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John H. Isom

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File #: 02507/140066

March 9, 2011

BY HAND

Rosemary Chiavetta, Secretary  
Pennsylvania Public Utility Commission  
Commonwealth Keystone Building  
400 North Street, 2nd Floor North  
P.O. Box 3265  
Harrisburg, PA 17105-3265

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2011 MAR -9 AM 9:43  
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**RE: Application of PPL Electric Utilities Corporation Filed Pursuant to 52 Pa. Code Chapter 57, Subchapter G, For Approval Of The Siting And Reconstruction Of The Brunner Island - West Shore 230 kV Transmission Line In Cumberland And York Counties, Pennsylvania - Docket No. A-2011-**

Dear Secretary Chiavetta:

Enclosed, for filing, are the original and six (6) copies of the Application of PPL Electric Utilities Corporation ("PPL Electric") Filed Pursuant to 52 Pa. Code Chapter 57 Subchapter G, for Approval of the Siting and Reconstruction of the Bruner Island-West Shore 230 kV Transmission Line In Cumberland and York Counties, Pennsylvania, together with seven (7) copies of the accompanying attachments which are contained in a separately-bound volume. Copies of the Application including the attachments are being served by certified mail, return receipt requested on the governmental agencies and municipalities listed on the certificate of service for the Application.

Enclosed is a CD containing copies of the attachments. Also enclosed is a check in the amount of \$350 for the filing fee.

Also enclosed is an original and six (6) copies of the Notice of Filing. Copies of the Notice of Filing are being served by certified mail, return receipt requested on the persons listed on the certificate of service attached to the Notice of Filing.

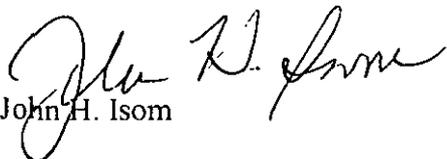
Rosemary Chiavetta, Secretary

March 9, 2011

Page 2

If there are any questions concerning this matter, please contact me at the addresses or telephone numbers provided above.

Respectfully Submitted,



John H. Isom

JHI/jl

Enclosures

cc: Certificate of Service

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## CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the **Application of PPL Electric Utilities Corporation Filed Pursuant to 52 Pa. Code Chapter 57, Subchapter G, For Approval Of The Siting And Reconstruction Of The Brunner Island - West Shore 230 kV Transmission Line In Cumberland And York Counties, Pennsylvania** has been served upon the following persons, in the manner indicated, in accordance with the requirements of 52 Pa. Code § 1.54 (relating to service by a participant).

### VIA CERTIFIED MAIL RETURN RECEIPT REQUESTED

Pennsylvania Department of  
Environmental Protection  
Rachel Carson State Office Building  
PO Box 2063  
400 Market Street  
Harrisburg, PA 17105-8767  
Attn: Secretary's Office of Policy

Pennsylvania Historical and  
Museum Commission  
State Historic Preservation Office  
300 North Street  
Harrisburg, PA 17120  
Attn: Mr. Douglas C. McLearn, Chief

Pennsylvania Department of Transportation  
Commonwealth Keystone Building  
400 North Street, 8<sup>th</sup> Floor  
Harrisburg, PA 17120  
Attn: The Honorable Allen D. Beihler, P.E.,

Cumberland County  
Board of Commissioners  
1 Courthouse Square  
Carlisle, PA 17013  
Attn: Gary Eichelberger, Chairman

Cumberland County Planning Commission  
18 North Hanover Street, Third Floor  
Carlisle, PA 17013  
Attn: Kirk Stoner, AICP, Director

York County Board of Commissioners  
28 East Market Street, Room 216  
York, PA 17401  
Attn: Steve Chronister, President

York County Planning Commission  
28 East Market Street, Room 301  
York, PA 17401  
Attn: Terry Dunlap, Chairman

Lower Allen Township  
Board of Supervisors  
2233 Gettysburg Road  
Camp Hill, PA 17011  
Attn: John Titzel, President

Lower Allen Township  
Planning Commission  
2233 Gettysburg Road  
Camp Hill, PA 17011  
Attn: Brett McCreary, President

Upper Allen Township Board of Supervisors  
100 Gettysburg Pike  
Mechanicsburg, PA 17055  
Attn: James Cochran, President

Upper Allen Township  
Planning Commission  
100 Gettysburg Pike  
Mechanicsburg, PA 17055  
Attn: Amanda Parrish

Conewago Township Board of Supervisors  
490 Copenhaffer Road  
York, PA 17404  
Attn: Robert Hahn, Chairman

Fairview Township Planning Commission  
599 Lewisberry Road  
New Cumberland, PA 17070  
Attn: Michael Powers, Chairman

Conewago Township Planning Commission  
490 Copenhaffer Road  
York, PA 17404  
Attn: Daryl Hull, Chairman

Newberry Township Board of Supervisors  
1915 Old Trail Road  
Etters, PA 17319  
Attn: Stephen Pancoe, Chairman

East Manchester Township  
Board of Supervisors  
5080 North Sherman Street Ext.  
Mount Wolf, PA 17347  
Attn: Steven Gross, Jr., Chairman

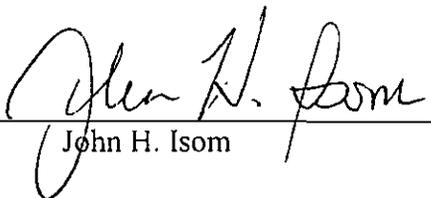
Newberry Township Planning Commission  
1915 Old Trail Road  
Etters, PA 17319  
Attn: Stephen Rehrer, Chairman

East Manchester Township  
Planning Commission  
5080 North Sherman Street Ext.  
Mount Wolf, PA 17347  
Attn: Blaine Rentzel, Chairman

Metropolitan Edison Company  
Attn: Mr. Donald Brennan, President  
2800 Pottsville Pike  
P.O. Box 16001  
Reading, PA 19612-6001

Fairview Township Board of Supervisors  
599 Lewisberry Road  
New Cumberland, PA 17070  
Attn: Perry Albert, Chairman

Date: March 9, 2011

  
John H. Isom

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**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

**RECEIVED**

2011 MAR -9 AM 9:45

**Re: Application Of PPL Electric Utilities :  
Corporation Filed Pursuant To 52 Pa. Code :  
Chapter 57, Subchapter G, For Approval Of :  
The Siting And Reconstruction Of The :  
Brunner Island-West Shore 230 kV :  
Transmission Line In Cumberland And :  
York Counties, Pennsylvania :**

PA PUC  
SECRETARY'S BUREAU  
Docket No. A-2011-\_\_\_\_\_

**NOTICE OF FILING**

The above-captioned Application will be filed with the Pennsylvania Public Utility Commission ("Commission") on March 9, 2011. PPL Electric Utilities Corporation ("PPL Electric") is seeking Commission approval to reconstruct the existing Brunner Island-West Shore 230 kV Transmission Line from a single-circuit 230 kV transmission line to a double-circuit 230 kV transmission line ("Brunner Island Project").

PPL Electric proposes to reinforce the 230 kV transmission system in Cumberland and York Counties, Pennsylvania to resolve identified transmission reliability issues on critical 230 kV circuits in central Pennsylvania, and to ensure reliable long-term service to customers in Cumberland and York Counties. To resolve the identified transmission reliability issues, PPL Electric proposes to reconstruct the approximately 16-mile, existing Brunner Island-West Shore 230 kV Transmission Line from a single-circuit 230 kV transmission line to a double-circuit 230 kV transmission line, which is the subject of this filing.

