
Garrett P. Lent

glent@postschell.com
717-612-6032 Direct
717-731-1985 Direct Fax
File #: 208793

August 20, 2025

VIA ELECTRONIC FILING

Matthew Homsher, Secretary
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street, 2nd Floor
Harrisburg, PA 17101

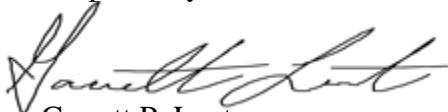
Re: **Application Of Mid-Atlantic Interstate Transmission, LLC filed Pursuant to 52 PA. Code Chapter 57, Subchapter G, For Approval Of The Siting And Construction Of The Piney-Seward 115 kV Transmission Line Project Located in Piney, Monroe, Limestone, Porter, Redbank, Ringgold, Timblin, West Mahoning, North, Mahoning, East Mahoning, Rayne, Green, Pine, Buffington, East Wheatfield And St. Clair Townships In Westmoreland, Indiana, Jefferson, Armstrong, And Clarion Counties Pennsylvania**
Docket No. A-2025-3054924

Dear Secretary Homsher:

Attached for filing on behalf of Mid-Atlantic Interstate Transmission, LLC (“MAIT” or “Company”) please find a copy of the Notice of Filing for the above referenced proceeding, which was served today via First Class Mail on the agencies indicated in the attached Certificate of Service. MAIT is supplementing its original service to complete service of the Notice of Filing on all permitting agencies related to the above-captioned project, pursuant to 52 Pa. Code § 57.72(c)(1)(iv). The Company notes that all agencies listed aside from the Federal Aviation Association (“FAA”) were aware of the above referenced Project and that the Company has been coordinating with them as permitting agencies since the Full Siting Application and Notice of Filing were originally filed and served on April 11, 2025. No approval is required from the FAA for the Project, rather, the Company will notify the agency before start of construction.

Matthew Homsher, Secretary
August 20, 2025
Page 2

Respectfully submitted,



Garrett P. Lent

GPL/dmc
Enclosures

cc: Certificate of Service

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August 20, 2025

VIA CERTIFIED MAIL

Re: Application Of Mid-Atlantic Interstate Transmission, LLC filed Pursuant to 52 PA. Code Chapter 57, Subchapter G, For Approval Of The Siting And Construction Of The Piney-Seward 115 kV Transmission Line Project Located in Piney, Monroe, Limestone, Porter, Redbank, Ringgold, Timblin, West Mahoning, North, Mahoning, East Mahoning, Rayne, Green, Pine, Buffington, East Wheatfield And St. Clair Townships In Westmoreland, Indiana, Jefferson, Armstrong, And Clarion Counties Pennsylvania
Docket No. A-2025-3054924

Enclosed is a Notice of Filing advising that Mid-Atlantic Interstate Transmission, LLC (“MAIT”) filed the above-referenced Application seeking the Pennsylvania Public Utility Commission’s (“Commission”) approval of the siting and construction of the Piney-Seward 115 kV Transmission Line Rebuild Project in Westmoreland, Indiana, Jefferson, Armstrong, and Clarion Counties Pennsylvania. This Notice of Filing is being served on you in accordance with Section 57.74(c) of the Commission’s regulations.

Respectfully submitted,



Garrett P. Lent

GPL/dmc
Enclosures

cc: Certificate of Service

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the foregoing Notice of Filing has been served upon the following persons, in the manner indicated, in accordance with the requirements of 52 Pa. Code § 57.74(c).

VIA CERTIFIED MAIL: RETURN RECEIPT REQUESTED

U.S. Army Corps of Engineers
Michael Engelhardt
Pittsburgh District, Regulatory
2200 William S. Moorhead Federal Building
1000 Liberty Ave. Ste 2200
Pittsburgh, PA 15222

U.S. Fish and Wildlife Service
Jodie Mamuschia
NW Regional Office
110 Radnor Road, Suite 101
State College, PA 16801

Federal Aviation Administration
Chris Rocheleau
APL-1
800 Independence Ave SW, Suite 1005
Washington, DC 20591

Pennsylvania Game Commission
Sue Guers
2001 Elmerton Ave
Harrisburg, PA 17110

Pennsylvania Fish and Boat Commission
Christopher A. Urban
1601 Elmerton Ave
Harrisburg, PA 17106

Pennsylvania Department of Conservation
and Natural Resources
Greg Podniesinski
Rachel Carson State Office Building
400 Market Street, 5th Floor
Harrisburg, PA 17101

Date: August 20, 2025



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Notice because you are the record owner of property within the right-of-way, or represent a federal, state or local entity identified under 52 Pa. Code § 57.74(c). You are not required to appear or participate in this matter, but you may request Commission permission to intervene.

