

**PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17120**

Public Meeting held January 29, 2026

Commissioners Present:

Stephen M. DeFrank, Chairman  
Kimberly Barrow, Vice Chair  
Kathryn L. Zerfuss  
John F. Coleman, Jr.  
Ralph V. Yanora

Letter of Notification of Mid-Atlantic Interstate  
Transmission, LLC for approval to construct the  
Middletown Junction – Smith Street No. 2  
115 kV Transmission Line Loop in Manchester  
Township, York County, Pennsylvania

Docket Number:  
A-2025-3057945

**ORDER**

**BY THE COMMISSION:**

On October 10, 2025, Mid-Atlantic Interstate Transmission, LLC (MAIT), Utility Code 1117780, filed a Letter of Notification pursuant to 52 Pa. Code § 57.72(d)(1)(vi) of the Pennsylvania Public Utility Commission’s (Commission) transmission line siting regulation. For the reasons expressed in this Order, the Letter of Notification is approved.

Copies of the Letter of Notification were served in accordance with Section 57.72(d)(3) and 57.74(b) & (c), 52 Pa. Code §§ 57.72(d)(3), 57.74(b) & (c). No protests were filed. No hearings were held.

MAIT requests approval to construct the Middletown Junction – Smith Street No. 2 115 kV Transmission Line Loop in Manchester Township, York County, Pennsylvania. MAIT states that the subject project will split the existing Middletown Junction – Smith Street No. 2 115 kV Transmission Line and loop the two transmission line segments into the existing Raintree Substation. MAIT also states that upon completion of the subject project the two resulting line segments will be renamed the Middletown Junction – Raintree 115 kV Transmission Line and Raintree – Smith Street 115 kV Transmission Line. Finally, MAIT states that the total amount of new transmission line to be installed is approximately 0.21 miles in length. Application ¶¶41-42 & 61.

MAIT submits that the construction of the Middletown Junction – Smith Street 115 kV No. 2 Transmission Line Loop is necessary to reduce the number of area-wide power disruptions to residential and commercial customers due to transmission line and bus outages, improve the reliability of the transmission and the local distribution network by upgrading the substation with a redundant bus and protection scheme, and eliminate the simultaneous outages of multiple transmission facilities in the area. MAIT also submits that the subject project will facilitate conversion of the existing Raintree Substation from a straight bus configuration to a ring bus configuration. Additionally, MAIT submits that with the current straight bus configuration, a fault on the bus, a transformer circuit switcher fault, or a stuck circuit switcher would result in an outage of the entire 115 kV bus including the two distribution transformers and will trip the Middletown Junction – Smith Street No. 2 115 kV Transmission Line connected to the bus. MAIT further submits that a fault on the Middletown Junction – Smith Street No. 2 line will result in an outage to all customers connected to the transmission line, including the customers served from Raintree Substation.

Finally, MAIT submits that this would result in approximately 61 MW and over 10,500 customers being interrupted, including approximately 20 MW of generation. Application ¶¶19 & 22-24.

MAIT states that the Raintree Substation is a FirstEnergy Pennsylvania Electric Company (FE PA), Utility Code 1126015, distribution substation and serves as a distribution power hub for York County. MAIT also states that as a distribution hub, the Raintree Substation directly serves approximately 36 MW of peak load and approximately 5,600 FE PA distribution customers. MAIT further states that there are eleven critical customers that are served by Raintree Substation and of that, seven are listed as life support facilities. Finally, MAIT states that in the last seven years, there have been six unscheduled outages on the Middletown Junction – Smith Street No. 2 line ranging from a few seconds up to over four minutes in length impacting up to approximately 3,400 customers. Application ¶¶21 & 28.

MAIT submits that to address this issue it will construct the Middletown Junction – Smith Street No. 2 loop and reconfigure the bus at the Raintree Substation. MAIT also submits that the proposed four-breaker ring bus configuration at Raintree Substation ensures that no more than two elements will trip due to a breaker failure condition. Finally, MAIT submits that the subject project was presented at the PJM Regional Transmission Expansion Planning Committee meeting in June 2019 and December 2024 and assigned supplemental upgrade identification number s3623.1. Application ¶¶11, 18 & 25.

MAIT states that the subject project will work in conjunction with other previously approved projects that will improve reliability in the immediate area. MAIT also states that these projects include construction of the Willis Road Substation at Docket No. A-2024-3051563 and expansion of Cly Substation at Docket No. A-2023-3041221. MAIT further states that the new expansion will network the Raintree Substation and Cly

substation, along with the future Willis Road Substation, Middletown Junction Substation, and Roundtop Substation leading to improved reliability and operational flexibility for approximately 18,500 customers in the area. Application ¶¶18 & 31.