The proposed route for the Brunner Island Project is the existing route for the Brunner Island-West Shore 230 kV Transmission Line, which begins at the Brunner Island 230 kV Switchyard along the Susquehanna River and travels northwest through East Manchester, Newberry, Conewago, and Fairview Townships in York County and Lower Allen and Upper Allen Townships in Cumberland County along existing rights-of-way to the West Shore 230-69

kV Substation. Virtually the entire the length of proposed route would utilize existing PPL Electric property or right-of-way, although PPL Electric would like to acquire additional right-of-way in areas where the existing right-of-way is less than 150 feet in width.

A complete copy of the above-captioned Application, including all Attachments, is available for public inspection weekdays during normal business hours at the following locations:

East Manchester Township Building  
5080 North Sherman Street Ext.  
Mount Wolf, PA 17347

Fairview Township Building  
599 Lewisberry Road  
New Cumberland, PA 17070

Newberry Township Building  
1915 Old Trail Road  
Etters, PA 17319

Lower Allen Township Building  
2233 Gettysburg Road  
Camp Hill, PA 17011

Conewago Township Building  
490 Copenhaffer Road  
York, PA 17404

Upper Allen Township Building  
100 Gettysburg Pike  
Mechanicsburg, PA 17055

Pursuant to the Commission's Siting Regulations, 52 Pa. Code §§ 57.71 *et seq.*, we have enclosed a map showing the Route of the Brunner Island Project across your property. You are not required to appear or participate in this matter, but you may request Commission permission to intervene.

Paul E. Russell (ID # 21643)  
Associate General Counsel  
PPL Services Corporation  
Office of General Counsel  
Two North Ninth Street  
Allentown, PA 18106  
Phone: 610-774-4254  
Fax: 610-774-6726  
E-mail: perussell@pplweb.com

Of Counsel:

Post & Schell, P.C.

Date: March 9, 2011

Sincerely,



David B. MacGregor (ID # 28804)  
Post & Schell, P.C.  
Four Penn Center  
1600 John F. Kennedy Boulevard  
Philadelphia, PA 19103-2808  
Phone: 215-587-1197  
Fax: 215-320-4879  
E-mail: dmacgregor@postschell.com

John H. Isom (ID # 16569)  
Christopher T. Wright (ID # 203412)  
Post & Schell, P.C.  
17 North Second Street  
12<sup>th</sup> Floor  
Harrisburg, PA 17101-1601  
Phone: 717-731-1970  
Fax: 717-731-1985  
E-mail: jisom@postschell.com  
E-mail: cwright@postschell.com

Attorneys for PPL Electric Utilities Corporation

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**CERTIFICATE OF SERVICE**

I hereby certify that a true and correct copy of the **Notice of Filing** has been served upon the following persons, in the manner indicated, in accordance with the requirements of 52 Pa. Code § 1.54 (relating to service by a participant).

**VIA CERTIFIED MAIL  
RETURN RECEIPT REQUESTED**

U.S. Army Corps of Engineers  
Baltimore District– CENAB-OP-R  
Regulatory Branch  
P.O. Box 1715  
Baltimore, MD 21203–1715  
Attn: Amy Elliott

U.S. Fish and Wildlife Service  
Pennsylvania Field Office  
315 South Allen Street, Suite 322  
State College, PA 16801-4850  
Attn: Clinton Riley

Pennsylvania Department of Conservation  
and Natural Resources  
Rachel Carson State Office Building  
PO Box 8767  
400 Market Street  
Harrisburg, PA 17105-8767  
Attn: Chris Firestone

Pennsylvania Game Commission  
2001 Elmerton Avenue  
Harrisburg, PA 17110-9797  
Attn: Olivia Braun

Pennsylvania Fish and Boat Commission  
1601 Elmerton Avenue  
PO Box 67000  
Harrisburg, PA 17106-7000  
Attn: Christopher Urban

Cumberland County Conservation District  
310 Allen Road, Suite 301  
Carlisle, PA 17013-9101  
Attn: Carl Goshorn, District Manager

York County Conservation District  
118 Pleasant Acres Road, Suite E  
York, PA 17402  
Attn: Steve Chronister, Commissioner

Senator Jeffrey E. Piccola  
15<sup>th</sup> District  
916-B Park Plaza  
North River Road  
Halifax, PA 17032

Senator Michael L. Waugh  
28<sup>th</sup> District  
218 North George Street  
York, PA 17401

Senator Patricia H. Vance  
31<sup>st</sup> District  
3806 Market Street  
Camp Hill, PA 17011

Rep. Keith Gillespie  
47<sup>th</sup> District  
4188 Lincoln Highway  
York, PA 17406

Rep. Scott Perry  
92<sup>nd</sup> District  
725D North US Route 15  
Dillsburg, PA 17019

Rep. Sheryl M. Delozier  
88<sup>th</sup> District  
2929 Gettysburg Road, Suite 6  
Camp Hill, PA 17011

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1340 Rossmoyne Road  
Mechanicsburg, PA 17055

Richard L. & Darlene Hess  
2115 Arcona Road  
Mechanicsburg, PA 17055

David T. Alleman, Jr.  
2135 Arcona Road  
Mechanicsburg, PA 17055

Timothy F. Merritts  
2139 Arcona Road  
Mechanicsburg, PA 17055

Thomas W. & Wendi E. Merritts  
2141 Arcona Road  
Mechanicsburg, PA 17055

Scott P. Merritts  
2137 Arcona Road  
Mechanicsburg, PA 17055

Thomas W. & Wendi E. Merritts  
Scott P. & Lori A. Merritts  
2137 Arcona Road  
Mechanicsburg, PA 17055

Richard S. & Margaret M. Wilder  
2409 Arcona Road  
Mechanicsburg, PA 17055

George C. & Francine Y. Glass  
1425 Raven Hill Road  
Mechanicsburg, PA 17055

Michael L. & Alison W. Mansfield  
1408 Raven Hill Road  
Mechanicburg, PA 17055

Charles Lynn Freeman  
1420 Raven Hill Road  
Mechanicsburg, PA 17055

Steven L. Barber  
1428 Raven Hill Road  
Mechanicsburg, PA 17055

Dale L. & Connie L. Rishel  
1432 Raven Hill Road  
Mechanicsburg, PA 17055

Naewon Limited Partnership  
200 River Bend Drive  
Enola, PA 17025

Lfgc Incorporated  
PO Box 1229  
Camp Hill, PA 17001

Henry L. Lenker  
1245 East Lisburn Road  
Mechanicsburg, PA 17055

Thomas E. Martin, Jr.  
Barbara K. & Helen E. Martin  
PO Box 392  
Kennett Square, PA 19348

Gregory E. & Christy A. Black  
1360 East Lisburn Road  
Mechanicsburg, PA 17055

Eric C. Peifer  
1370 East Lisburn Road  
Mechanicsburg, PA 17055

Mark D. & Jessie A. Wilson  
1424 Main Street  
Mechanicsburg, PA 17055

Keith E. & Sandra M. Peifer  
4122 Willow Bend Road  
Mechanicsburg, PA 17055

Scott L. Rocuskie  
4154 Birchwood Lane  
Mechanicsburg, PA 17055

Bryan E. & Amanda L. Ebbert  
4158 Birchwood Lane  
Mechanicsburg, PA 17055

Doug E. Beaver, Jr.  
Rachel E. Beaver  
4162 Birchwood Lane  
Mechanicsburg, PA 17055

William J. Rocuskie  
4166 Birchwood Lane  
Mechanicsburg, PA 17055

David J. & Jennifer Mattiko  
4130 Lisburn Road  
Mechanicsburg, PA 17055

Brett H. & Amy C. Brillinger  
1337 McCormick Road  
Mechanicsburg, PA 17055

Patrick S. & Susan E. McCurdy  
1341 McCormick Road  
Mechanicsburg, PA 17055

William W. Warren  
1351 McCormick Road  
Mechanicsburg, PA 17055

James M. & Hyun-Jin Reeves  
4141 Lisburn Road  
Mechanicsburg, PA 17055

Craig R. & Lynda J. Waite  
1504 McCormick Drive  
Mechanicsburg, PA 17055

John J. Holland  
1100 Andersonstown Road  
Mechanicsburg, PA 17055

Barbara A. Sadler  
1251 Highland Drive  
Mechanicsburg, PA 17055

Theodore L. & Catherine P. Prescott  
491 Brenneman Drive  
Mechanicsburg, PA 17055

