
Garrett P. Lent

glent@postschell.com
717-612-6032 Direct
717-731-1985 Direct Fax

October 13, 2026

VIA ELECTRONIC FILING

Matthew Homsher, Secretary
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street, Second Floor
Harrisburg, PA 17120

**Re: Letter of Notification Filing of PPL Electric Utilities Corporation for Approval of the Reconstruction of a Portion of the Whitpain-Buxmont 230 Kilovolt Transmission Line in Salford, Lower Salford, Franconia, and Towamencin Townships in Montgomery County, Pennsylvania
Docket No.**

Dear Secretary Homsher:

Enclosed for filing on behalf of PPL Electric Utilities Corporation ("PPL Electric") is a Letter of Notification ("LON") requesting approval of the reconstruction of a portion of the Whitpain-Buxmont 230 Kilovolt ("kV") Transmission Line in Salford, Lower Salford, Franconia, and Towamencin Townships in Montgomery County, Pennsylvania ("Project"). This LON is filed pursuant to the Pennsylvania Public Utility Commission's ("Commission") regulations at 52 Pa. Code § 57.72(d)(1). Copies of this LON or a Notice of Filing have been served upon the parties as required by 52 Pa. Code § 57.74 and noted on the attached Certificate of Service.

Subject to the Commission's approval, the Project has a scheduled construction date of on or about January 2027, in accordance with scheduled outages. To support this construction timeline, PPL Electric respectfully requests the Commission's review and approval of the LON on or before the January 14, 2027, Public Meeting in order to allow construction to commence immediately thereafter.

Matthew Homsher, Secretary
October 13, 2026
Page 2

If you have any questions pertaining to this matter, please do not hesitate to contact me.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Garrett P. Lent". The signature is fluid and cursive, with the first name "Garrett" and last name "Lent" clearly distinguishable.

Garrett P. Lent

GPL/sll
Enclosures

cc: Deb Backer - Bureau of Technical Utility Services
Jordan Van Order - Bureau of Technical Utility Services
Certificate of Service

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the foregoing Letter of Notification has been served upon the following persons, in the manner indicated, in accordance with the requirements of 52 Pa. Code § 57.72(d)(3).

VIA CERTIFIED MAIL: RETURN RECEIPT REQUESTED

Pennsylvania Department of Environmental
Protection
ATTN: Office of Chief Counsel
400 Market St., 9th Floor
Harrisburg, PA 17105
CC: Secretary to PADEP Chief Counsel

Pennsylvania Department of Environmental
Protection
ATTN: Bureau of Waterways Engineering
and Wetlands
400 Market Street
Harrisburg, PA 17101

Office of Consumer Advocate
555 Walnut Street
5th Floor Forum Place
Harrisburg, PA 17101-1923

Pennsylvania Public Utility Commission
Bureau of Investigation and Enforcement
P.O. Box 3265
Harrisburg, PA 17105-3265

Office of Small Business Advocate
555 Walnut Street
1st Floor Forum Place
Harrisburg, PA 17101

Office of Chief Counsel, Real Property
Division
Pennsylvania Department of Transportation
Commonwealth Keystone Building
400 North Street, 9th Floor
Harrisburg, PA 17120

Andrea Lowery, Executive Director
Pennsylvania Historical & Museum
Commission
300 North Street
Harrisburg, PA 17120-0024

Public Affairs Office
U.S. Army Corps of Engineers
Philadelphia District
1650 Arch Street
Philadelphia, PA 19103-2004

Lesa Lindsay, Administrative Officer
U.S. Fish and Wildlife Service
Pennsylvania Field Office
110 Radnor Road, Suite 101
State College, PA 16801

Rebecca Bowen, Ecological Services
Section Chief
Pennsylvania Department of Conservation
and Natural Resources
400 Market Street
Harrisburg, PA 17105-8767

David Gustafson, Director
Bureau of Wildlife Habitat Management
Pennsylvania Game Commission
2001 Elmerton Avenue
Harrisburg, PA 17110-9797

Timothy D. Schaeffer, Executive Director
PA Fish and Boat Commission
1601 Elmerton Avenue
Harrisburg, PA 17110

Jessica Buck, District Manager
Montgomery County Conservation District
143 Level Road
Collegeville, PA 19426

Neil K. Makhija, Commissioner
Montgomery County Planning Commission
P.O. Box 311
Norristown, PA 19404-0311

Barbara Lynch, Chairman of the Board
Salford Township
139 Ridge Road
P.O. Box 54
Tylersport, PA 18971

Grey R. Godshall, Chairman of the Board
Franconia Township
671 Allentown Road
Telford, PA 18969

Keith Bergman, Chairman of the Board
Lower Salford Township
379 Main Street
Harleysville, PA 19438

Joyce F. Snyder, Chairperson of the Board
Towamencin Township
1090 Troxel Road
Lansdale, PA 19446

189 Morris Lawyers LLC
P.O. Box 428
Villanova, PA 19085-0428

Andrew & Angeliki Kamaratos
647 Store Road
Harleysville, PA 19438-2717

Andrew T. & Jenalyn R. Smith
2260 Schlosser Road
Harleysville, PA 19438-3129

Anne Bazik
2225 Kerr Road
Harleysville, PA 19438-3106

Anthony Marano
65 Alexandra Cir
Harleysville, PA 19438-3039

Arbour Square
303 W Madison Street
Unit 1500
Chicago, IL 60606-3380

Barbara Anne Curtin &
Ian Thomas Sterling
58 Cressman Road
Telford, PA 18969-1501

Bhavesh & Gira Patel
351 Cricket Lane
Harleysville, PA 19438-4307

Brian J. & Kristin Hoover
853 Ruth Road
Telford, PA 18969-2330

Brian M. & Heather L. Hoover
941 Long Mill Road
Telford, PA 18969-2314

Bryan L. & Melissa N. Edwards
472 Harleysville Pike
Harleysville, PA 19438-2210

Caitlin H. Lewis & Jeffrey C. Vandermolen
590 Quarry Road
Harleysville, PA 19438-2712

Carmen S. & Christine C. Christy
2240 Schlosser Road
Harleysville, PA 19438-3129

Cheryl A. Abbas & George Y. Keryakos
516 Grayson Lane
Harleysville, PA 19438-2104

Christopher & Amy Canavan
751 Upper Mainland Road
Harleysville, PA 19438-2723

Christopher Cole
538 Oak Drive
Harleysville, PA 19438-2227

Commonwealth of Pennsylvania
P.O. Box 8552
Harrisburg, PA 17105-8552

Craig E. & Carrie M. Skinfill
353 Cricket Lane
Harleysville, PA 19438-4307

David & Annmarie Perlman
620 Quarry Road
Harleysville, PA 19438-2714

David H. & Marie E. Burks
358 Oak Ridge Lane
Harleysville, PA 19438-4308

David H. & Marie G. Reinford
833 Mill Road
Harleysville, PA 19438-1012

David K. Kratz & Lisha M. Stull
690 Store Road
Harleysville, PA 19438-2718

Douglas W. Hartzell & Kay Charlie
621 Upper Mainland Road
Harleysville, PA 19438-2721

Foxlane Homes at Parkview LLC
1243 Easton Road, Unit 205
Warrington, PA 18976-3801

Frank L. & Sandra K. Stout
98 Morwood Road
Telford, PA 18969-1514

George W. & Catherine G. Aaroe
2570 Kriebel Road
Harleysville, PA 19438-3116

Harold A. & Patricia J. Hunsicker
798 Hunsicker Road
Telford, PA 18969-2407

Highpointe at Salford
555 Croton Road Unit 400
King of Prussia, PA 19406-3176

Holly & Drew Bechtel
2130 Kulp Road
Harleysville, PA 19438-3009

Interstate Energy Corp
1415 Wyckoff Road
Farmingdale, NJ 07727

Jaime A. & Chelsey C. Cordero
347 Cricket Lane
Harleysville, PA 19438-4307

James B. & Elizabeth A. Cheyney
650 Grantham Lane
Harleysville, PA 19438-3802

James C. Kintner & G. Wanda
2165 Old Forty Foot Road
Harleysville, PA 19438-3018

James J. & Donna Connor
2600 Kriebel Road
Harleysville, PA 19438-3118

Jeffrey M. & Nola P. Brusko
362 Oak Ridge Lane
Harleysville, PA 19438-4308

Jeffrey P. & Kathleen E. Stranges
844 Ruth Road
Telford, PA 18969-2329

Jillian M. Dimuzio
532 Oak Drive
Harleysville, PA 19438-2227

Joseph A. & Amy L. Reinford
857 Ruth Road
Telford, PA 18969-2330

Kia N. Coleman
514 Grayson Lane
Harleysville, PA 19438-2104

Kingscote Community Association
P.O. Box 460
Harleysville, PA 19438-0460

Lower Salford Limited Partnership
875 Hollins Street, Unit 202
Baltimore, MD 21201-1252