MAIT states that in addition to the construction of the subject project MAIT considered two alternative solutions. MAIT also states that it considered reconfiguration of the Raintree Substation to a double-breaker configuration or a breaker-and-a-half configuration. Additionally, MAIT states that the estimated cost for the double-breaker alternative solution is approximately \$26.398 million. MAIT further states that the breaker-and-a-half scheme was rejected due to the number of elements connected to the substation bus. Accordingly, MAIT states that the two alternatives were rejected for a solution which addresses the technical requirements of the project in a cost-effective manner. Application ¶¶33 & 35 and MAIT Data Request Response No. 11.

MAIT submits that to facilitate the subject project it will remove two existing transmission structures and install three new transmission structures. MAIT also submits that existing nearby structures range from approximately 75 feet-in-height to approximately 95 feet-in-height and that the new steel pole structures will range from approximately 75 feet-in-height to approximately 81 feet-in-height. Additionally, MAIT submits that the structures will support the new 795 kcmil 26/7 Drake aluminum conductor steel reinforced (ACSR) lines. MAIT further states that the subject project has been designed and will be built within new and existing right-of-way that is approximately 100 feet in width. Finally, MAIT states that no existing substation facilities will be replaced as part of the reconfiguration. Application ¶¶9, 42, 45, 46, & 52-53 and MAIT Data Request Response No. 2.

MAIT states that the subject project and the associated substation work will reduce the potential for outages and will improve reliability and operational flexibility in the project

area. MAIT also states that the estimated distribution reliability impact for the Met-Ed region of the FE PA footprint that would result from the subject project is a customer average interruption duration index (CAIDI), system average interruption duration index (SAIDI), and system average interruption frequency index (SAIFI) avoided on otherwise benchmark performance of approximately 1.4 minutes, 3.26 minutes, and 0.018, respectively. Application ¶25.

MAIT asserts that the subject project will be designed, constructed, operated and maintained in a manner that meets or surpasses all applicable MAIT and National Electrical Safety Code minimum standards and all applicable legal requirements. Application ¶51.

MAIT states that the total estimated cost for the subject project is approximately \$14,636,000 and of that approximately \$1,274,000 is associated with transmission line facilities. MAIT also states that FE PA will be responsible for approximately \$345,000 associated with distribution system costs and that all other costs will be paid for by MAIT. Presently, the Raintree Substation is wholly owned by FE PA. Additionally, MAIT states that upon completion of the subject project, the Raintree Substation will be a dual MAIT and FE PA substation with MAIT owning the networked transmission assets and FE PA owning distribution assets within the substation. Finally, MAIT states that construction of the subject project is anticipated to commence in March 2026 with a proposed in-service date of December 2026. Application ¶¶47-48 & footnote 7 and MAIT Data Request Response No. 8.

Section 57.72 authorizes the abbreviated Letter of Notification siting application process in lieu of an application for the following:

- (i) An HV line which is proposed to be located entirely on an existing transmission line right-of-way, so long as the size, character, design, or

configuration of the proposed HV line does not substantially alter the right-of-way.

- (ii) An HV line which is proposed to be located entirely within a public road.
- (iii) An HV line which is proposed to be located entirely within applicant's existing transmission line right-of-way and the property of the sole customer to be served by the line, so long as the size, character, design, or configuration of the proposed HV line does not substantially alter the right-of-way.
- (iv) A line for which the voltage is proposed to be increased above its present levels so long as the size, character, design, or configuration of the proposed HV line does not substantially alter the right-of-way.
- (v) An HV line which is to be recondotored or reconstructed so long as the size, character, design or configuration of the proposed HV line does not substantially alter the right-of-way
- (vi) An HV line having a proposed route of 2 miles or less.

52 Pa. Code § 57.72(d).

We agree with MAIT that the formal MAIT Letter of Notification and the manner in which it was filed conforms to the requirements of 52 Pa. Code § 57.72(d)(1)(vi) because the subject project constructs the Middletown Junction – Smith Street No. 2 115 kV Transmission Line Loop which is less than two miles in length. Moreover, the Commission has reviewed the filing and does not find it to be inconsistent with the applicable law or Commission policy regarding transmission line siting and, therefore, to be in the public

interest.

We also note that our approval of the Letter of Notification does not address the issues of accounting treatment, and cost recovery; **THEREFORE,**

**IT IS ORDERED:**

1. That the Letter of Notification of Mid-Atlantic Interstate Transmission, LLC for approval to construct the Middletown Junction – Smith Street No. 2 115 kV Transmission Line Loop in Manchester Township, York County, Pennsylvania, is hereby approved.

2. That upon completion of the subject project, Mid-Atlantic Interstate Transmission, LLC shall file the final project cost with the Commission.

3. That upon completion of Ordering Paragraph 2, this proceeding at Docket No. A-2025-3057945 be closed.

**BY THE COMMISSION,**

A handwritten signature in black ink, appearing to read "Matthew L. Homsher". The signature is written in a cursive style with a large initial "M".

Matthew L. Homsher  
Secretary

ORDER ADOPTED: January 29, 2026

ORDER ENTERED: January 29, 2026