David D. & Lori A. Ulsh  
475 Brenneman Drive  
Lewisberry, PA 17339

Maple Ridge Farm Family Limited  
Partnership  
1047 Trimmer Drive  
Lewisberry, PA 17339

Donald F. & Lori A. Weaver  
501 Trimmer Drive  
Lewisberry, PA 17339

Jack A. & Alma J. Lenker  
534 Moores Mountain Road  
Mechanicsburg, PA 17055

John A. Brenneman, Jr.  
551 Brenneman Drive  
Lewisberry, PA 17339

James B. & Boyd A. Westover  
1440 Pines Road  
Etters, PA 17319

Harold L. & Sharon L. Stoneberger Trustees  
H L. & S. L. Stoneberger Revocable Living  
645 Schoolhouse Lane  
Lewisberry, PA 17339

Robert E. Myers  
100 Old York Road  
New Cumberland, PA 17070

Robert J. & Jennifer M. Hugar  
898 School House Lane  
Lewisberry, PA 17339

Todd A. & Annmarie Rodgers  
892 894 Schoolhouse Lane  
Lewisberry, PA 17339

Frederick J. & Jennifer C Seiferth  
670 Revere Circle  
Lewisberry, PA 17339

Gregory C. Sholly  
669 Revere Circle  
Lewisberry, PA 17339

Jared H. Beck  
536 N. Reeser Drive  
York Haven, PA 17370

Eugene M. & Stephyne J. Hays  
861 Lexington Place  
Lewisberry, PA 17339

Scott A. Miller  
857 Lexington Place  
Lewisberry, PA 17339

Mark A. & Mary Lou Mortimer  
1013 Lewisberry Road  
Lewisberry, PA 17339

William Valora  
1015 Lewisberry Road  
Lewisberry, PA 17339

James D. Romberger  
536 Old Quaker Road  
Lewisberry, PA 17339

Salvador Urena  
Antonia & Gabriela Urena  
1040 Lewisberry Road  
Lewisberry, PA 17339

Ralph V. & Avis S. Brumbaugh  
Attn: William E. Ohrum  
126 W. Harrisburg Street  
Dillsburg, PA 17019

James P. & Donna D. Dorwart  
1375 Old Quaker Road  
Etters, PA 17319

Leroy I. Gumphier, Jr.  
605 Old Quaker Road  
Lewisberry, PA 17339

R F. Fager Company  
2058 State Road  
Camp Hill, PA 17011

James R. & Deborah K. Peffer  
645 Old Quaker Road  
Lewisberry, PA 17339

Maurice E. Flurie, Jr.  
Mary E. Flurie  
665 Old Quaker Road  
Lewisberry, PA 17339

Lloyd C & Linda L. Earnest  
719 Heck Hill Road  
Lewisberry, PA 17339

James W. Payne  
James H. & Judy L. Marsh  
Paul A. & Robin E. Smith, Et Al  
151 Geary Avenue  
New Cumberland, PA 17070

James H. & Dianna L. Payne  
1330 Sheep Bridge Road  
York, PA 17406

Jeanmarie St Clair Christman  
738 Heck Hill Road  
Lewisberry, PA 17339

Daniel B. Sorge  
Leann Townley Sorge  
742 Heck Hill Road  
Lewisberry, PA 17339

David Scott & Tonya R. McDonough  
743 Old Quaker Road  
Lewisberry, PA 17339

Heather S. Fischer  
745 Old Quaker Road  
Lewisberry, PA 17339

Lisa M. Long  
761 Old Quaker Road  
Lewisberry, PA 17339

Clarence L. & Hedy C. Paullus  
771 Old Quaker Road  
Lewisberry, PA 17339

Donald L. & Karen H. Bertollette  
783 Old Quaker Road  
Lewisberry, PA 17339

Richard J. Olcese, Jr.  
Kimberly A. Olcese  
789 Old Quaker Road  
Lewisberry, PA 17339

Maureen M. & Dennis D. Vachon Horan  
791 Old Quaker Road  
Lewisberry, PA 17339

Eric T. & Michele L. Yingling  
795 Old Quaker Road  
Lewisberry, PA 17339

Kris & Vicki L. Wickwire  
797 Old Quaker Road  
Lewisberry, PA 17339

Calvin J. & Pauline W. Robertson  
740 Potts Hill Road  
Lewisberry, PA 17339

Sterling L. & Sandra L. Ort  
799 Old Quaker Road  
Lewisberry, PA 17339

Thomas E. & Cathleen A. Marone  
1550 Old Quaker Road  
Lewisberry, PA 17339

Leo S. & Jennie Drzal  
Trustees Drzal Family Trust  
1293 Kingsley Road  
Camp Hill, PA 17011

Philip & Julie A. Silvagio  
1470 Old Quaker Road  
Etters, PA 17319

Randy L. Deardorff  
355 E. Front Street  
Lewisberry, PA 17339

Douglas E. & Kimberly A. Etter  
1400 Old Quaker Road  
Etters, PA 17319

Kevin M. & Wendy L. Etter  
1370 Old Quaker Road  
Etters, PA 17319

Charles L. Bonner  
498 Front Street  
Lewisberry, PA 17339

Jeff J. Kane  
1320 Old Quaker Road  
Etters, PA 17319

Clarence W. & Pearl L. Shifflett  
5 Clare Drive  
Pine Bush, NY 12566-6200

Dale R. & Daniela R. Rora Paugh  
1300 Old Quaker Road  
Etters, PA 17319

Gurney E. Hetrick  
P O Box 147  
Lewisberry, PA 17339

Matthew P. & Christine A. Amos  
Trustees Of Matthew P. & Christine A.  
Amos Family Rev  
2503 Hoffer Street  
Harrisburg, PA 17103

E. H. Miller Family Limited Partnership  
200 Ridge Road  
Etters, PA 17319

Brian F. & Jodene R. Watkins  
1087 Country Club Road  
Camp Hill, PA 17011

Joseph N. Eutzy, III  
980 Old Quaker Road  
Etters, PA 17319

Jane L. Eutzy  
960 Old Quaker Road  
Etters, PA 17319

Theresa E. & Michael J. Houtz  
940 Old Quaker Road  
Etters, PA 17319

George H. Eutzy  
900 Old Quaker Road  
Etters, PA 17319

Jane L. Eutzy, Et Al  
Trustees For Shirley M. Eutzy  
900 Old Quaker Road  
Etters, PA 17319

Earl & Nancy A. Carrell  
Attn Earl Carrell & Nancy A. Carrell  
Trustees  
785 Old Quaker Road  
Etters, PA 17319

Keith E. & Susan E. McNaughton  
19 York Road  
York Haven, PA 17370

William M. & Jodi L. Gross  
2980 Lewisberry Road  
York Haven, PA 17370

Gregory J. & Nina M. Myers  
110 Miller Road  
York Haven, PA 17370

James E. Winter, Sr.  
Linda F. Winter  
20 Paddletown Road  
Etters, PA 17319

Stephen A. & Susan L. Schaffer  
25 York Road  
York Haven, PA 17370

Timothy R. & Michaelle M. Yeatts  
80 Miller Road  
York Haven, PA 17370

Darwin E. & Margaret E. Houtz  
75 York Road  
York Haven, PA 17370

Donald E. & Melanie S. Dennis  
90 York Road  
York Haven, PA 17370

Properties Shefet  
2850 Lewisberry Road  
York Haven, PA 17370

Henry E. Treffinger, Sr  
Alice S. Treffinger  
165 Quaker Meeting Road  
Wellsville, PA 17365