OVERVIEW OF THE PROJECT

In this Project, MAIT proposes to rebuild a collection of five 115 kV transmission line segments totaling approximately 66 miles in length located in Indiana, Westmoreland, Armstrong, Jefferson, and Clarion counties, Pennsylvania. This Project is needed to address known reliability concerns and deteriorating conditions on the transmission line segments that have caused the lines to have a history of unplanned outages.

The Project will be located in Indiana, Westmoreland, Armstrong, Jefferson, and Clarion counties, Pennsylvania. In Clarion County, the Project crosses the following townships: Piney Township is crossed by approximately one mile of 100-foot-wide right-of-way (“ROW”) that is located on the far eastern side of the township running north to south; Monroe Township is crossed by approximately 5.2 miles of 100- to 250-foot-wide ROW that is located within the northern portion of the township running northwest to southeast; Limestone Township is crossed by approximately 2.7 miles of 180-foot-wide ROW that is located on the southwestern side of the township running northwest to southeast; Porter Township is crossed by approximately 0.3 miles of 180-foot-wide ROW that is located on the far eastern side of the township running northwest to southeast; and Redbank Township is crossed by approximately 5.8 miles of 180-foot-wide ROW that transects the township running northwest to southeast. In Armstrong County, the Project

crosses Redbank Township by approximately 2.8 miles of 180-foot-wide ROW that is located on the northeastern side of the township running north to south. In Jefferson County, the Project crosses the following townships and boroughs: Ringgold Township is crossed by approximately 2.8 miles of 120- to 180-foot-wide ROW that is located on the southwestern side of the township running north to south and is crossed again to the east of Timblin Borough for less than 0.1 miles of 120-foot-wide ROW running north to south; Timblin Borough is crossed by approximately 0.5 miles of 100- to 330-foot-wide ROW that is located on the eastern side of the borough running north to south; and Porter township is crossed by 4.2 miles of 180- to 215-foot-wide ROW that transects the township running north to south. In Indiana County, the Project crosses the following townships: West Mahoning Township is crossed by approximately 4.4 miles of 100- to 180-foot-wide ROW that is located on the eastern side of the township running northwest to southeast; North Mahoning Township is crossed by approximately 1.8 miles of 180- to 215-foot-wide ROW that is located on the southwestern corner of the township running northwest to southeast; East Mahoning Township is crossed by approximately 7.3 miles of 180-foot-wide ROW that transects the township running north to south; Rayne Township is crossed by approximately 0.6 miles of 200-foot-wide ROW that is located on the northeastern corner of the township running north to south; Green Township is crossed by approximately 8.8 miles of 100- to 215-foot-wide ROW that transects the township running northwest to southeast; Pine Township is crossed by approximately 7 miles of 100- to 180-foot-wide ROW that transects the township running north to south; Buffington Township is crossed by approximately 6.5 miles of 180-foot-wide ROW that transects the township running north to south; and East Wheatfield Township is crossed by approximately 3.9

miles of 100- to 180-foot-wide ROW that transects the township running north to south. In Westmoreland County, the Project crosses St. Clair Township is crossed by approximately 0.9 miles of 100-foot-wide ROW that is located on the northern tip of the township running north to south.

The proposed Project contemplates rebuilding the five existing 115 kV line segments to a single circuit, 6-wire 115 kV configuration utilizing steel structures and requires the installation of approximately 336 new structures.

The proposed Project will resolve reliability concerns present on the existing 115 kV line due to the conditions of this line. These conditions have led to unplanned outages and declining reliability performance recorded over the past five years. Subject to Commission approval, construction of the Project is scheduled to begin on or about January 10, 2027, to meet an in-service date of July 31, 2029.

ROUTE FOR THE TRANSMISSION LINE PROJECT

MAIT undertook a detailed siting analysis of feasible alternatives for the Piney–Seward 115 kV Transmission Line Rebuild Project. The goal of the siting analysis was to determine the most suitable route for the Project.

The feasible Alternative Routes were compared, and a Proposed Route was selected based upon a detailed analysis and balance of human/built concerns, environmental impacts, and engineering and constructability considerations. Based on this detailed evaluation process, MAIT selected the “Center Route Alternative” as the Proposed Route for the Piney–Seward 115 kV Transmission Line Rebuild Project because it was the overall best alternative to minimize potential impacts of the transmission line.

The Proposed Route extends approximately 66 miles. A general description of the Proposed Route is provided below. Due to the size of the Project, the following descriptions of the Proposed Route have been divided into substation-to-substation sections.

