

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

Public Meeting held May 21, 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
the Ashtabula – Erie West 345 kV Transmission
Line in Springfield and Conneaut Townships,
Erie County, Pennsylvania

Docket Number:
A-2026-3061481

ORDER

BY THE COMMISSION:

On March 31, 2026, 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 (v) 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 the Ashtabula – Erie West 345 kV Transmission Line in Springfield and Conneaut Townships, Erie County, Pennsylvania. MAIT states that the section of the Ashtabula – Erie West line to be rebuilt extends approximately 7.2 miles from existing transmission structure #13083 at the Ohio and Pennsylvania border to the Erie West Substation. Application ¶10.

MAIT submits that construction of the Ashtabula – Erie West transmission line was constructed in the mid-1960s and that the reconstruction project is necessary to resolve asset health concerns on the line. MAIT also submits that the insulators and hardware on the line are currently showing the effects of aging, including rust on the yoke plates, bells, and hardware attachment points. MAIT further submits that the line was not designed with corona rings, resulting in insulators being exposed to continuous corona discharge and that due to this exposure, the insulators and hardware have become corroded and need to be replaced. Finally, MAIT submits that the porcelain insulators are approximately 60 years old and have an anticipated service life of approximately 40 years. Application ¶¶11 & 21.

MAIT states that in 2019 an assessment was conducted of the Ashtabula – Erie West transmission line and that the assessment encompassed all structures, components, and hardware on the subject portion of the Ashtabula – Erie West 345 kV line. MAIT also states that the steel pole structures have experienced failures of components that were repaired by using material on hand. Additionally, MAIT states that the repaired components included materials necessary to support the structural guying and that these individual repairs resulted in conditions with currently functional components. Finally, MAIT states that if a failure

occurs, the subsequent condition of these structures will be unsafe or undesirable. Application ¶¶12 & 17.

MAIT submits that the line to be rebuilt consists of 40 transmission structures and that 27 of the steel pole structures utilize hinged bases with lateral guying and that the integrity of the structures is dependent on the guying functioning as designed. MAIT also submits that cascade-type failures can occur because these structures are connected to the foundation through a pin, which cannot prevent pole collapse. Additionally, MAIT submits that the pinned base provides no horizontal rotational resistance, and the structure can rotate around the base and fall without guying. MAIT further submits that failure of the guying or the guy anchors can result in structural collapse and possible cascade-type failures. Finally, MAIT submits that slack guy wires on standard structures are not usually a major maintenance concern but can create a scenario for a full structure collapse on the Ashtabula – Erie West 345 kV Transmission Line due to the design of the structures. Lastly, MAIT submits that in addition to the hinged base structures, MAIT will remove two wood pole structures previously installed to mitigate clearance violations. Application ¶¶10, 14 & 19.

MAIT states that to address this issue it will reconstruct the Ashtabula – Erie West transmission line and that the new line will utilize a larger capacity conductor. MAIT also states that upon completion of the subject project, the summer emergency rating of the line will increase from 1720 MVA to 1849 MVA. Finally, MAIT states that the subject project was presented at the December 2023, August 2024, and August 2025 Regional Transmission Expansion Planning committee meetings at PJM Interconnection, L.L.C. (PJM) wherein PJM assigned the project the supplemental project numbers s3702.1. Application ¶¶31-32 and MAIT Data Request Response No. 8.

MAIT submits that it considered one alternative solution, an overall rehabilitation and reconductoring of the line. MAIT also submits that while this alternative would

mitigate most of the issues brought on by the hardware reaching its end of life, it would not mitigate the risk of the hinged steel pole structures' reliance on proper guying to support the structure under normal conditions. Additionally, MAIT submits that even with the rehabilitation efforts mentioned above, the risk of these structures collapsing due to failed guy wires was not acceptable on a transmission line that has been identified as a critical asset. Finally, MAIT submits that the subject project was chosen because the new structures built to current standards are necessary to ensure the reliability of the Ashtabula – Erie West 345 kV Transmission Line. Application ¶24.

MAIT states that the subject project consists of removing a total of 29 existing transmission structures and installing 28 new steel transmission structures. MAIT also states that the 11 existing lattice structures were repaired in 2019 and have been selected to remain with only the hardware attachment points and insulators being replaced. Additionally, MAIT states that the existing structures to be removed range from approximately 70 feet in height to approximately 120 feet in height and that the new steel structures will range from approximately 88 feet in height to approximately 118 feet in height. MAIT further states that the structures will support the new 954 kcmil 54/7 aluminum conductor steel supported (ACSS) “Cardinal” lines. Finally, MAIT 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 250 feet in width. Application ¶¶25-26 & 35.

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 ¶34.

MAIT submits that the total estimated transmission line cost for the transmission component of the subject project is approximately \$51,403,000 and will be paid for by MAIT. MAIT also submits that the estimated cost for the substation work associated with

the project is approximately \$2,144,000. Finally, MAIT submits that construction of the subject project is anticipated to commence in June 2026 with a proposed in-service date of March 2027. Application ¶28 and page 2.

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 reductored 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 Letter of Notification and manner in which it was filed conforms to the requirements of 52 Pa. Code § 57.72(d)(1)(i) and (v) because the subject project reconstructs the Ashtabula – Erie West transmission line in such a manner that it does not substantially alter the existing right-of-way. 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,**

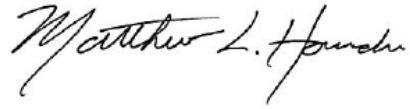
IT IS ORDERED:

1. That the Letter of Notification of Mid-Atlantic Interstate Transmission, LLC for approval to reconstruct the Ashtabula – Erie West 345 kV Transmission Line in Springfield and Conneaut Townships, Erie 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-2026-3061481 be closed.

BY THE COMMISSION,

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

Matthew L. Homsher
Secretary

ORDER ADOPTED: May 21, 2026

ORDER ENTERED: May 21, 2026