Edward C & Brenda J. Hildebrecht  
148 Locust Grove Road  
York, PA 17402

Richard N. & Kathleen M. Witten  
460 Miller Road  
York Haven, PA 17370

Aaron D. & Haylna A. Deihl  
215 Roxberry Road  
York Haven, PA 17370

Albert Austin & Louise Pluff  
185 Roxberry Road  
York Haven, PA 17370

Steven J. Horvath  
315 Roxbury Road  
York Haven, PA 17370

William Herman, Jr.  
160 Roxberry Road  
York Haven, PA 17370

William J. Wise, Sr. & Kimberly S. Wise  
Jacob C. & Mary L. Wise  
PO Box 238  
York Haven, PA 17370

Samuel C. & Sharon L. Wise  
601 Sawmill Road  
Mechanicsburg, PA 17055

William J. Wise, Sr.  
Kimberly S. Wise  
P O Box 238  
York Haven, PA 17370

Jacob C & Mary L. Wise  
195 Sipe Road  
York Haven, PA 17370

Raymond E. & Doris M. Ness  
245 Sipe Road  
York Haven, PA 17370

Dean K. & Kim S. Leppo  
Bret W. Leppo & D. Dale Gentzler Leppo  
3449 Indian Rock Dam Road  
York, PA 17408

Harrisburg Gardens Inc  
371 Pheasant Lane  
Hummelstown, PA 17036

Industrial Solvents & Chemicals Co  
Po Box 158  
Emigsville, PA 17318

C/O Rawicz Ycida  
Industrial Solvents & Chemical Andrew  
P O Box 158  
Emigsville, PA 17318

Linda Crouse  
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Manchester, PA 17345

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130 Stevens Road  
York Haven, PA 17370

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York, PA 17406

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434 Granite Quarry Road  
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York Haven, PA 17370

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Barbara A. Slaseman  
2590 Old Trail Road  
York Haven, PA 17370

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York Haven, PA 17370

Brenda G. Cornman  
2620 Old Trail Road  
York Haven, PA 17370

Tommy E. & Lisa C. Thomas, II  
2345 Grandview Drive  
Etters, PA 17319

Robert L. Whitebread  
179 N. 4th Street  
PO Box 0555  
Mount Wolf, PA 17347

Dennis V. & Sharon L. Fish  
2380 Grandview Drive  
Etters, PA 17319

Michael J. & Kimberly L. Rupley  
2320 Grandview Drive  
Etters, PA 17319

Anna L. Whitebread  
2330 Grandview Drive  
Etters, PA 17319

Verdell L. & Irma Reeser  
2410 Grandview Drive  
York Haven, PA 17370

Mason Investment Association LLC  
120 Stricker Road  
York Haven, PA 17370

Lowell R. & Bonnie K. Reeser  
2420 Grandview Drive  
York Haven, PA 17370

David L. & Ruth N. Boyer  
761 Midway Road  
York Haven, PA 17370

Dale M. Hauze, Sr.  
Mary H. Hauze  
757 Midway Road  
York Haven, PA 17370

Shirley Ann & Daniel Taylor  
759 Midway Road  
York Haven, PA 17370

Darlene J. & Gay D. Gamble  
753 Midway Road  
York Haven, PA 17370

Jason A. & Jana M. Murray  
765 Midway Road  
York Haven, PA 17370

Harry V. & Shirley A. Snyder  
745 Midway Road  
York Haven, PA 17370

Joshua & Lynda Singer, Et Al  
145 Northcrest Drive  
York Haven, PA 17370

John C. & Aja B. Orpin  
760 Midway Road  
York Haven, PA 17370

Ismael & Stacia M. Cotto  
5 Northcrest Drive  
York Haven, PA 17370

Lloyd B. Noaker, Jr  
Tina L. Noaker  
15 Northcrest Drive  
York Haven, PA 17370

Andrea Meily  
25 Northcrest Drive  
York Haven, PA 17370

Timothy P. Gray  
100 Megan Circle  
Chalfont, PA 18914

Douglas E. Wahl  
45 Northcrest Drive  
York Haven, PA 17370

Douglas L. Zook  
480 Running Pump Road  
Lancaster, PA 17601

David L. Miller, Jr.  
Bertie C. Miller  
65 Northcrest Drive  
York Haven, PA 17370

Betty A. Weber  
75 Northcrest Drive  
York Haven, PA 17370

William K. & Rebecca A. Shultz  
85 Northcrest Drive  
York Haven, PA 17370

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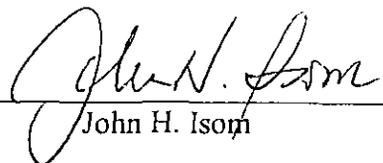
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Date: March 9, 2011

  
\_\_\_\_\_  
John H. Isom

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SECRETARY'S BUREAU

**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

**RECEIVED**

2011 MAR -9 AM 9:47

**Re: Application Of PPL Electric Utilities :  
Corporation Filed Pursuant To 52 Pa. Code :  
Chapter 57, Subchapter G, For Approval Of :  
The Siting And Reconstruction Of The :  
Brunner Island-West Shore 230 kV :  
Transmission Line In Cumberland And :  
York Counties, Pennsylvania :**

PA PUC  
SECRETARY'S BUREAU  
Docket No. A-2011-\_\_\_\_\_

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**APPLICATION OF PPL ELECTRIC UTILITES CORPORATION**

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**TO THE PENNSYLVANIA PUBLIC UTILITY COMMISSION:**

PPL Electric Utilities Corporation ("PPL Electric") hereby files, pursuant to 52 Pa. Code § 57.72, this Application requesting Pennsylvania Public Utility Commission ("Commission") approval to reconstruct the existing Brunner Island-West Shore 230 kV Transmission Line from a single-circuit 230 kV transmission line to a double-circuit 230 kV transmission line ("Brunner Island Project"). As more fully explained below, the Brunner Island Project is required to reinforce the 230 kV bulk electrical system in Cumberland and York Counties, Pennsylvania to resolve identified transmission reliability criteria violations on critical 230 kV circuits in central Pennsylvania, and to ensure reliable long-term service to customers in Cumberland and York Counties. In support of this Application, PPL Electric states as follows:

**I. INTRODUCTION AND OVERVIEW**

1. This Application is filed by PPL Electric, a public utility that provides electric distribution, transmission, and provider of last resort services in Pennsylvania subject to the regulatory jurisdiction of the Commission.

2. PPL Electric's address is as follows:

PPL Electric Utilities Corporation  
Two North Ninth Street  
Allentown, Pennsylvania 18101

3. PPL Electric's attorneys are:

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PPL Electric's attorneys are authorized to receive all notices and communications regarding this Application.

4. PPL Electric furnishes electric service to approximately 1.4 million customers throughout its certificated service territory, which includes all or portions of twenty-nine counties and encompasses approximately 10,000 square miles in eastern and central Pennsylvania. PPL Electric is a "public utility" and an "electric distribution company" as defined in Sections 102 and 2803 of the Pennsylvania Public Utility Code, 66 Pa.C.S. §§ 102, 2803.

5. PPL Electric owns approximately 5,000 miles of transmission lines operating at 69 kV (kilovolts) or higher, approximately 375 substations with a capacity of 10 MVA

(megavolt amperes) or more, and approximately 43,000 miles of distribution lines operating at less than 69 kV.

6. PPL Electric proposes to reinforce the 230 kV bulk electrical system in Cumberland and York Counties, Pennsylvania to resolve identified transmission reliability criteria violations on critical 230 kV circuits in central Pennsylvania and to ensure reliable long-term service to customers in Cumberland and York Counties. PJM Interconnection, L.L.C. (“PJM”), through its Regional Transmission Expansion Plan (“RTEP”), identified multiple violations of the North American Reliability Corporation (“NERC”) Reliability Standards on critical 230 kV circuits in central Pennsylvania beginning in 2013.

