PJM Interconnection, L.L.C., Docket No. ER26-2738-000 (June 4, 2026). See also Attachment C - Affidavit of Mark Sims on Behalf of PJM Interconnection, L.L.C. (“Sims Affidavit”).

<sup>7</sup> Sims Affidavit at P 10.

is based, and the continuation of the vital reliability services that Brandon Shores Units 1 and 2 continue to provide to the PJM Transmission System.

While PJM does not have a direct financial interest in the CORS, and as a general matter does not take positions on specific cost-of-service elements, PJM notes the pre-agreement of the zonal transmission customers who pay the charges associated with the CORS, and respectfully requests that the Commission consider this fact when ruling on the just and reasonable nature of the updated cost components included in the Extended CORS.

### III. CONCLUSION

In accordance with the foregoing, PJM respectfully requests that the Commission grant this motion to intervene, accept these comments into the record in this proceeding, and accept the Extended CORS as filed.

Respectfully submitted,

*/s/ Thomas DeVita*

Craig Glazer  
Vice President – Federal Government Policy  
PJM Interconnection, L.L.C.  
1200 G Street, N.W.  
Suite 600  
Washington, D.C. 20005  
(202) 423-4743  
[Craig.Glazer@pjm.com](mailto:Craig.Glazer@pjm.com)

Thomas DeVita  
Associate General Counsel  
PJM Interconnection, L.L.C.  
2750 Monroe Boulevard  
Audubon, PA 19403  
(610) 635-3042  
[Thomas.DeVita@pjm.com](mailto:Thomas.DeVita@pjm.com)

*On behalf of  
PJM Interconnection, L.L.C.*

June 25, 2026

## CERTIFICATE OF SERVICE

I hereby certify that I have this 25<sup>th</sup> day of June, 2026 caused a copy of the foregoing document to be served upon each person designated on the official service list compiled by the Secretary in this proceeding.

*/s/ Thomas DeVita*  
Thomas DeVita  
Associate General Counsel  
PJM Interconnection, L.L.C.  
2750 Monroe Boulevard  
Audubon, PA 19403  
(610) 635-3042  
[Thomas.DeVita@pjm.com](mailto:Thomas.DeVita@pjm.com)

**Attachment I**

**Affidavit of Mark Sims on Behalf of PJM Interconnection, L.L.C.**

**As Filed in Docket No. ER26-2738**

**UNITED STATES OF AMERICA  
BEFORE THE  
FEDERAL ENERGY REGULATORY COMMISSION**

**PJM Interconnection, L.L.C.**

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**Docket No. ER26-2738-000**

**AFFIDAVIT OF MARK SIMS  
ON BEHALF OF  
PJM INTERCONNECTION, L.L.C.**

**I. BACKGROUND AND QUALIFICATIONS**

1. My name is Mark Sims. I am the Senior Manager of Long-Term and Interregional Transmission Planning at PJM Interconnection, L.L.C. (“PJM”). My business address is 2750 Monroe Boulevard, Audubon, Pennsylvania 19403.

2. I joined PJM in June of 1999. I have been in my current position as the Senior Manager of Long Term and Interregional Transmission Planning since April 2025, and over the course of my twenty-seven year career at PJM, I have also served as the: (i) Senior Manager of Interconnection Analysis, (ii) Manager of Infrastructure Coordination; (iii) Manager of Transmission Planning, and (iv) Senior Manager of PJM Long Term and Interregional Transmission Planning. My principal responsibility is to lead the development of PJM’s Regional Transmission Expansion Plan. This function centers on the planning of the regional transmission system for the provision of reliable electric service in accordance with North American Electric Reliability Corporation (“NERC”) Reliability Standards, as well as PJM and Transmission Owner reliability and operational criteria. I also lead the team that will implement PJM’s Long-Term Regional Transmission Planning Protocol, as accepted by the Federal Energy Regulatory Commission (“FERC”).