Lower Salford Township
379 Main Street
Harleysville, PA 19438-2309

Lower Salford Township Authority
P.O. Box 243
Harleysville, PA 19438-0243

Luke & Carolyn Dietterich
684 Store Road
Harleysville, PA 19438-2718

Luke J. & Rachelle L. Bergey
885 Mill Road
Harleysville, PA 19438-1012

M. Chad & Julie A. Yoder
175 Orchard Lane
Harleysville, PA 19438-1663

Marcho Homestead Partnership
175 Orchard Lane
Harleysville, PA 19438-1663

Mary Muscara
2130 Old Forty Foot Road
Harleysville, PA 19438-3019

Matthew J. Grywalski
736 Store Road
Harleysville, PA 19438-2720

Matthew R. Short & Joyce A. Whittaker
75 Alexandria Circle, Unit 4
Harleysville, PA 19438-3137

Meghan & Eric S. Entenman
630 Coles Court
Harleysville, PA 19438-2738

Michael A. & Joan K. Labosh
493 Moyer Road
Harleysville, PA 19438-2301

Michelle Brennan & Scott Guretsch
512 Grayson Lane
Harleysville, PA 19438-2104

Montgomery Woods Owner LLC
112 S French Street, Unit 105MP
Wilmington, DE 19801-5035

Nannette Velayos & Nicholas W. Lenczyk
94 Cressman Road
Telford, PA 18969-1501

Nathan & Meredith Grace Hughes
635 Old Sumneytown Pike
Harleysville, PA 19438-1628

Park Crossing at Salford Planned
Community Association
555 Croton Road, Unit 400
King of Prussia, PA 19406-3176

Patricia D. & Ronald D. Shaw
1004 Dekalb Street
Bridgeport, PA 19405-1216

PECO
2301 Market Street
Philadelphia, PA 19103-1380

Reserve at Salford Community Assn Inc
250 Gibraltar Road
Horsham, PA 19044-2323

Robert & Doris M. Klause
2245 Kerr Road
Harleysville, PA 19438-3106

Robert M. & Judith A. Cameron
680 Store Road
Harleysville, PA 19438-2718

Robert R. Davis
611 Coles Court
Harleysville, PA 19438-2739

Robert S. & Marianne P. Landis
886 Morwood Road
Harleysville, PA 19438-1015

Ronald R. Streeper & Amy Moyer
2650 Kriebel Road
Harleysville, PA 19438-3118

Rosecliff Manor Community Association
P.O. Box 436
Harleysville, PA 19438-0436

Russell D. & Beth D. Freer
620 Coles Court
Harleysville, PA 19438-2738

Sameh Z. Salib & Amal Bennala
397 Cambridge Circle
Harleysville, PA 19438-2375

Sandra L. Reifsneider
3420 Fry Road
Harleysville, PA 19438-3202

Scott & Katherine Vass
2540 Kriebel Road
Harleysville, PA 19438-3116

Sherry A. York
2675 Kriebel Road
Harleysville, PA 19438-3117

Shoppes at Harleysville Condominium Assn
P.O. Box 1555
Kulpsville, PA 19443-1555

Stanley Dean Hoff
360 Oak Ridge Lane
Harleysville, PA 19438-4308

Stephen S. & Melinda R. Boyle
138 Morris Road
Harleysville, PA 19438-2710

Steven A. & Brenda A. Snyder
2580 Kriebel Road
Harleysville, PA 19438-3116

Steven A. & Wanda Y. Martin
610 Coles Court
Harleysville, PA 19438-2738

Steven Scott & Terri Lottie Pyle
2652 Kriebel Road
Harleysville, PA 19438-3118

Store Road LLC
P.O. Box 1846
Media, PA 19063-8846

Terence M. & Meghan M. O'Connell
518 Grayson Lane
Harleysville, PA 19438-2104

Thomas Beckett & Danielle Broadhurst
488 Harleysville Pike
Harleysville, PA 19438-2210

Vedagita Center Properties LLC
450 Penllyn Blue Bell Pike
Blue Bell, PA 19422-1628

VV355 LLC
1 Belmont Avenue, Unit 520
Bala Cynwyd, PA 19004-1608

Wayne & Sarah Sansoucie
683 Northfield Lane
Harleysville, PA 19438-1698

Wereuche Nze
340 Cricket Lane
Harleysville, PA 19438-4307

Westrum Harleysville II LLC
370 Commerce Drive
Fort Washington, PA 19034-2619

Zachary Moore
1015 Long Mill Road
Telford, PA 18969-2317

Date: October 13, 2026

A handwritten signature in black ink, appearing to read "Garrett P. Lent", is positioned above a horizontal line.

Garrett P. Lent

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

**LETTER OF NOTIFICATION OF
PPL ELECTRIC UTILITIES
CORPORATION FOR APPROVAL
OF THE RECONSTRUCTION OF A
PORTION OF THE WHITPAIN-
BUXMONT 230 KILOVOLT
TRANSMISSION LINE IN
SALFORD, LOWER SALFORD,
FRANCONIA, AND TOWAMENCIN
TOWNSHIPS IN MONTGOMERY
COUNTY, PENNSYLVANIA** :
:
:
:
: **Docket No.** _____
:
:
:
:
:
:
:

LETTER OF NOTIFICATION

TO THE PENNSYLVANIA PUBLIC UTILITY COMMISSION:

PPL Electric Utilities Corporation (“PPL Electric” or the “Company”) hereby files this Letter of Notification pursuant to § 57.72(d)(i) and (v) of the Pennsylvania Public Utility Commission’s (“Commission”) regulations, 52 Pa. Code § 57.72(d)(1)(i), (v), to rebuild a portion of the Whitpain-Buxmont 230 Kilovolt (“kV”) Transmission Line (“Whitpain–Buxmont 230 kV Line Rebuild Project” or the “Project”). The portion of the Whitpain-Buxmont Line which PPL Electric proposes to rebuild is approximately 7.7 miles in length and begins near Schlosser Road at the boundary of PPL Electric’s service territory and PECO Energy Company’s (“PECO”) service territory. It continues north and terminates at PPL Electric’s Buxmont 230 kV Taps, near

the intersection of Morwood and Beltz Road in Salford Township, Montgomery County, Pennsylvania.¹

The proposed Project is part of PPL Electric's Vintage Conductor Program. Under this program, the Company has identified old and deteriorated transmission lines that require reinforcement in order for PPL Electric to continue to provide safe and reliable service to its customers.² Currently, the structures of the Whitpain-Buxmont Line are steel lattice towers. A detailed inspection of the structures has revealed that the concrete foundations are in poor condition and may need to be replaced. Further, many steel members of the lattice structures are severely weakened by corrosion, are bent, or are missing. PPL Electric analyzed whether it would be more appropriate to rehabilitate the Line than to rebuild it. PPL Electric determined that it would be slightly less expensive to rebuild the Line and that a rebuilt Line would have a much longer expected service life than a rehabilitated 83-year-old Line.

The Project will be constructed in Salford, Lower Salford, Franconia, and Towamencin Townships in Montgomery County, Pennsylvania. PPL Electric has provided information regarding this Project to all identified political subdivisions, and none of them have objected to the Project. Subject to the Commission's approval, construction of the Project is scheduled to begin on or about January 2027, to meet an anticipated in-service date of November 2027. To support the construction timelines, PPL Electric respectfully requests that the Commission issue its final ruling by the Public Meeting scheduled for January 14, 2027.

¹ The entire Whitpain-Buxmont Line is 16.98 miles in length. The portion of the Line that is not owned and operated by PPL Electric is owned and operated by PECO. The portion of the Line that is owned and operated by PECO is not the subject of this Letter of Notification.