7. To resolve the identified transmission reliability criteria violations, PPL proposes to reconstruct the approximately 16-mile Brunner Island-West Shore 230 kV Transmission Line. The project will convert the existing line from single-circuit to double-circuit 230 kV operation. The preferred route would generally utilize the same right-of-way as the existing single-circuit Brunner Island-West Shore 230 kV Transmission Line, which begins at the Brunner Island 230 kV Switchyard along the Susquehanna River and travels northwest through York and Cumberland counties and ends at the West Shore 230-69 kV Substation near Mechanicsburg.

8. The estimated cost to design and construct the Brunner Island Project is \$30.2 million. The Brunner Island Project has a scheduled construction start date of November 2011 to meet an in-service date of May 2013.

9. Accompanying this Application in a separate three-ring binder are the following Attachments that provide additional detailed information regarding the Brunner Island Project:

- Attachment 1 Necessity Statement.
- Attachment 2 Study Area and Route Development.
- Attachment 3 Siting Analysis and Environmental Assessment.

- Attachment 4      Engineering Description.
- Attachment 5      Commission Regulation Cross-Reference Matrix.
- Attachment 6      Bibliography of Data Sources Used.
- Attachment 7      Specification For Initial Clearing and Control Maintenance Of Vegetation on Or Adjacent To Electric Line Right-of-Way through Use Of Herbicides, Mechanical, And Hand-clearing Techniques.
- Attachment 8      Government Agencies, Municipalities And Other Public Entities Contacted.
- Attachment 9      List of Property Owners Within or Adjacent to the Proposed Right-of-Way.
- Attachment 10     Potential Local, State, and Federal Government Agency Requirements.
- Attachment 11     PPL Electric Design Criteria and Safety Practices.
- Attachment 12     PPL Electric Magnetic Field Management.
- Attachment 13     Agencies, Municipalities And Other Entities Receiving Copies And Notice Of Application.
- Attachment 14     Historic Architectural and Archeological Sites.
- Attachment 15     Land Use and Comprehensive Plan Assessment.
- Attachment 16     Public Notice Filing Requirements

10. This Application, including the accompanying Attachments, which are incorporated herein by reference, contains all of the information required by 52 Pa. Code §§ 57.72(c), 69.3102 – 69.3107. In the near future, PPL Electric will file written direct testimony further explaining and supporting this Application.

**II. DESCRIPTION OF THE PROPOSED TRANSMISSION LINE**

11. PPL Electric proposes to reinforce the 230 kV bulk electrical system in Cumberland and York Counties, Pennsylvania to resolve identified transmission reliability

criteria violations on critical 230 kV circuits in central Pennsylvania, and to ensure reliable long-term service to customers in Cumberland and York Counties, as well as the bulk electrical system in the Mid-Atlantic region.

12. To resolve the identified transmission reliability criteria violations, PPL Electric proposes to reconstruct the approximately 16-mile, existing Brunner Island-West Shore 230 kV Transmission Line from a single-circuit 230 kV transmission line to a double-circuit 230 kV transmission line.

13. The reconstructed line will begin at PPL Electric's Brunner Island 230 kV Switchyard and terminate at the Company's West Shore 230-69kV Substation. The preferred route for the double-circuit line will travel along the right-of-way of the existing single-circuit Brunner Island-West Shore 230-69 kV Transmission Line through East Manchester, Conewago, Newberry, and Fairview Townships in York County, and Lower Allen and Upper Allen Townships in Cumberland County.

14. The project involves the removal of the existing lattice steel towers that were built to accommodate only one circuit. The tangent structures (or poles with no line angle) for the proposed new double-circuit line will consist of single-shaft steel poles equipped with steel upswept arms. Angle structures will be either single steel poles or two- or three-pole steel structures depending on the severity of the line angle. All poles will be installed on concrete foundations. Additionally, some angle structures may be guyed. Altogether, the Brunner Island Project requires the installation of approximately 93 structures, averaging 145 feet in height, with average span lengths of approximately 950 feet.

15. Photographs and sketches showing proposed structure types are shown at the end of Attachment 4 to this Application. A functional one-line diagram of the existing facilities in

the area is shown in Figure 1-1 of Attachment 1 to this Application. A functional one-line diagram of the existing facilities together with the proposed Brunner Island Project is provided in Figure 1-2 of Attachment 1 to this Application.

16. Each circuit of the proposed new double-circuit line will have three power conductors. The power conductors will be 1590 kcmil,<sup>1</sup> 45/7 stranding ACSR.<sup>2</sup> There will be two overhead ground wires, one 0.5-inch Extra High Strength Steel Overhead Ground Wire and one 48 fiber 0.752-inch-diameter Optical Ground Wire.

17. The proposed new double-circuit line described above will be designed and constructed to meet, and generally surpass, all National Electrical Safety Code minimum standards. The engineering description of the proposed new double-circuit line is provided in Attachment 4 to this Application. Design specifications and safety rules practiced by PPL Electric are included in Attachment 11 to this Application.

18. The project will be designed and constructed in accordance with PPL Electric's Magnetic Field Management Program and Electric and Magnetic Fields Policy. That policy is explained in Attachment 12 to this Application.

### **III. NEED FOR THE BRUNNER ISLAND PROJECT**

19. The North American Electric Reliability Corporation ("NERC") has developed mandatory reliability standards, which define the reliability requirements for planning and operating transmission systems in North America. The NERC Reliability Standards apply to all users, owners, and operators of the nation's interconnected transmission grid, including PPL

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<sup>1</sup> A circular mil is the cross-sectional area of a wire one mil in diameter, where 1 kcmil = 0.5067 mm<sup>2</sup>.

<sup>2</sup> Aluminum conductor steel reinforced.

Electric. NERC achieves compliance through monitoring, audits and investigations, the imposition of financial penalties, and other enforcement actions for non-compliance. PPL Electric's transmission planning has adopted and incorporated the NERC Reliability Standards.

20. PJM Interconnection LLC ("PJM") is the Federal Energy Regulatory Commission-approved Regional Transmission Organization charged with ensuring the reliability of the electric transmission system under its functional control and coordinating the movement of wholesale electricity in all or parts of thirteen states and the District of Columbia, including most of Pennsylvania.

21. In order to ensure reliable transmission service, PJM prepares an annual Regional Transmission Expansion Plan ("RTEP") to identify system reinforcements that are required to, among other things, meet the mandatory NERC Reliability Standards.

22. PPL Electric undertakes an independent analysis of both its bulk electric system transmission facilities, which includes transmission facilities operated at voltages of 100 kV or higher and are under the functional control of PJM, and its non-bulk electric system transmission facilities. PPL Electric, as a transmission owner and member of PJM, undertakes system planning for all of its transmission facilities in concert with PJM. PPL Electric's planning guidelines are outlined in its Reliability Principles and Practices ("RP&P") document, which was developed to ensure adequate and appropriate levels of electric service consistent with good utility practice. The PPL Electric RP&P for the bulk electric transmission system is consistent with PJM reliability criteria.

23. The 2008 RTEP was approved by the PJM Board in December 2008. PJM's 2008 RTEP identified multiple violations of the NERC Reliability Standards on critical 230 kV circuits in central Pennsylvania beginning in 2013. Specifically, the 2008 RTEP identified

thermal overloads and excessive voltage drop violations for several NERC Category C contingencies.