- The Proposed Route exits the Seward substation to the northeast and continues in a relatively straight, approximately 18.2-mile path, to the Glory Substation. Between the Seward Substation and Glory Substation, the Proposed Route largely passes adjacent to forest and agricultural land; however, it passes adjacent to the Town of Seward and passes over several residential areas along State Routes 403 and 422 as well. The Proposed Route crosses Yellow Creek, Blacklick Creek, the Conemaugh River, State Route 533, State Route 403, US Route 422, US Route 22, State Route 711, and several local roads in this section.
- The Proposed Route exits the Glory Substation to the northwest and continues in a relatively straight, approximately 7.9-mile path to the Dixonville East Substation. Between the Glory and Dixonville East substations, the Proposed Route largely passes adjacent to forest land and agricultural land; however, a few residential areas are crossed adjacent to some of the road crossings. The Proposed Route crosses South Branch Two Lick Creek, State Route 286, State Route 580, and several local roads in this section.
- The Proposed Route exits the Dixonville East Substation to the northwest and continues in a relatively straight, approximately 11.8-mile path to the Trade City Substation. Between the Dixonville East and Trade City substations, the

Proposed Route largely passes adjacent to forest land and agricultural land; however, a few residential areas are crossed adjacent to some of the road crossings. The Proposed Route crosses Little Mahoning Creek, State Route 210, US Route 119, and several local roads in this section.

- The Proposed Route exits the Trade City Substation to the northwest and continues in a relatively straight, approximately 7.6-mile path to the Timblin Substation. Between the Trade City and Timblin substations, the Proposed Route largely passes adjacent to forest land and agricultural land; however, a few residential areas are crossed adjacent to some of the road crossings. The Proposed Route crosses Mahoning Creek, State Route 954, and several local roads in this section.
- The Proposed Route exits the Timblin Substation to the northwest and continues in a relatively straight, approximately 21.1-mile path to the Piney Substation. Between the Timblin and Piney substations, the Proposed Route largely passes adjacent to forest land and agricultural land; however, a few residential areas are crossed adjacent to some of the road crossings. The Proposed Route passes over Redbank Creek, Piney Creek, State Route 28, State Route 68, State Route 536, State Route 66, and several local roads in this section.

The Project will consist of a single-circuit transmission line on new transmission structures partially occupying an existing transmission line right-of-way for its entire length that varies between 100 to 330 feet wide and will require clearing. The proposed route occupies existing ROW on 408 tracts. To date, MAIT has reached agreements with

all landowners, except for one parcel, which is owned by the Pennsylvania Department of Transportation (“PennDOT”). MAIT will continue to work with PennDOT and their real estate process to acquire the necessary rights to support the Project.

MAP

Maps showing the route selected for the Piney–Seward 115 kV Transmission Line Rebuild Project are enclosed.

EXAMINATION

A complete copy of the Application for the Piney–Seward 115 kV Transmission Line Rebuild Project is available for examination at the following link:

https://www.firstenergycorp.com/content/fecorp/about/transmission_projects/pennsylvania/erie-south-piney-seward-trans-projects.html.

PARTICIPATION

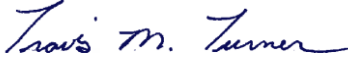
You are not required to appear or participate in this matter, but you may request Commission permission to intervene. To intervene as a formal party to this proceeding, you should file a petition to intervene with the Secretary of the Pennsylvania Public Utility Commission at P.O. Box 3265 Harrisburg, Pennsylvania 17105-3265. The petition to intervene should state your alleged right or interest to participate in the formal proceeding. A copy of the petition to intervene should be served on the undersigned counsel for MAIT.