² As explained below and in Attachment 1 – Necessity Statement, the Company previously received approval to rebuild this Line in 2011 at Docket No. A-2011-2249368. However, the work was not completed as contemplated. Given the time that has elapsed and the slight change in scope, PPL Electric determined that the best course of action is to seek the Commission's renewed approval.

In support thereof, PPL Electric states the following:

I. INTRODUCTION

1. This Letter of Notification 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. The address of PPL Electric's principal business office is:

PPL Electric Utilities Corporation
827 Hausman Road
Allentown, Pennsylvania 18104

3. The attorneys representing PPL Electric in this matter authorized to receive notices and communications on its behalf are:

Michael J. Shafer (ID # 205681)
PPL Services Corporation
645 Hamilton Street, Suite 700
Allentown, PA 18101
Phone: 610-774-2599
Fax: 610-774-4102
E-mail: mjshafer@pplweb.com

Garrett P. Lent (ID # 321566)
Lindsay A. Berkstresser (ID # 318370)
Post & Schell, P.C.
17 North Second Street
12th Floor
Harrisburg, PA 17101-1601
Phone: 717-731-1970
Fax: 717-731-1985
E-mail: glent@postschell.com
lberkstresser@postschell.com

Emily S. Grecu (ID #337777)
Post & Schell, P.C.
One Oxford Centre
301 Grant Street, Suite 3010
Pittsburgh, PA 15219
Phone: (412) 506-6368
Fax: (412) 227-9065
E-mail: egrecu@postschell.com

PPL Electric agrees to accept electronic service in this proceeding.

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 or higher, approximately 375 substations with a capacity of 10 megavolt amperes (“MVA”) or more, and approximately 43,000 miles of distribution lines operating at less than 69 kV.

6. This Letter of Notification includes the following accompanying Attachments:

- **Attachment 1:** A necessity statement for the proposed Project;
- **Attachment 2:** An engineering description of the proposed Project;
- **Attachment 3:** A description of the proposed Project area;
- **Attachment 4:** A description of the design criteria and safety of the proposed Project; and
- **Attachment 5:** A list of property owners within the right-of-way (“ROW”) of the proposed Project.

7. This Letter of Notification and accompanying Attachments, which are incorporated herein by reference, contain all the information required by 52 Pa. Code § 57.72(d)(4).

II. THE PROJECT

A. NEED FOR THE PROJECT

8. PPL Electric has a responsibility to provide transmission assets and maintain them in a manner that is safe, reliable, and resilient to meet the needs of the electric system and the service expectations of its customers. To meet this duty, PPL Electric applies its transmission asset management planning procedure, which includes system performance and condition assessments. These performance and condition assessments identify system needs and prioritize projects based on several variables such as equipment age, condition, maintenance schedule, and impact on system reliability and performance to ensure a reliable electric grid and reasonable service to its customers.

9. As explained in greater detail below and in **Attachment 1**, this Project is necessary to address asset health and reliability concerns associated with the aging transmission system infrastructure. In addition, the Project is also required to comply with the Consolidated Transmission Owners Agreement (“CTOA”) Rate Schedule.³ The Project is necessary for PPL Electric to avoid violating its obligations under the CTOA to maintain its transmission facilities in good operating condition and avoid public safety concerns caused by failed assets.

10. The Project as proposed addresses these concerns in a cost-efficient manner, as compared to a rehabilitation alternative. In order to determine whether the Line should be rehabilitated or rebuilt, PPL Electric evaluated the cost of each alternative. Based on the evaluation, PPL Electric concluded that rebuilding the Line would be less expensive than rehabilitating it. Rehabilitation was also not selected because PPL Electric determined in 2011 that

³ The CTOA Rate Schedule - Federal Energy Regulatory Commission (“FERC”) - No. 42 (FERC ER10-2713-000), which requires transmission systems to “[b]e kept in place and maintained in good operating condition in accordance with Good Utility Practice and principles, guidelines and standards of the applicable Regional Reliability Council and North American Electric Reliability Corporation (“NERC”).”

it was not an adequate or cost-effective solution, and the line's continued aging and deterioration have made rehabilitation even less viable. Moreover, rehabilitation would not accommodate PECO's subsequently developed plans for future double circuit operation. Therefore, and for the reasons more fully explained below, the Commission should approve the Project as proposed.

i. The Existing System

11. The portion of the Whitpain-Buxmont Line, which PPL Electric proposes to rebuild, is located in Salford, Lower Salford, Franconia, and Towamencin Townships, in Montgomery County, Pennsylvania.

12. The existing Whitpain-Buxmont 230 kV line is approximately 17 miles in length between PPL Electric's Buxmont Substation and PECO's Whitpain Substation.

13. The PPL Electric-owned line section between the Buxmont Substation and tap structure 65051S36943, which is approximately 4.4 miles in length, will remain unaltered.

14. The section of line to be rebuilt is approximately 7.7 miles long and supported by thirty-eight tower structures. These towers were designed and are being used for single circuit 230 kV operation.

15. The span on the southeast side of Tower 66627S33393 is the demarcation point between PPL Electric and PECO ownership.

16. The PECO-owned line section between Tower 66627S33393 and the Whitpain Substation, which is approximately five miles in length, will remain unaltered.

17. Further details regarding the design and configuration of the existing 7.7-mile section of the Whitpain-Buxmont 230 kV line to be rebuilt are set forth in **Attachment 2**. In addition, **Table 2-1** in **Attachment 2** provides a summary of the number and heights of the existing structures.

18. The Whitpain–Buxmont 230 kV Transmission Line is in PPL Electric’s Lehigh Region and is part of a larger 230 kV transmission network. This line supports power transfer between PPL Electric’s service territory and PECO’s service territory, and provides a source to the PPL Electric Buxmont 230-69 kV Substation. The 230 kV network in this area also includes the Hosensack–Buxmont 230 kV Transmission Line, which also serves the PPL Electric Buxmont 230-69 kV Substation and provides a path to the Hosensack 230-69 kV Substation.

ii. Definition of the Problem

19. The asset health concerns associated with the Whitpain–Buxmont 230 kV Transmission Line are important, as this line is a critical component of PPL Electric’s Bulk Transmission System. The Whitpain–Buxmont 230 kV Transmission Line is required to enable PPL Electric to continue to provide adequate and reliable service in the area. If the Whitpain–Buxmont 230 kV Transmission Line was not rebuilt and was removed, an outage on the Hosensack–Buxmont #3 230 kV Transmission Line would result in a complete loss of supply at the Buxmont 230-69 kV Substation. This would interrupt approximately 115 MW of load and 21,500 customers, including 69 kV customers Perkasio Borough and Moyer Packing.

20. The Whitpain-Buxmont Line was built and placed in service in 1928 and is now 98 years old. It needs to be replaced because it has deteriorated substantially since it was placed in service. The foundations, structure members, hardware, insulators, conductors, and lightning protection all have been exposed to the elements and can no longer provide dependable service into the future.

21. PPL Electric notes that **Attachment 1** provides additional detail with respect to the need to rebuild this line, including details regarding the original approval sought and obtained by the Company to rebuild this line at Docket No. A-2011-2249368 (“2011 LON”). As explained

therein, the 2011 LON requested approval to rebuild this line as a part of PPL Electric's Vintage Conductor Program. After obtaining Commission approval of the 2011 LON, however, PPL Electric shifted its transmission portfolio priorities to its 69 kV system, in order to facilitate direct improvements to the reliability of service provided to its customers.

22. As further explained in **Attachment 1**, PPL Electric conducted further inspections in 2014, 2018, and 2020, and completed repairs in 2015 and 2019 to maintain the safety and reliability of this line. However, a 2024 inspection reaffirmed the poor condition of the assets along the Whitpain–Buxmont 230 kV Line, thereby demonstrating the need for a long-term solution. Further information regarding the 2024 inspection results is also provided in **Attachment 1**.

23. Moreover, since the 2011 LON approval, PECO decided to rebuild the PECO-owned portion of the line as a future double circuit operation. This change prompted PPL Electric to modify the design for the rebuild of this line to align and integrate with the PECO-owned section of the line. See **Attachment 1**.