24. NERC Category C contingencies are defined as a fault (forced, uncontrolled outage) on the transmission system followed by system readjustments, and then a subsequent fault of a second system element. A fault removes from service one or more transmission facilities and/or generation facilities, which is considered a single contingency. As with the first contingency, the second contingency removes from service one or more transmission elements and/or generation facilities. Such events are referred to collectively as an “n-1-1” event. If an n-1-1 occurrence is found to cause thermal overloading in excess of a transmission facility’s applicable rating or changes in voltage in excess of NERC standards, such an event is deemed to have failed the n-1-1 critical test.

25. The major NERC Category C violations identified in the 2008 RTEP relevant to the bulk electrical system in central Pennsylvania are summarized below:

- (a) The initial loss of the Juniata-Cumberland 230 kV Transmission Line<sup>3</sup> followed by the outage of the Brunner Island–West Shore 230 kV Transmission Line<sup>4</sup> would cause the following overloads<sup>5</sup>: (1) the HummMJsteel Tap-Steelton H1 230 kV Transmission Line would exceed its summer emergency rating by 80%; (2) the Steel H1-Steelton 230 kV Transmission line would exceed its summer emergency rating by 51%; (3) the Steelton-Steel H3 230 kV Transmission Line would exceed its summer

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<sup>3</sup> The loss of the Juniata-Cumberland 230 kV Transmission Line also would cause the loss of the Cumberland 230/69 kV Transformer No. 2 at the Cumberland 230-69 kV Substation..

<sup>4</sup> The outage of the Brunner Island–West Shore 230 kV Transmission Line also would cause the loss of W. Shore 230/69kV Transformer No. 2 at the West Shore 230-69kV Substation.

<sup>5</sup> PJM contingencies PL25+PL16.

emergency rating by 5%; and (4) the West Shore-Steelton 230 kV Transmission Line would exceed its summer emergency rating by 2%.

- (b) The initial loss of the Brunner Island–West Shore 230 kV Transmission Line<sup>6</sup> followed by the outage of the Steelton 230 kV bus<sup>7</sup> would cause the Juniata-Cumberland 230 kV Transmission Line to exceed its summer emergency rating by 24%.
- (c) The initial loss of the Juniata–Cumberland 230 kV Transmission Line<sup>8</sup> and the loss of 230/69kV Transformer No. 2 at the Cumberland 230-69 kV Substation followed by the subsequent outage of the Steelton 230 kV bus<sup>9</sup> would cause the Brunner Island–West Shore 230 kV Transmission Line to exceed its summer emergency rating by 22%.

26. The electric reliability violations identified in the 2008 RTEP are the result of “overloaded” transmission facilities. Transmission lines have a maximum rated thermal capacity, which is the maximum electrical current that the transmission line can safely carry. When a transmission line overloads, the conductor, the hardware securing the conductor, and the line terminal equipment begin to overheat. Overheating the conductor may cause the line to sag. Under these conditions, the metal in the conductor may become brittle and may break causing a potentially dangerous situation for those near the line. Overloading transmission lines may cause permanent damage to transmission infrastructure and catastrophic power outages.

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<sup>6</sup> See footnote 4, *supra*.

<sup>7</sup> PJM contingencies PL16 + PL 66.

<sup>8</sup> See footnote 3, *supra*.

<sup>9</sup> PJM contingencies PL25 + PL 66.

27. PJM continues to evaluate the transmission system to identify potential reliability violations and to check whether previously approved projects are still required. In 2009, PJM completed its 2013 RTEP retool analysis. The retool study continued to identify the NERC Category C violations discussed above, and reconfirmed the need for the Brunner Island Project.

28. After these violations were identified, PPL Electric explored various electrical solutions to address these violations. After extensive analysis, PPL Electric concluded that the preferred solution was to reconstruct the approximately 16-mile existing single-circuit Brunner Island-West Shore 230 kV Transmission line for double-circuit operation. PPL Electric submitted the proposed solution to PJM on July 1, 2008, which ultimately approved the Brunner Island Project in December of 2008.

29. The proposed Brunner Island Project is a long-term transmission upgrade that will eliminate the identified reliability criteria violations and will maintain reliable electrical service to customers within the PJM service territory, including customers served by PPL Electric in Cumberland and York Counties.

30. Attachment 1 to this Application contains a detailed description of PJM's RTEP transmission planning process, the FERC-approved NERC reliability standards, and PPL Electric's transmission planning process. Attachment 1 also contains the analysis supporting the determination that the proposed reconstruction of the approximately 16-mile existing single-circuit Brunner Island-West Shore 230 kV Transmission line for double-circuit operation is the best electrical alternative to resolve all of the identified NERC Category C violations.

#### **IV. SITING ANALYSIS**

31. In accordance with the Commission's regulations at 52 Pa. Code § 57.72(c), PPL Electric conducted an extensive, multi-faceted analysis to determine the preferred route for the

Brunner Island Project. This analysis included the designation of a “Study Area,” compilation of an environmental inventory, identification of alternative routes, analysis of the alternative routes, and selection of the proposed line route. This process enables PPL Electric to select a route for the proposed transmission line that appropriately balances functional requirements, environmental factors, social factors, and cost considerations.

32. Detailed maps of the Study Area for the project are provided at the end of Attachment 3 to this Application. The Study Area is the territory in which line route alternatives can be sited to feasibly meet the project’s functional requirements and, at the same time, *minimize environmental impacts and project costs*. PPL Electric identified a Study Area for the Brunner Island Project that encompasses approximately 170 square miles (109,000 acres) within Cumberland and York Counties, Pennsylvania. The Brunner Island Project Study Area is bounded generally by State Highway 581 in Camp Hill and the Susquehanna River to the north; the Susquehanna River to the east; the intersection of State Route 83/State Highway 921 and Gifford Pinchot State Park to the south; and U.S. Highway 15 to the west. The Study Area is shown in Figure 2-1 of Attachment 2 to this Application.

33. In order to identify the preferred route for the Brunner Island Project, PPL Electric identified objectives it would consider, to the extent practical, in selecting the preferred route. These objectives included the following:

- (a) Minimize impacts to the natural and human environment.
- (b) Minimize route length and cost.
- (c) Use general line design parameters specified by PPL Electric.
- (d) Maximize the use of or paralleling of existing rights-of-way or easements.
- (e) Avoid residences.

- (f) Maximize distance from residences, schools, cemeteries, historical resources, recreation areas, and other important cultural sites.
- (g) *Minimize new crossings of designated natural resource lands such as state forests, national and state parks, wildlife management areas, designated game lands and wildlife areas, and conservation areas.*

34. Another step in the route selection process was the identification of routing constraints. The constraints were defined as specific areas that should be avoided to the extent feasible during the route selection process. The constraints within the Study Area were divided into large and small area constraints. Possible routes were identified to avoid large area constraints to the extent possible. These routes were then adjusted, to the extent practical, to avoid small area constraints. Although complete avoidance of all constraints is not feasible, PPL Electric sought routes that would minimize intrusions into constrained areas.

35. In order to identify constraints, PPL Electric compiled a detailed environmental inventory of the Study Area. Many sources of information were employed to develop data for the environmental inventory, including the following:

- (a) Aerial photography from the National Agricultural Inventory Project and the PAMAP Program.
- (b) Maps from the United States Geological Survey, various state and county road maps, transmission line map information, and land ownership maps.
- (c) Geographic Information System (GIS) data.
- (d) Field Inspections.
- (e) Other agencies.

36. Using the information summarized above, PPL Electric began identification of potential routes. The process for identifying potential routes produced a network of links that could be considered to reach from the Brunner Island 230 kV Switchyard to the West Shore 230-69 kV Substation. Those links were combined into a number of initial potential routes for the Brunner Island Project.

37. After the initial potential routes were identified, key members of the routing team conducted field inspections of the routes. These inspections involved the visual examination of the potential and alternative routes from road crossings and other points of public access. The field investigations resulted in changes to the potential route alignments to reduce impacts on constrained areas. As a result, some potential routes were eliminated from further consideration.