3. I hold both a Bachelor of Science degree and a Master of Engineering degree from the Pennsylvania State University.

## **II. PURPOSE OF DECLARATION**

4. I am providing this Affidavit in support of PJM's determination that the Term of the Reliability Must-Run ("RMR") arrangements for the Brandon Shores and Wagner generating stations should be extended from May 31, 2029 until May 31, 2031.

5. Specifically, I will explain PJM's planning analysis and why the analysis indicates that extension of the RMR Term until May 31, 2031 is prudent and warranted.

## **III. PJM'S ANALYSIS**

6. The existence of the Brandon Shores and Wagner RMR arrangements is the direct result of a physical reality—the existing electrical transmission system surrounding Baltimore is highly utilized during peak conditions. Given the announced deactivation of these facilities, which are located to the south of Baltimore, this portion of the system is severely transmission constrained without required transmission upgrades. Absent these requisite transmission upgrades, PJM's analysis yields significant thermal and voltage violations stemming directly from the deactivation of these facilities.

7. When Talen notified PJM of its intention to deactivate Brandon Shores Units 1 and 2 and Wagner Units 3 and 4 in April and October of 2023, respectively, PJM conducted the deactivation and planning analyses required under Tariff, Part V. That analysis, by definition, must incorporate consideration of the projected timelines for any immediate need reliability solutions in the area—meaning a reliability-based transmission enhancement or expansion that PJM has identified to resolve a need that must be addressed within three years. Importantly, the immediate need classification does not consider projected implementation time of the solution but rather the need date of the reliability violation that triggered the need for a solution.

8. In its 2023 analysis, PJM initially determined immediate need transmission requirements for Brandon Shores and Wagner, with consideration of projected in-service dates for required transmission reinforcements by the end of 2028. However, there have been several important developments since PJM conducted its initial analysis in 2023. First, the projected in-service dates of the applicable immediate need transmission upgrades have been delayed. The original projected in-service dates of the most critical immediate need transmission upgrades were anticipated as early as 2028. Since that time, the responsible Transmission Owners have begun project implementation and updated PJM with later projected in-service dates, in some instances by several years. Given the locations of the required upgrades, the Transmission Owners anticipate challenges with land acquisition, permitting, and supply chain-related delays. Second, the planning assumptions, including the load forecast, have changed significantly since 2023, resulting in additional transmission requirements beyond the immediate need solutions that have now been added to the plan and must be in place to mitigate the thermal and voltage violations resulting from deactivation of Brandon Shores and Wagner.

9. At the time PJM was in the process of identifying the immediate need solutions in mid and late 2023, corresponding with the deactivation announcements by Brandon Shores and Wagner, PJM was also engaged in the annual transmission system evaluation. PJM announced a system reliability plan update (i.e., the “2022 Window 3” solutions) in late 2023. That evaluation was able to incorporate the announced deactivations and associated immediate need upgrades in the evaluation and development of solutions.<sup>1</sup> The 2022 Window 3 solutions included additional transmission enhancements in the Baltimore area in addition to the immediate need solutions since

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<sup>1</sup> See PJM, Reliability Analysis Report for 2022 RTEP Window 3 (Dec. 5, 2023), <https://www.pjm.com/-/media/DotCom/committees-groups/committees/teac/2023/20231205/20231205-2022-rtep-window-3-reliability-analysis-report.pdf>.

that evaluation also included, among other known information, updates to the PJM load forecast that included significant additional load growth. These additional transmission requirements are documented in the “2022 Window 3” solutions approved by the PJM Board in December 2023. Similarly in 2024, PJM updated assumptions, including the load forecast, and performed a system-wide study that again incorporated the immediate need solutions and developed any additional necessary upgrades. The updated 2024 assessment (“the 2024 RTEP Window 1”) solutions were approved by the PJM Board in February 2025.<sup>2</sup> These sets of analyses looked at future years with the assumption that the Brandon Shores and Wagner units were deactivated and the expectation that the associated transmission enhancements would be complete. Recently, in 2026, PJM assessed the reliability of the system assuming the units were deactivated and incorporated the current anticipated in-service dates of the associated transmission enhancements. PJM found that thermal and voltage violations exist and may jeopardize system reliability without completion of the transmission enhancements listed below in Figure PJM-1 while postponing the deactivation of the Brandon Shores and Wagner units.