24. Additionally, new ROW was acquired to meet the clearance requirements under a PECO crossing. See **Attachment 1**.

25. Lastly, from a reliability perspective, it is unacceptable to serve the Buxmont 230-69 kV Substation with only one 230 kV line (*i.e.*, Hosensack–Buxmont #3), which would occur if PPL Electric did not rebuild the Whitpain–Buxmont Line. See **Attachment 1**.

B. THE PROPOSED PROJECT

26. The full rebuild of approximately 7.7 miles of the Whitpain–Buxmont 230 kV Line is the only solution that addresses both the deteriorated asset condition concerns and future double circuit design on the PECO-owned portion of this line.

27. For these reasons, PPL Electric is submitting this Letter of Notification requesting the rebuild of the Whitpain-Buxmont Line. After completion of the Project, all asset health concerns will be addressed to ensure continued stability of the Bulk Electric System.

28. The typical structure types that will be used for the proposed Whitpain–Buxmont Transmission Line are depicted in **Figures 2-1** through **2-4** in **Attachment 2**.

29. The existing transmission line will be de-energized during construction; however, PPL Electric is still coordinating the construction outage sequence approach, as there may be an emergency return-to-service requirement associated with the outage.

30. As such, all the new structures were offset a few feet from the existing centerline to allow for the installation of these structures while the existing towers and wires remain. The existing towers and wires will be removed prior to the installation of the new wires.

31. To address this offset, PPL Electric has acquired additional ROW to expand the existing corridor and has also acquired entirely new ROW at the location where the Project crosses under a PECO 500 kV line (between Structure 3 and Structure 4). PPL Electric has designed the proposed transmission line system so that it fits entirely within this modified ROW. The Project will be designed to double circuit 230 kV standard for future load growth. The rebuilt transmission lines will operate initially as single circuit.

32. A diagram of the proposed system configuration is provided in **Attachment 1** as **Figure 1-2**.

33. The design and configuration of the proposed line, including the types of conductor, optical ground wire, and conductor-to-ground clearances, are set forth in **Attachment 2**. **Attachment 2, Table 2-1** provides a summary of the number and heights of the existing and

proposed structures. The design minimum conductor clearances and conductor thermal ratings for the reconstructed lines are noted in **Attachment 2, Tables 2-2 and 2-3**.

34. PJM has also completed the requisite “Do No Harm” analysis for this Project. This Project has been assigned PJM supplemental number S0275.

35. The approximate cost of the entire transmission line rebuild Project is \$27.7 million.

III. HEALTH AND SAFETY

36. The proposed lines will not create any unreasonable risk of danger to public health or safety. The proposed lines will be designed, constructed, operated, and maintained in a manner that meets or surpasses all applicable National Electrical Safety Code (“NESC”) minimum standards and all applicable legal requirements. Descriptions of the NESC standards, PPL Electric’s design criteria, and PPL Electric’s safety practices are provided in **Attachment 4** to this Letter of Notification.

37. **Attachment 4** accompanying this Letter of Notification also explains PPL Electric’s standards for Magnetic Field Management. Ground clearances for the proposed Project will be designed to be at least three feet higher than NESC standards in order to reduce the magnetic field exposure.

38. PPL Electric designs and constructs projects with high regard to both public and employee safety and follows or exceeds all codes and requirements.

IV. DESCRIPTION OF THE RIGHT-OF-WAY

39. The proposed Project involves a replacement of a section of transmission line which begins near Schlosser Road at the boundary of PPL Electric’s service territory with PECO’s

service territory, which is located in Towamencin Township, Montgomery County. The transmission line continues north and terminates at PPL Electric's Buxmont 230 kV Tap Lines, near the intersection of Morwood Road and Beltz Road, in Salford Township, Montgomery County.

40. Most of the Project will be within the same ROW as the existing transmission line, but has been expanded from substandard widths where landowners were willing to sell additional easement, and a new short section of ROW was acquired to account for the undercrossing of a PECO 500 kV line between Structures 3 and 4. The Company maintains that all of the expanded ROW is located on the same parcels where the existing ROW was located. Therefore, the Company will only obtain the new ROW from landowners who already have ROW on their property.

41. The Project involves thirty-seven single circuit steel structures that will be replaced and constructed entirely within the existing ROW, and the addition of 16 new mid-span structures. The Project will be designed to be a double circuit 230 kV standard for future load growth. The rebuilt transmission lines will operate initially as single circuit. A network of existing access roads or temporary roads will be utilized during construction of the Project.

42. An in-depth description of the route of the ROW is set forth in **Attachment 3** and depicted in **Attachment 3, Figure 3-1**.

V. LAND USE AND ENVIRONMENT EVALUATION

43. PPL Electric evaluated the existing land uses on the PPL Electric-owned or managed properties within the existing ROW, and within 0.25 miles (1,320 feet) of the Project centerline ("Project Area"). This broader Project Area was reviewed to provide a sense of the landscape in which the Project is located.

44. This evaluation considered land use, cultural resources, natural features, and threatened and endangered species.

45. PPL Electric has coordinated and will continue to coordinate with the requisite permitting agencies to mitigate impacts to land use and the environment.

46. Further details regarding the Company's evaluation of the Project Area are set forth in **Attachment 3** and incorporated herein.

VI. NOTICE

47. PPL Electric has reached out to residents and owners of properties that are crossed by the Whitpain-Buxmont Transmission Line. Copies of the Letter of Notification will be served upon landowners in accordance with Pa. Code § 57.72(d)(3). A list of the landowners impacted by this Project is provided in **Attachment 5**.

48. PPL Electric has provided information regarding the Project to representatives of Salford Township, Lower Salford Township, Franconia Township, and Towamencin Township in Montgomery County. These entities have not objected to the proposed Project. Copies of this Letter of Notification will be served on the governmental agencies, municipalities, and other public entities and organizations in accordance with 52 Pa. Code § 57.72(d)(3). A list of these entities and organizations is also provided in **Attachment 5**.

VII. LETTER OF NOTIFICATION

49. PPL Electric is proceeding by means of a Letter of Notification, instead of a full Application, pursuant to the Commission's regulations at 52 Pa. Code § 57.72(d)(1)(i) and (v).

50. The proposed Project qualifies for use of a Letter of Notification because the Project is a high-voltage (“HV”) line which is proposed to be located entirely within the applicant’s existing transmission line ROW. *See* 52 Pa. Code § 57.72(d)(1)(i). Additionally, the Project meets the parameters of § 57.72(d)(1)(v) for an HV line which is to be reconductored or reconstructed, so long as the size, character, design, or configuration of the proposed high-voltage line does not substantially alter the ROW. *See* 52 Pa. Code § 57.72(d)(1)(v). Further, the proposed Project will not substantially alter the ROW because the expanded ROW will be located on properties where ROW already exists and are currently impacted by the LON.

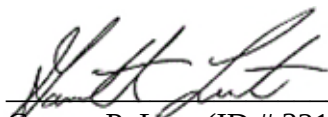
51. This Letter of Notification is filed on the date set forth below. As provided in 52 Pa. Code § 57.72(d)(5), the Commission will review and, by order, approve or disapprove this Letter of Notification. If the Commission approves this Letter of Notification, the proposed Project will be constructed as proposed herein without the formal application process set forth at 52 Pa. Code §§ 57.71, *et seq.*

VIII. CONCLUSION

WHEREFORE, PPL Electric Utilities Corporation respectfully requests that the Pennsylvania Public Utility Commission approve the proposed Project located in Salford Township, Lower Salford Township, Franconia Township, and Towamencin Township in Montgomery County, Pennsylvania, that is explained above and in the attachment hereto, by the Public Meeting scheduled for January 14, 2027.