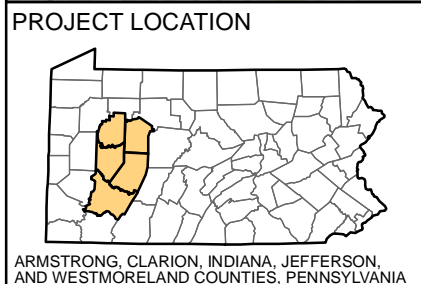
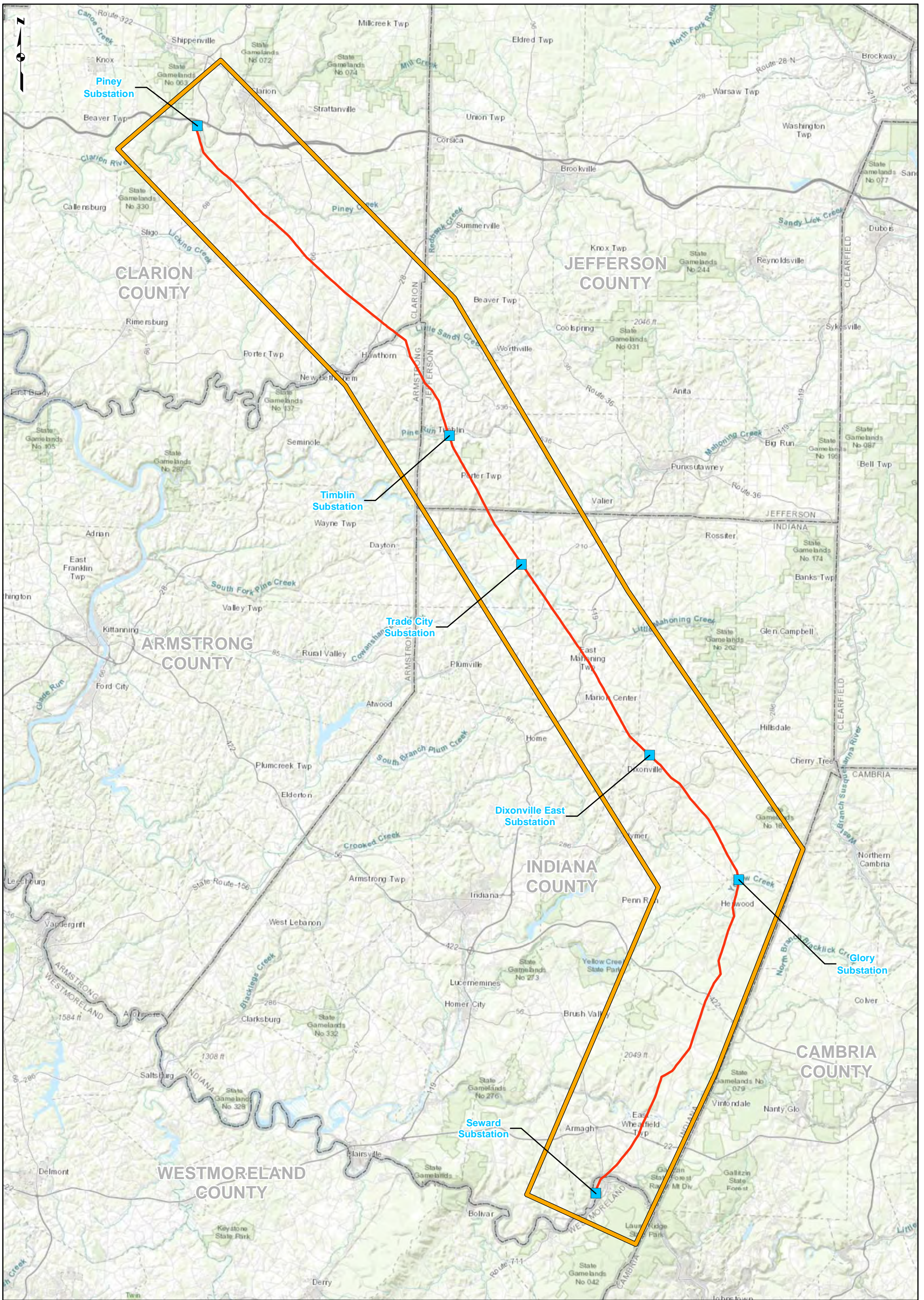
QUESTIONS

In the event you have any questions concerning the proposed Project, you may reach out to transmissionprojects@firstenergycorp.com or contact a company representative at 888-311-4737. Please reference the Piney–Seward 115 kV Transmission Line Rebuild Project in all communications.

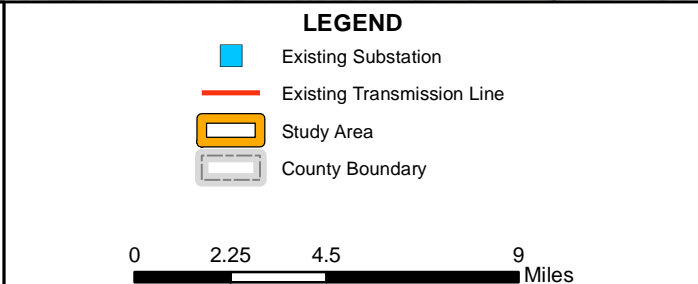
Respectfully submitted,

Dated: April 11, 2025

By: 
Travis Turner, Engineer IV, FirstEnergy
Service Company



REFERENCE: WORLD TOPOGRAPHIC, ARCGIS ONLINE, ACCESSED 09/2023.



**MAP 1
STUDY AREA MAP**

PINEY-SEWARD 115kV
TRANSMISSION LINE REBUILD PROJECT
MID-ATLANTIC INTERSTATE TRANSMISSION, LLC
(A FIRSTENERGY COMPANY)

DRAWN BY: EFJ DATE: 9/8/2023
CHECKED: MFW APPROVED: LJP