38. After carefully analyzing and evaluating the potential routes, PPL Electric selected three *Alternative Routes for detailed examination*. Routes A and C require a large portion of completely new rights-of-way where none presently exist, whereas Route B utilizes existing PPL Electric owned rights-of-way and property. In addition, selection of Route A or C would require the existing Brunner Island-West Shore Transmission Line to remain in-service as a single-circuit 230 kV line. The three *Alternative Routes* are summarized as follows:

- (a) Route A begins at the Brunner Island 230 kV Switchyard along the Susquehanna River and travels west through East Manchester, Newberry, and Conewago Townships generally on the path of the right-of-way for the existing single-circuit Brunner Island–West Shore 230 kV Transmission Line. The line then travels in a northwesterly direction along primarily virgin right-of-way through a portion of Newberry Township. In the vicinity of the intersection of Sheepsbridge Road and

Kise Mill Road, Alternative A would double-circuit an existing Met-Ed 115 kV transmission line through Newberry Township for a short distance before it rejoins the existing Brunner Island–West Shore 230 kV Transmission Line right-of-way for a short distance in Newberry Township and then splits again to the north of the existing line. Alternative A continues through Newberry, Fairview and Lower Allen Townships to the West Shore 230-69 kV Substation.

- (b) Route B is the existing route for the Brunner Island–West Shore 230 kV Transmission Line, which begins at the Brunner Island 230 kV Switchyard along the Susquehanna River and travels northwest through East Manchester, Newberry, Conewago, and Fairview Townships in York County and Lower Allen and Upper Allen Townships in Cumberland County along existing rights-of-way to the West Shore 230-69 kV Substation. The majority of the length of Route B would utilize existing PPL Electric property or right-of-way, although PPL Electric would like to acquire 50 feet of additional right-of-way in areas where the existing right-of-way is less than 150 feet in width.
- (c) Route C begins at the Brunner Island 230 kV Switchyard along the Susquehanna River and travels west through Conewago Township generally on the path of the right-of-way for the existing single-circuit Brunner Island–West Shore 230 kV Transmission Line. The line then travels northwest for a short distance and would double-circuit an existing Met-Ed 115 kV transmission line. The line then travels southwest and

ultimately northwest again, a portion parallel to the Met-Ed 500 kV transmission line, to enter the West Shore 230-69 kV Substation.

39. After identifying these Alternative Routes, the three Alternative Routes were compared and a preferred route was selected based upon a detailed analysis of societal concerns, environmental impacts, engineering considerations, and costs. The preferred route, Route B, was communicated to the public and to municipal, state, and federal agencies for further feedback and adjustments, where appropriate.

40. PPL Electric conducted a public outreach program, which included: telephone calls and e-mails to Government Officials; letters to all residents within a 1,000-foot corridor of the transmission line; a fact sheet distributed to residents in the 1,000-foot corridor; and an open house that gave attendees the opportunity to ask questions and provide input and information to PPL Electric.

41. A detailed description of the Study Area and Route Development is provided in Attachment 2 of this Application.

42. Route B has many advantages over Routes A and C. The primary advantage of Route B, however, is that, excluding the first 0.6 mile section across the property of PPL Brunner Island LLC,<sup>10</sup> approximately 100% of Route B would utilize the right-of-way of the existing single-circuit Brunner Island-West Shore 230 kV Transmission Line, which will minimize environmental impacts, social impacts, and costs.

43. The existing right-of-way for the Brunner Island-West Shore 230 kV Transmission Line owned by PPL Electric along Route B varies in width from 100 feet to 200

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<sup>10</sup> As discussed below, all three Alternative Routes require an approximately 0.6-mile new right-of-way to cross the properties owned by PPL Brunner Island LLC and Norfolk Southern Corporation.

feet. In areas where the right-of-way is less than 150 feet, PPL Electric would like to expand the right-of-way to its current 230 kV standard of 150 feet. However, if necessary, the proposed line could be constructed within the existing right-of-way with some modification of the line design. PPL Electric is negotiating with the applicable landowners to acquire, where possible, additional right-of-way to expand the existing right-of-way to 150 feet to meet PPL Electric's current double circuit 230 kV standard for transmission lines. In the event that PPL Electric is unable to reach an agreement with the affected landowner/s to secure the additional right-of-way, PPL Electric will design the proposed double-circuit line to stay within the existing right-of-way for the Brunner Island-West Shore 230 kV Transmission Line.

44. In contrast, Routes A and C would only utilize, parallel, or double-circuit existing transmission lines for approximately 26% and 65% of the total length, respectively. Further, Routes A or C would require PPL Electric to build a new power line through areas that currently have no right-of-way. As a result, several properties would likely need to be condemned if either Routes A or C were selected. In addition, selection of Route A or C would require the existing Brunner Island-West Shore Transmission Line to remain in-service as a single-circuit 230 kV line.

45. Route B has the lowest potential to affect soils, vegetation, wildlife, aesthetics, land use, and cultural resources because it would require constructing the least amount of new structures and line where a transmission line does not presently exist, resulting in fewer new access roads and significantly less forest land/tree clearing than Routes A or C. Most notably, Route B would only require approximately 4 acres of new forest clearing (and only if the existing right-of-way is widened in areas where it is currently less than 150 feet), while Routes A and C would require approximately 152 and 144 acres of forest clearing, respectively.

46. All three Alternative Routes would traverse about the same number of streams and each route would cross Yellow Breeches Creek, a Pennsylvania designated Scenic River. Although all three routes have almost the same number of stream crossings, Route B would pose the least impact to surface water quality or aquatic species because of significantly less vegetation clearing and new right-of-way is needed for this route. Route B would involve the rebuild of the existing transmission line and, therefore, would require no new stream crossings. PPL Electric will be able to minimize vegetation clearing near streams and, therefore, minimize degradation of water quality resulting from soil erosion. Routes A and C primarily utilize new right-of-way and, therefore, would introduce several new stream crossings.

47. All three Alternative Routes traverse the same National Wetland Inventory riverine wetlands. Wetland delineations would likely result in the identification of additional wetland areas along each route. PPL Electric has begun wetland delineations along Route B. Formal delineations will allow the line to be engineered to minimize impacts to wetlands and streams as much as possible. PPL Electric will continue its consultation with Pennsylvania Department of Environmental Protection, the County Conservation Districts, and the U.S. Army Corps of Engineers to further discuss wetland and sediment and erosion permitting requirements for Route B. However, because Route B is already cleared, it is expected that Route B will result in less conversion of forested wetlands than Routes A and C.

48. Because PPL Electric would build Route B generally along existing rights-of-way, new forest clearing is not required, except in areas where the existing right-of-way is

currently less than 150 feet wide.<sup>11</sup> Routes A and C would require significantly more forest clearing than Route B.

49. Of the three Alternative Routes, Route B would pose the least impact to land use in the Study Area, because it would require the least amount of additional right-of-way and clearing. Route B would also have minimal impact on agricultural land by utilizing existing right-of-way. Route B would traverse slightly more developed areas than Routes A and C, but would utilize existing right-of-way. Further, much of the development around Route B occurred after construction of the transmission line in 1961.

50. In general, Route B would pose the least impact to recreational opportunities of the three routes. Route B crosses the Yellow Breeches Creek in the same location as the existing transmission line, whereas Routes A and C would require a completely new crossing of the Yellow Breeches Creek in addition to the existing crossing. With the exception of crossing the Yellow Breeches Creek, none of the routes would result in major impacts to recreational resources. All three routes would generally impact the same state or locally significant resources. However, Route B would utilize existing right-of-way, thereby minimizing forest clearing and eliminating additional impacts to these resources.