Respectfully submitted,

Michael J. Shafer (ID # 205681)
PPL Services Corporation
645 Hamilton Street, Suite 700
Allentown, PA 18101
Phone: 610-774-2599
Fax: 610-774-4102
E-mail: mjshafer@pplweb.com


Garrett P. Lent (ID # 321566)
Lindsay A. Berkstresser (ID # 318370)
Emily S. Grecu (ID # 337777)
Post & Schell, P.C.
17 North Second Street
12th Floor
Harrisburg, PA 17101-1601
Phone: 717-731-1970
Fax: 717-731-1985
E-mail: glent@postschell.com
lberkstresser@postschell.com
egrecu@postschell.com

Date: October 13, 2026

Attorneys for PPL Electric Utilities Corporation

ATTACHMENT 1

WHITPAIN–BUXMONT 230 KV LINE REBUILD PROJECT

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	BACKGROUND	2
3.0	TRANSMISSION SYSTEM PLANNING PROCESS	2
4.0	THE NEED FOR THE PROJECT	4
4.1	Existing System.....	4
4.2	Project Need.....	5
5.0	PROPOSED SOLUTION.....	7

List of Figures

Figure 1-1: Existing System Configuration	8
Figure 1-2: Proposed System Configuration	9

1.0 INTRODUCTION

PPL Electric Utilities Corporation (“PPL Electric” or the “Company”) requests approval from the Pennsylvania Public Utility Commission (“PUC” or the “Commission”) to rebuild approximately 7.7 miles of the PPL Electric-owned portion of the Whitpain–Buxmont 230 kV Transmission Line to address deteriorated facilities and maintain safe and reliable transmission service. The Project extends from the boundary of PPL Electric’s and PECO Energy Company’s service territories near Schlosser Road in Towamencin Township to PPL Electric’s Buxmont 230 kV Tap Lines near the intersection of Morwood Road and Beltz Road in Salford Township, Montgomery County. The proposed work is referred to as the “Whitpain–Buxmont 230 kV Line Rebuild Project” or the “Project.”¹ A one-line diagram of the existing system configuration is provided as **Figure 1-1**.

This Project is required to address asset health and reliability concerns associated with the aging transmission system infrastructure. In addition, the Project is also required to comply with:

- The Consolidated Transmission Owners Agreement (“CTOA”) Rate Schedule - Federal Energy Regulatory Commission (“FERC”) - No. 42 (FERC ER10-2713-000), which requires transmission systems to “[b]e kept in place and maintained in good operating condition in accordance with Good Utility Practice and principles, guidelines and standards of the applicable Regional Reliability Council and North American Electric Reliability Corporation (“NERC”).”

The Project is necessary for PPL Electric to avoid violating its obligations under the CTOA to maintain its transmission facilities in good operating condition and avoid public safety concerns caused by failed assets.

Moreover, PPL Electric’s transmission facilities must be maintained in a manner consistent with the standards of the NERC, Reliability First Corporation, and Good Utility Practice as defined by the CTOA

¹ This Project was previously filed with and approved by the Commission as a Letter of Notification under Docket No. A-2011-2249368 (“2011 LON”). The Company ultimately did not complete the work approved under the 2011 LON. PPL Electric prioritized other transmission work, while continuing to maintain the Whitpain–Buxmont 230 kV Transmission Line. Given the passage of time since the 2011 LON approval, the Company is renewing its request to rebuild the Whitpain–Buxmont 230 kV Transmission Line for the reasons stated herein.

to be considered in good operating condition. Failure to comply with these standards, particularly NERC standards, can result in the imposition of significant fines and other non-monetary penalties.

Subject to the Commission’s approval, construction will begin in January 2027 to support an in-service date of November 2027. The total estimated cost of this Project, as described below, is approximately \$27.7 million, and the cost for the Project will be paid by PPL Electric.²

2.0 BACKGROUND

PPL Electric is responsible for providing transmission assets and maintaining them in an adequate, efficient, safe, reliable, and reasonable manner to meet the needs of the electric system and its customers' expectations. To achieve this, PPL Electric applies its Transmission Asset Management Procedure as part of its system performance and condition assessment process. These performance and condition assessments identify system needs and prioritize projects based on several variables such as equipment age, condition, maintenance schedule, and impact on system reliability and asset performance to ensure a reliable electric grid and service to its customers.

The transmission system is the backbone of the electric grid. Failure to maintain the system in accordance with Good Utility Practice and reliability practices and standards can decrease overall transmission system reliability and increase the risk of customer outages.

3.0 TRANSMISSION SYSTEM PLANNING PROCESS

The nation’s interconnected transmission system (“Transmission Grid”) serves as the backbone for safe and reliable delivery of substantial amounts of electricity from generating stations over significant distances to customers served by transmission and local distribution systems. It is critical that the Transmission Grid be planned and designed to ensure reliable electric service is provided under all loading conditions or when certain elements of the Transmission Grid are out of service (system contingencies) due to planned or unplanned outages.

² The estimated cost was developed using averages of recent costs for similar projects and without an in-depth analysis of field investigation. The cost is subject to change as the constructability of the Project, sequence of construction, and other factors that may affect cost are identified and analyzed as the Project progresses.

Robust transmission planning enables the transmission system to supply electricity to all customer loads in a reliable and economical manner. This system planning process ensures that both the Bulk Electric System (“BES”)³ and the non-Bulk Electric System (non-BES)⁴ are planned and constructed so that:

- They can accommodate forecasted system flows during summer and winter peak load;
- They can adequately serve each customer’s needs regarding capacity, voltage, and reliability for all load levels throughout the daily load cycle;
- They can sustain probable contingencies and disturbances with minimal customer service interruptions; and
- They are in conformance with NERC, PJM Interconnection, LLC (“PJM”), and the Transmission Owner’s reliability criteria for all normal and emergency operating conditions.

PJM is a Federal Energy Regulatory Commission (“FERC”)-approved Regional Transmission Organization (“RTO”) charged with ensuring the reliability of the electric transmission system under its functional control (100 kV and above) and coordinating the movement of electricity in all or parts of thirteen states and the District of Columbia, including Pennsylvania. To ensure reliable transmission service, PJM prepares an annual Regional Transmission Expansion Plan (“RTEP”)⁵ to identify system reinforcements that are required to, among other things, meet the NERC Reliability Standards, PJM reliability planning criteria, and Transmission Owner reliability criteria. Prior to submitting the project to PJM, PPL Electric evaluated whether the Whitpain–Buxmont line could be retired as one of the functional alternatives. Based on this analysis, it was determined that the line could not be retired without causing substantial issues on the system. Removal of the Whitpain–Buxmont 230 kV line would expose PPL Electric’s Buxmont Substation to an N-1 load drop scenario of approximately 115 megawatts (“MW”) and over 21,500 customers. As such, the existing single-circuit transmission line remains in PJM’s planning studies and is assumed to remain in service and fully operational. Therefore, PPL

³ Includes transmission facilities operated at voltages of 100 kV or higher.

⁴ Includes transmission facilities operated at voltages less than 100 kV.

⁵ PJM’s RTEP process is currently set forth in Schedule 6 of PJM’s Amended and Restated Operating Agreement (“Schedule 6”). Schedule 6 governs the process by which PJM’s members rely on PJM to prepare an annual regional plan for the enhancement and expansion of the transmission facilities to ensure long-term, reliable electric service consistent with established reliability criteria. In addition, Schedule 6 addresses the procedures used to develop the RTEP, the review and approval process for the RTEP, the obligation of transmission owners to build transmission upgrades included in the RTEP, and the process by which interregional transmission upgrades will be developed.

Electric focused its efforts on identifying the most appropriate way to address the deteriorated condition of the aging infrastructure.

PPL Electric’s Transmission Asset Management Procedure involves identifying system needs and determining the best available solution to address those needs. This process includes asset evaluation, asset condition and system risk assessments, analysis of alternative solutions, and project initiation and scheduling. System needs are identified based on the overarching goals of reducing outage frequency and duration, improving system reliability, decreasing system maintenance costs, and maintaining operational flexibility to ensure safe and reliable electric service of the transmission system and to our customers.

When transmission-owning utilities (including PPL Electric) set up PJM as an RTO, they agreed to bind themselves to maintaining their existing transmission systems using Good Utility Practice. The CTOA is an agreement (1) among individual Transmission Owners operating within the PJM Region and (2) between the Transmission Owners and PJM. The CTOA facilitates the planning and operation of the Transmission Grid within the PJM region and establishes the rights and responsibilities of each party to the CTOA. Section 4.6 of the CTOA requires that transmission systems “[b]e kept in place and maintained in good operating condition in accordance with Good Utility Practice and principles, guidelines and standards of the applicable Regional Reliability Council and NERC.” This Project is required to fulfill PPL Electric’s obligations under the CTOA.