10. Accordingly, PJM’s current analysis indicates that the reliability of the system is dependent on the Brandon Shores and Wagner units currently subject to the RMR arrangements being available until several key planned transmission enhancements in the local (MD) and regional (MD, PA, WV, VA) area are constructed and energized. The current anticipated in-service dates for these upgrades are as follows:

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<sup>2</sup> The Reliability Analysis Report for 2024 RTEP Window 1 is available here: <https://www.pjm.com/-/media/DotCom/committees-groups/committees/teac/2025/20250304/20250304-2024-rtep-window-1-reliability-analysis-report.pdf>.

**Figure PJM-1**

Key Baseline Reliability Projects		Projected In-Service Dates (as of June 2026)
<b>2022 RTEP Window 3</b>	Otter Creek – Doubs 500 kV line (MPRP):	Jun. 2027
	Morrisville – Vint Hill – Wishing Star 500kV line	Jun. 2030
	North Delta – High Ridge 500 kV line	Dec. 2030
	Peach Bottom – Conastone 500 kV line rebuild	Dec. 2030
	502 JCT-Woodside-Aspen 500 kV line	Dec. 2031
<b>2024 RTEP Window 1</b>	Amos-Welton Spring-Rocky Point 765 kV line	Jun. 2029
	Joshua Falls-Yeat 765 kV line	Jun. 2029
	Kraken 500 kV loop of 2024 W1	Sep. 2030

At this time, given the anticipated in-service dates of the transmission enhancements, PJM Planning is recommending that the Term of the RMR arrangements be extended until May 31, 2031. While one specific upgrade—502 JCT-Woodside-Aspen 500 kV line—is currently projected to be in service by December 2031, PJM does not believe that this projected completion date is firm enough now in June 2026 to warrant including the Brandon Shores and Wagner facilities in the Planning parameters for subsequent Delivery Years beyond May 31, 2031, although such an extension of the Term of the RMR arrangements may be warranted in the future as PJM receives additional information from the applicable Transmission Owners and regulatory authorities, and considers future load forecasts. PJM is committed to re-assessing the need for the RMR if system conditions or critical upgrade in-service dates change.

11. This concludes my Affidavit.

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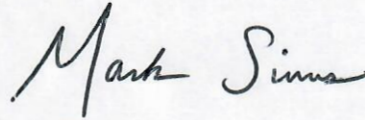
PJM Interconnection, L.L.C.

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Docket No. ER26-2738-000

VERIFICATION OF MARK SIMS

Mark Sims, being first duly sworn, deposes and states on this date of June 4, 2026, he is the Mark Sims referred to in the foregoing document entitled "Affidavit of Mark Sims on Behalf of PJM Interconnection, L.L.C.," that he has read the same and is familiar with the contents thereof, and that the testimony set forth therein is true and correct to the best of his knowledge, information, and belief.



/s/ Mark Sims

Mark Sims

Sr. Manager, Long-Term and Interregional  
Transmission Planning  
PJM Interconnection, L.L.C.

State of Pennsylvania

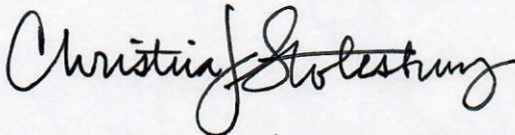
County of Montgomery

On this, the 4<sup>th</sup> day of June, 2026,

before me Christina Stotesbury, the undersigned officer,  
personally appeared Mark Sims,

known to me (or satisfactorily proved) to be the person whose name is subscribed to within the instrument and acknowledged that he executed the same for the purposes therein contained.

In whiteness whereof, I hereunto set my hand and official seal.



My commission expires March 18, 2028