51. Route B also generally would result in the least noticeable change in the visual landscape as the entire route would be located on an existing transmission line route (excluding the 0.6 mile section across PPL Brunner Island LLC). Upgrading to single-shaft poles will reduce the footprint and visual impact of the existing lattice towers. Further, if Route A or C were used, the existing single-circuit Brunner Island-West Shore 230 kV Transmission Line would remain in place.

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<sup>11</sup> In these areas, up to 50 additional feet of clearing may be required as explained below. It is estimated that Route B would require approximately 4 acres of additional forest clearing.

52. Route B is the least cost alternative. The estimated cost to construct the Brunner Island Project using Route B is \$30.2 million. In comparison, the total estimated cost of using Route A is \$33.5 million, and the total estimated cost of using Route C is \$38.1 million. Thus, the total cost of the Brunner Island Project using Route B is less than the total cost of either of the other two routes.

53. Overall, Route B will have substantially less impact on the natural and built environment, land use, and citizens of southeast Pennsylvania than Routes A and C. A detailed explanation of the qualitative and quantitative analysis and comparison of the Alternatives Routes, and the decision to use Route B for the Brunner Island Project is provided in Attachment 3 of this Application.

## V. RIGHTS-OF-WAY

54. Excluding the first 0.6-mile section across the property of PPL Brunner Island LLC and Norfolk Southern Corporation, approximately 100% of Route B would utilize the existing right-of-way for the single-circuit Brunner Island-West Shore 230 kV Transmission Line, while Routes A and C would only utilize, parallel, or double-circuit existing transmission lines for approximately 26 percent and 65 percent of the total length, respectively.

55. PPL Electric's current standard right-of-way width for a double-circuit 230 kV transmission line is 150 feet. The right-of-way is determined by the structure type, design tensions, span length, and conductor "blowout" (the distance the wires are moved by a crosswind). The existing right-of-way for the Brunner Island-West Shore single circuit line varies in width from 100 feet to 200 feet.

56. PPL Electric is negotiating with applicable landowners to acquire, where practical, additional right-of-way to expand the existing right-of-way to 150 feet to meet PPL

Electric's current double-circuit 230 kV standard. In the event that PPL Electric is unable to reach an agreement with the affected landowner/s to secure the additional right-of-way, the Company will design the proposed double-circuit line to stay within the existing right-of-way.

57. All three Alternative Routes require an approximately 0.6-mile new right-of-way to cross the properties owned by PPL Brunner Island LLC and Norfolk Southern Corporation. This new right-of-way across these properties will allow the proposed transmission line to tie into the existing Brunner Island 230 kV Switchyard.

58. Due to difficulties in engineering the proposed double-circuit 230 kV line to tie into the Brunner Island 230 kV Switchyard, the precise location of this new right-of-way is not known at the time this Application was prepared. PPL Electric and PPL Brunner Island LLC are in the process of determining the optimal location to tie the proposed double-circuit 230 kV line into the Brunner Island 230 kV Switchyard without interfering with the operations and maintenance of existing structures and facilities at the PPL Brunner Island LLC plant. The ultimate location of where the proposed double-circuit line will tie into the PPL Brunner Island LLC plant will determine the location of the right-of-way needed for the aerial crossing of the property owned by PPL Brunner Island LLC and Norfolk Southern Corporation.

59. Because the location of the new right-of-way is not known at the time this Application was prepared due to the engineering difficulties explained above, PPL Electric has designated a corridor within which the right-of-way will cross the properties owned by PPL Brunner Island LLC and Norfolk Southern Corporation.

60. The right-of-way corridor is approximately 0.6 miles in length. The location of the proposed double-circuit Brunner Island-West Shore 230 kV Transmission Line will be within approximately 300 feet of the centerline of the area in which the Transmission Line may be

construction. Generally, the corridor will extend 575 feet in width from the southern most edge of the existing right-of-way for the single-circuit Brunner Island-West Shore 230 kV Transmission Line to the northern most edge of the corridor.<sup>12</sup> An aerial map depicting the proposed right-of-way corridor necessary to cross the properties owned by PPL Brunner Island LLC and Norfolk Southern Corporation is provided in Aerial Map Tile 6 of 6 of Attachment 3 to this Application. PPL Electric is in the process of negotiating this new right-of-way with PPL Brunner Island LLC and Norfolk Southern Corporation.

## **VI. COST AND COMPELETION DATE**

61. The estimated cost to design and construct Brunner Island Project using Route B is \$30.2 million.

62. The Brunner Island Project has a scheduled construction start date of November 2011 to meet an in-service date of May 2013.

## **VII. NOTICE AND SERVICE**

63. PPL Electric announced its intent to rebuild the existing, single-circuit Brunner Island–West Shore 230 kV Transmission Line as a double-circuit 230 kV line within the existing right-of-way in late October 2010. PPL Electric announced an open house in advertisements placed November 3 and 4, 2010, in three local newspapers: the Carlisle Sentinel, the Patriot News, and the York Dispatch. PPL Electric held a public open house on Thursday, November 11, 2010, at the Lisburn Community Fire Company in Lower Allen Township, Cumberland County. The intent of the open house was to provide information and seek community input on

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<sup>12</sup> A 1,000-foot wide corridor is authorized by the Commission’s regulations at 52 Pa. Code § 57.76(b).

the project. The open house provided detailed information about the project and gave attendees the opportunity to ask questions and provide input and information to PPL Electric.

64. Prior to and subsequent to the open house, PPL Electric received and responded to additional comments from interested residents. The Company will continue responding to comments and inquiries, and provide periodic written updates to residents and other interested parties. PPL Electric will continue its commitment of open communications and, where practical, will be responsive to input regarding the project from local residents and other interested parties.

65. In accordance with Section 69.3102 of the Commission's Interim Siting Guidelines, 52 Pa. Code § 69.3102, PPL Electric has provided public notice to all landowners that PPL Electric plans to negotiate with to acquire, where practical, additional right-of-way to expand the existing right-of-way to 150 feet to meet PPL Electric's current double-circuit 230 kV standard. Additionally, PPL Electric has provided public notice to all other landowners within or adjacent to the existing right-of-way that PPL Electric is not attempting to acquire additional right-of-way. The public notices for this project are provided in Attachment 16 to this Application.

66. Copies of this Application are being served in accordance with the provisions of Section 57.74 of the Commission's regulations, 52 Pa. Code 57.74.

67. As soon as practicable after the filing of this Application, PPL Electric will publish notice of the filing in two newspapers of general circulation in the area of the line. This notice will: (a) note the filing with the Commission; (b) provide brief description of the project and its location; (c) provide area locations where the complete application may be reviewed by

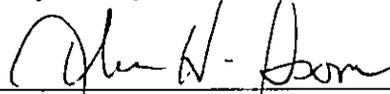
the public; (d) provide the date, time, and location of the Initial Prehearing Conference in this proceeding; and (e) provide any additional information as directed by the Commission.

68. PPL Electric also requests that the Commission publish notice of this Application in the Pennsylvania Bulletin.

### VIII. CONCLUSION

69. For these reasons, PPL Electric Utilities Corporation respectfully requests that the Pennsylvania Public Utility Commission approve the reconstruction of the existing Brunner Island-West Shore 230 kV Transmission Line from a single-circuit 230 kV transmission line to a double-circuit 230 kV transmission line as explained above and in the Attachments to this Application.

Respectfully submitted,



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Date: March 9, 2011

Attorneys for PPL Electric Utilities Corporation

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SECRETARY'S BUREAU

**VERIFICATION**

I, Gregory N. Dudkin, being the Senior Vice President Operations at PPL Electric Utilities Corporation, hereby state that the facts above set forth are true and correct to the best of my knowledge, information and belief and that I expect that PPL Electric Utilities Corporation to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa.C.S. § 4904 relating to unsworn falsification to authorities.

Date: 3/4/11



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MAR - 9 2011

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