4.0 THE NEED FOR THE PROJECT

4.1 Existing System

The existing Whitpain–Buxmont 230 kV line is approximately 17 miles in length between PPL Electric’s Buxmont Substation and PECO’s Whitpain Substation. The PPL Electric-owned line section between the Buxmont Substation and tap structure 65051S36943, which is approximately 4.4 miles in length, will remain unaltered. The PPL Electric-owned line section between tap structure 65051S36943 and Tower 66627S33393, which is approximately 7.7 miles in length, will be rebuilt. The span on the southeast side of Tower 66627S33393 is the demarcation point between PPL Electric and PECO ownership. The

PECO-owned line section between Tower 66627S33393 and the Whitpain Substation, which is approximately 5 miles in length, will remain unaltered.

The section of line to be rebuilt is approximately 7.7 miles long and supported by 38 tower structures. These towers were designed and are being used for single-circuit 230 kV operation. The single-circuit Whitpain–Buxmont 230 kV Transmission Line is in PPL Electric’s Lehigh Region and is part of a larger 230 kV transmission network. This line supports power transfer between the PPL Electric service territory and PECO service territory, as well as providing a source to the PPL Electric Buxmont 230-69 kV Substation. The 230 kV network in this area also includes the Hosensack–Buxmont 230 kV Transmission line, which also serves the PPL Electric Buxmont 230-69 kV Substation and provides a path to the Hosensack 230-69 kV Substation.

The asset health concerns associated with the Whitpain–Buxmont 230 kV Transmission Line are important as this line is a critical component of PPL Electric’s Bulk Transmission System. The Whitpain–Buxmont 230 kV Transmission Line is required to enable PPL Electric to continue to provide adequate and reliable service in the area. If the Whitpain–Buxmont 230 kV Transmission Line was not rebuilt and was removed, an outage on the Hosensack–Buxmont #3 230 kV Transmission Line would result in a complete loss of supply at the Buxmont 230-69 kV Substation. This would interrupt approximately 115 MW of load and 21,500 customers, including 69 kV customers Perkasie Borough and Moyer Packing.

A diagram of the existing system configuration is provided as **Figure 1-1**.

4.2 Project Need

The Whitpain-Buxmont Line was built and placed in service in 1928 and is now 98 years old. It needs to be replaced because it has deteriorated substantially since it was placed in service. The foundations, the structure members, hardware, insulators, conductors, and lightning protection all have been exposed to the elements and are not capable of continuing to provide dependable service into the future. As described in the original Necessity Statement, the proposed Project is part of PPL Electric’s Vintage Conductor Program, which is intended to systematically remediate identified deterioration of PPL Electric’s 230 kV transmission facilities. Inspections conducted in 2014, 2018, 2020, and 2024

reaffirmed the poor condition of the assets along the Whitpain–Buxmont 230 kV Line, thereby demonstrating the need for a long-term solution.

The proposed Project was not completed by the proposed in-service date of November 2014 due to re-prioritization of PPL Electric’s transmission portfolio. In 2012, PPL Electric shifted its focus from the Bulk Electric System to the 69 kV system. Investing in the 69 kV system resulted in a direct improvement in reliability for customers as reflected in the Institute of Electrical and Electronics Engineers (“IEEE”) reliability metrics such as System Average Interruption Frequency Index (“SAIFI”) and Momentary Average Interruption Frequency Index (“MAIFI”). The decision to shift focus to the lower voltage system resulted in deferment of the Whitpain–Buxmont 230 kV Project. In order to keep the line operational, consistent with Good Utility Practice, PPL Electric has conducted four aerial inspections in 2014, 2018, 2020, and 2024 and completed subsequent repairs in 2015 and 2019 under the planned maintenance program since the filing of the LON in 2011. The 2024 inspection identified damage to the outer shield wire strands in select spans, along with heavy shield wire rust all along the line. Repairs were not pursued due to concerns about the impact helicopter rotor wash would have on the deteriorated, fragile shield wire during the repairs. The maintenance work completed prior to 2024 has kept the line in service and minimized the risk of catastrophic failure and reliability impacts; however, it does not address the needs outlined above or provide the full, long-term benefits of the proposed Project.

Since the filing of the original LON in 2011, PECO decided to rebuild the PECO-owned portion of the line as future double circuit operation with double bundle 959 KCMIL⁶ 22/7 ACSS/TW⁷ conductor. This change prompted PPL Electric to modify their design to future double circuit operation with double bundle 1590 KCMIL 54/19 ACSR⁸ conductor to integrate with the PECO-owned section of the line. As a result of this scope change, midspan poles were added to the design to meet ground and blowout clearance, resulting in the need to pursue a rights swap.

Additionally, new right-of-way (“ROW”) was acquired to meet the clearance requirements under a PECO crossing. Lastly, the load at the Buxmont 230-69 kV Substation has increased from 79 megavolt-amperes (“MVA”) to 115 MVA since the original filing. It is still unacceptable from a reliability

⁶ A kcmil is a thousand circular mils. A circular mil is the cross-sectional area of a wire one mil in diameter, where 1 kcmil = 0.5067 mm².

⁷ ACSS/TW stands for aluminum conductor, steel supported, trapezoidal wire.

⁸ ACSR stands for aluminum conductor steel reinforced.

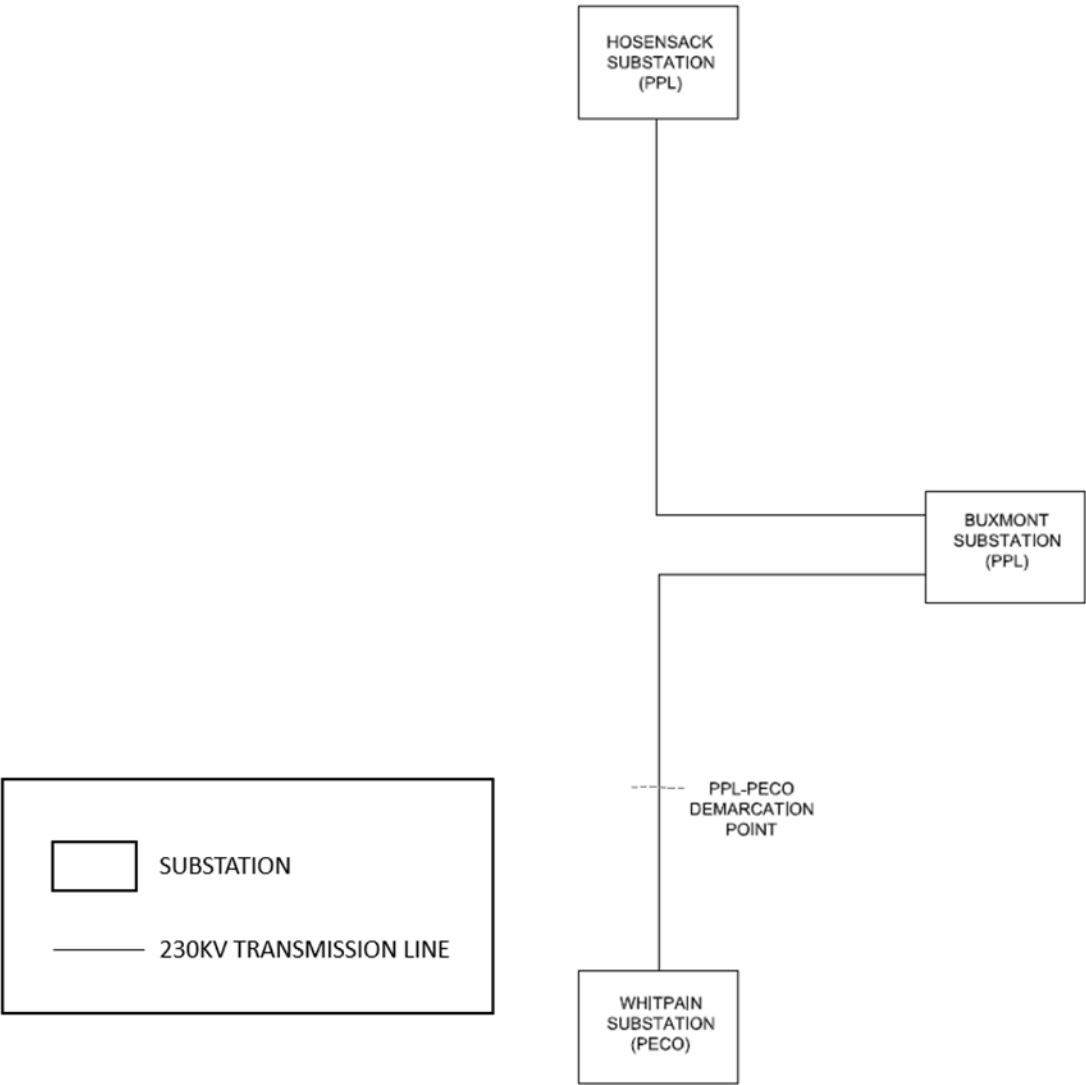
perspective to serve the Buxmont Substation with only one 230 kV line (i.e., Hosensack–Buxmont #3), which would occur if PPL Electric did not rebuild the Whitpain–Buxmont Line.

