

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

Public Meeting held March 12, 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 reconstruct a
section of the Lincoln – Orrtanna 115 kV
Transmission Line in Straban Township, Adams
County, Pennsylvania

Docket Number:
A-2025-3057017

ORDER

BY THE COMMISSION:

On August 22, 2025, Mid-Atlantic Interstate Transmission, LLC (MAIT), Utility Code 1117780, filed a Letter of Notification pursuant to 52 Pa. Code § 57.72(d)(1)(i) and (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 reconstruct a section of the Lincoln – Orrtanna 115 kV Transmission Line in Straban Township, Adams County, Pennsylvania. MAIT states that the section of the Lincoln – Orrtanna line to be rebuilt extends approximately 2.0 miles from existing transmission structure #224 to the Lincoln Substation. MAIT also states that the remaining approximately 9 miles of the Lincoln – Orrtanna utilizes 795 kcmil conductor which the rebuilt section will match. Application ¶¶8 & 18.

MAIT submits that the construction of the Lincoln – Orrtanna rebuild project is necessary to resolve a thermal overload violation for a NERC Standard TPL-001-5.1 single contingency event. MAIT also submits that the violation was identified by PJM Interconnection, LLC in the PJM 2022 Regional Transmission Expansion Plan model for 2027. MAIT submits that upon loss of the Hunterstown–Lincoln 115 kV Transmission Line, the Lincoln–Orrtanna 115 kV Transmission Line overloads to 140% of the existing summer emergency rating. Application ¶15 and MAIT Data Request Response No. 3.

MAIT states that load growth in portions of the PJM region has contributed to the need for the subject project. MAIT also states that the load growth includes the addition of data centers in Maryland and northern Virginia. MAIT further states that the forecast published in January 2022 created a 2022 Modified Load Forecast for 2027 for the Maryland and Virginia zones that considered approximately 1,200 MW and 2,700 MW of additional load, respectively. Finally, MAIT states that the increased load growth combined with the generation deactivations, including Brandon Shores, required both new transmission facilities and transmission upgrades to address the extensive, severe and widespread reliability criteria violations. MAIT Data Request Response Nos. 2 & 5.

MAIT submits that to address this issue it will reconstruct the Lincoln – Orrtanna line with a larger capacity conductor. MAIT also submits that upon completion of the subject project, the summer emergency rating of the line will increase from 160 MVA to 282 MVA. Additionally, MAIT submits that the subject project is a portion of a larger regional reliability project known as the Carroll – Hunterstown Improvements Projects which also includes construction of the new Carroll – Hunterstown 230 kV Transmission Line. The Carroll – Hunterstown line was filed with the Commission at Docket No. A-2025-3056951. Lastly, MAIT submits that the project was presented at the October 2023 and December 2023 PJM Regional Transmission Expansion Planning Committee meeting and assigned baseline upgrade identification number b3800.19. Application ¶¶7, 15-16, & 18 and Exhibit 8.

MAIT states that to accommodate the project it will remove a total of seventeen existing wood structures and install seventeen new steel transmission structures. MAIT also states that the existing structures to be removed range from approximately 55 feet in height to approximately 75 feet in height and that the new steel structures will range from approximately 55 feet in height to approximately 85 feet in height. Additionally, MAIT states that the new structures will support the new 795 kcmil 26/7 aluminum conductor steel reinforced (ACSR) conductors. MAIT further states that the subject project has been designed and will be built entirely within existing right-of-way and that the right-of-way is approximately 200 feet in width. Application ¶¶9, 19-20, & 22.

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 ¶26.

MAIT submits that the total estimated transmission line cost for the subject project is approximately \$11,478,000 and will be paid for by MAIT. MAIT further submits that the

estimated cost for the substation work associated with the project is approximately \$328,000. Finally, MAIT submits that construction of the subject project is anticipated to commence in April 2027 with a proposed in-service date of June 2028. Application ¶¶24-25 and MAIT Data Request Response No. 9.

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 applicants' 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 recondored 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 manner in which it was filed conforms to the requirements of 52 Pa. Code § 57.72(d)(1)(i) and (vi) because the subject project reconstructs the Lincoln – Orrtanna transmission line in such a manner that it does not substantially alter the existing right-of-way and because the subject project is 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.

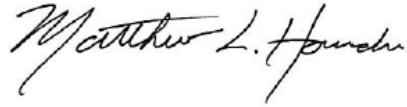
We also note that our approval of the Letter of Notification does not address the issues of accounting treatment, and cost recovery; **THEREFORE,**

IT IS ORDERED:

1. That the Letter of Notification of Mid-Atlantic Interstate Transmission, LLC for approval to reconstruct a section of the Lincoln – Orrtanna 115 kV Transmission Line in Straban Township, Adams 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-2025-3057017 be closed.

BY THE COMMISSION,

A handwritten signature in cursive script that reads "Matthew L. Homsher".

Matthew L. Homsher
Secretary

ORDER ADOPTED: March 12, 2026

ORDER ENTERED: March 12, 2026