5.0 PROPOSED SOLUTION

The full rebuild of approximately 7.7 miles of the Whitpain–Buxmont 230 kV Line is the only solution that addresses both the deteriorated asset condition concerns and future double circuit design on the PECO-owned portion of this line. As discussed more fully in the 2011 LON, PPL Electric previously considered rehabilitation of the existing line, but determined that rehabilitation would not provide an adequate and cost-effective solution. Given the line’s age and continued deterioration, rehabilitation would require a future replacement or upgrade while leaving portions of the existing structures in place. For these reasons, PPL Electric is submitting this LON requesting the rebuild of the Whitpain-Buxmont Line. After completion of the Project, all asset health concerns will be addressed to ensure continued stability of the Bulk Electric System. This project has been assigned PJM supplemental number S0275. The approximate cost of the entire transmission line rebuild Project is \$27.7 million

A diagram of the proposed system configuration is provided as **Figure 1-2**.

Figure 1-1: Existing System Configuration



ATTACHMENT 2

WHITPAIN–BUXMONT 230 KV LINE REBUILD PROJECT

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	DESCRIPTION OF THE EXISTING AND PROPOSED LINE AND STRUCTURES.....	1

List of Tables

Table 2-1:	Existing and New Transmission Line Structures	2
Table 2-2:	Design for Minimum Conductor Clearance for Double-Bundle 1590 ACSR	4
Table 2-3:	Conductor Thermal Rating Double-Bundle 1590 ACSR –Maximum Conductor Temperature (160°C maximum).....	4

List of Figures

Figure 2-1:	Typical 230 kV Single Circuit H-Frame 0° to 90° Angle Tension Structure	5
Figure 2-2:	Typical 230 kV Double Circuit Long Span 0° to 1° Suspension Structure	6
Figure 2-3:	Typical 230 kV Double Circuit Long Span 1° to 10° Angle Suspension Structures..	7
Figure 2-4:	Typical 230 kV Double Circuit Steel Pole 0° to 90° Angle Tension on Arm Structure	8

1.0 INTRODUCTION

As explained in **Attachment 1**, PPL Electric Utilities Corporation (“PPL Electric” or the “Company”) is requesting Pennsylvania Public Utility Commission (“PUC” or “the Commission”) approval to rebuild approximately 7.7 miles of the PPL Electric-owned portion of the Whitpain–Buxmont 230 kV Transmission Line. The proposed replacement involves a section of transmission line which begins near Schlosser Road at the boundary of PPL Electric’s service territory with PECO Energy Company’s (“PECO”) service territory, which is located in Towamencin Township, Montgomery County. The transmission line continues north and terminates at PPL Electric’s Buxmont 230 kV Tap Lines, near the intersection of Morwood Road and Beltz Road, in Salford Township, Montgomery County. PPL Electric’s proposed rebuild of these lines is known as the “Whitpain–Buxmont 230 kV Line Rebuild Project” or the “Project.”

The proposed transmission line system will be designed according to, and generally exceed, all National Electrical Safety Code (“NESC”) standards. Design specifications and safety rules adhered to by PPL Electric are included as **Attachment 4**.

2.0 DESCRIPTION OF THE EXISTING AND PROPOSED LINES AND STRUCTURES

The existing Whitpain–Buxmont 230 kV line is approximately 17 miles in length between PPL Electric’s Buxmont Substation and PECO’s Whitpain Substation. The PPL Electric-owned line section between the Buxmont Substation and tap structure 65051S36943, which is approximately 4.4 miles in length, will remain unaltered. The PPL Electric-owned line section between tap structure 65051S36943 and Tower 66627S33393, which is approximately 7.7 miles in length, will be rebuilt. The span on the southeast side of Tower 66627S33393 is the demarcation point between PPL Electric and PECO ownership. The PECO-owned line section between Tower 66627S33393 and the Whitpain Substation, which is approximately five miles in length, will remain unaltered.

The 7.7-mile section of the Whipain–Buxmont 230 kV line to be rebuilt consists of three 795 kcmil¹ 30/19 strand “Mallard” ACSR² conductor wires and two 203.2 kcmil 16/19 strand “Brahma” ACSR overhead shield wires. These conductor and shield wires are supported by a series of thirty-eight transmission line structures that include one steel monopole that will be reused and thirty-seven single-circuit steel lattice tower structures that will be replaced.

The lattice tower structures to be replaced extend consecutively between existing Tower 65086S36907 (Structure 1) near the Buxmont tap and existing Tower 66627S33393 (Structure 53) closer to the Whipain Substation. In addition to the structures to be replaced, sixteen new mid-span structures will be required along the alignment to maintain the right-of-way (“ROW”) corridor. A detailed map of the Project alignment is provided as **Figure 3-1 in Attachment 3**.

The existing lattice tower structures range in height from approximately 80 feet to 102 feet, with an average structure height of approximately 92 feet. The proposed monopole structures will range in height from approximately 60 feet to 155 feet, with an average structure height of approximately 130 feet. **Table 2-1** provides a summary of the number and heights of the existing and proposed structures.

Table 2-1: Existing and New Transmission Line Structures					
Transmission Line	No. of Existing Structures	Existing Structure Height Range (feet)	Proposed No. of New Structures	Proposed Structure Height Range (feet)	Applicable Framing/ Specifications
WHITPAIN-BUXMONT 230 KV	38 (includes 1 monopole that will not be replaced)	80-102	54 (includes 1 monopole that will not be replaced)	60-155	7-009-043 7-009-061 7-009-062 7-009-064

Figures 2-1 through 2-4 depict typical structure types that will be used for the proposed Whipain–Buxmont Transmission Line, which include the following:

- Install approximately 2 new single circuit H-Frame 0° to 90° angle tension structures (**Figure 2-1**).

¹ A kcmil is a thousand circular mils. A circular mil is the cross-sectional area of a wire one mil in diameter, where 1 kcmil = 0.5067 mm².

² ACSR stands for aluminum conductor steel reinforced.

- Install approximately 31 new double circuit long span 0° to 1° suspension structures (**Figure 2-2**).
- Install approximately 3 new double circuit long span 1° to 10° angle suspension structures (**Figure 2-3**).
- Install approximately 17 new double circuit steel pole 0° to 90° angle tension on arm structures (**Figure 2-4**).

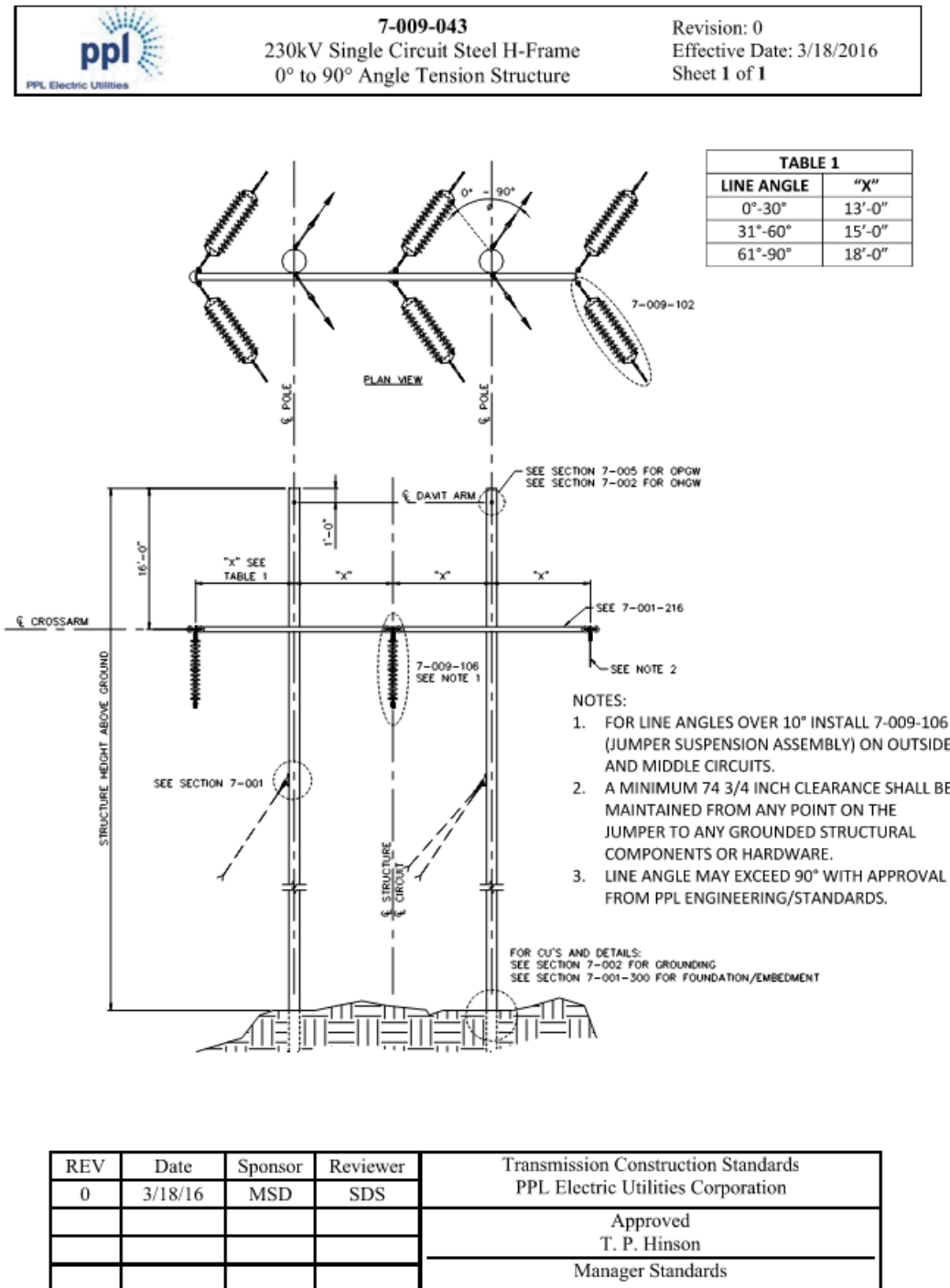
The existing transmission line will be de-energized during construction; however, PPL Electric is still coordinating the construction outage sequence approach as there may be an emergency return to service requirement associated with the outage. As such, all the new structures were offset a few feet from the existing centerline to allow for the installation of these structures while the existing towers and wires remain. The existing towers and wires will be removed prior to the installation of the new wires. To address this offset, PPL Electric has acquired additional ROW to expand the existing corridor and has also acquired entirely new ROW at the location where the Project crosses under a PECO 500 kV line (between Structure 3 and Structure 4). PPL Electric has designed the proposed transmission line system so that it fits entirely within this modified ROW. The Project will be designed to double circuit 230 kV standard for future load growth. The rebuilt transmission lines will operate initially as single circuit.

The proposed line will consist of three double-bundle 1590 kcmil 54/19 “Falcon” ACSR conductors. The existing overhead shield wire will be removed and replaced with a dual 144 count 0.791” diameter optical ground wire (“OPGW”). The minimum conductor-to-ground clearance will be 25.5 feet, which occurs at the predicted extreme thermal conductor load temperature of 160°C (320°F). The design minimum conductor clearances and conductor thermal ratings for the reconstructed lines are noted in **Tables 2-2 and 2-3**. Although designed for operation at 160°C (320°F), the lines will be operated at 125°C (257°F).

Table 2-2: Design for Minimum Conductor Clearance for double-bundle 1590 ACSR	
Condition	Transmission Design Clearance-to-Ground
Extreme Heavy Ice (1" Radial Ice, No Wind, 0°C / 32°F Ambient Temp.)	25.5 feet
Predicted Extreme Thermal Load (160°C / 320°F Conductor Maximum Operating Temp.)	25.5 feet
Predicted Blowout (No Ice, 6 psf Wind, 15.5°C / 60°F Ambient Temp.)	25.5 feet

Table 2-3: Conductor Thermal Rating Double-Bundle 1590 ACSR – Maximum Conductor Temperature (160°C maximum)			
Condition	Ambient Temperature (°C)	Wind Speed (Ft./sec)	Ampacity (Amps)
Summer Normal	35	0	4075
Winter Normal	10	0	4480
Summer Emergency	35	2.53	4841
Winter Emergency	10	2.53	5250

**Figure 2-1: Typical 230 kV Single Circuit Steel H-Frame
 0° to 90° Angle Tension Structure**

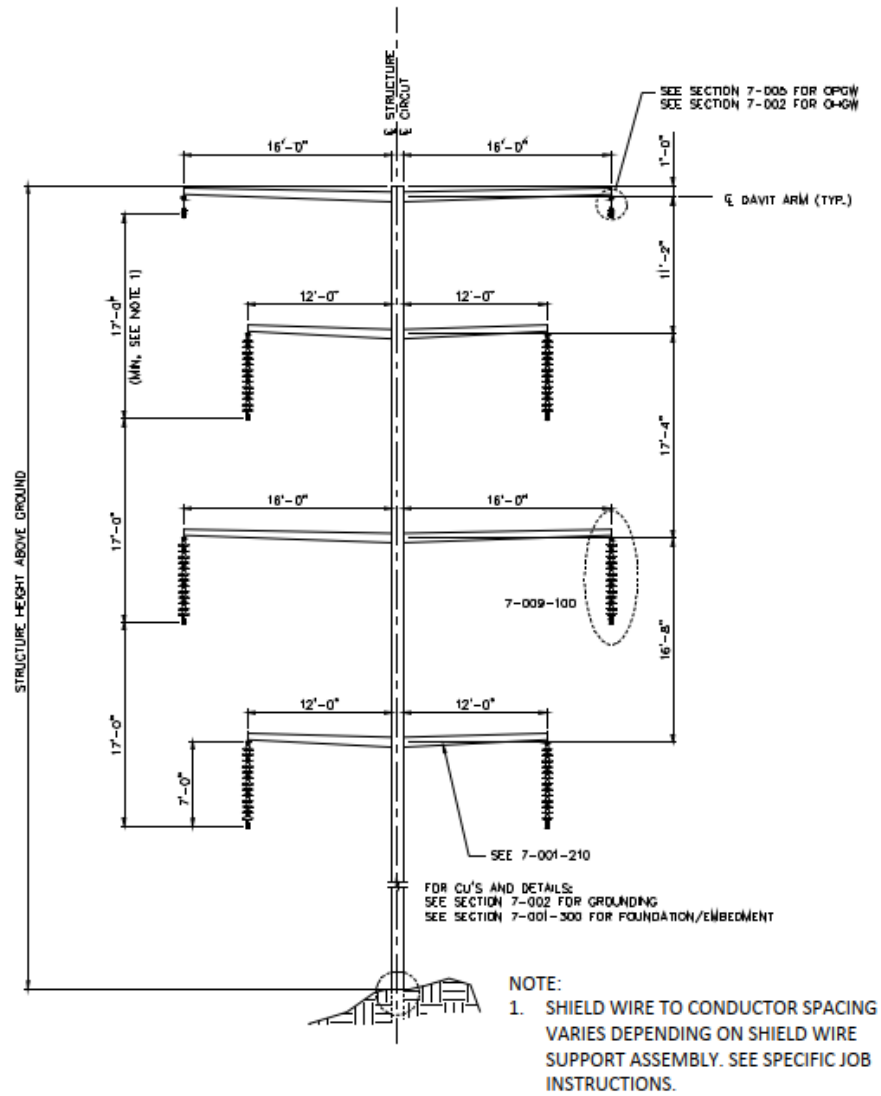


REV	Date	Sponsor	Reviewer	Transmission Construction Standards PPL Electric Utilities Corporation
0	3/18/16	MSD	SDS	Approved T. P. Hinson Manager Standards

Approved: E154693 Hinson, Todd P

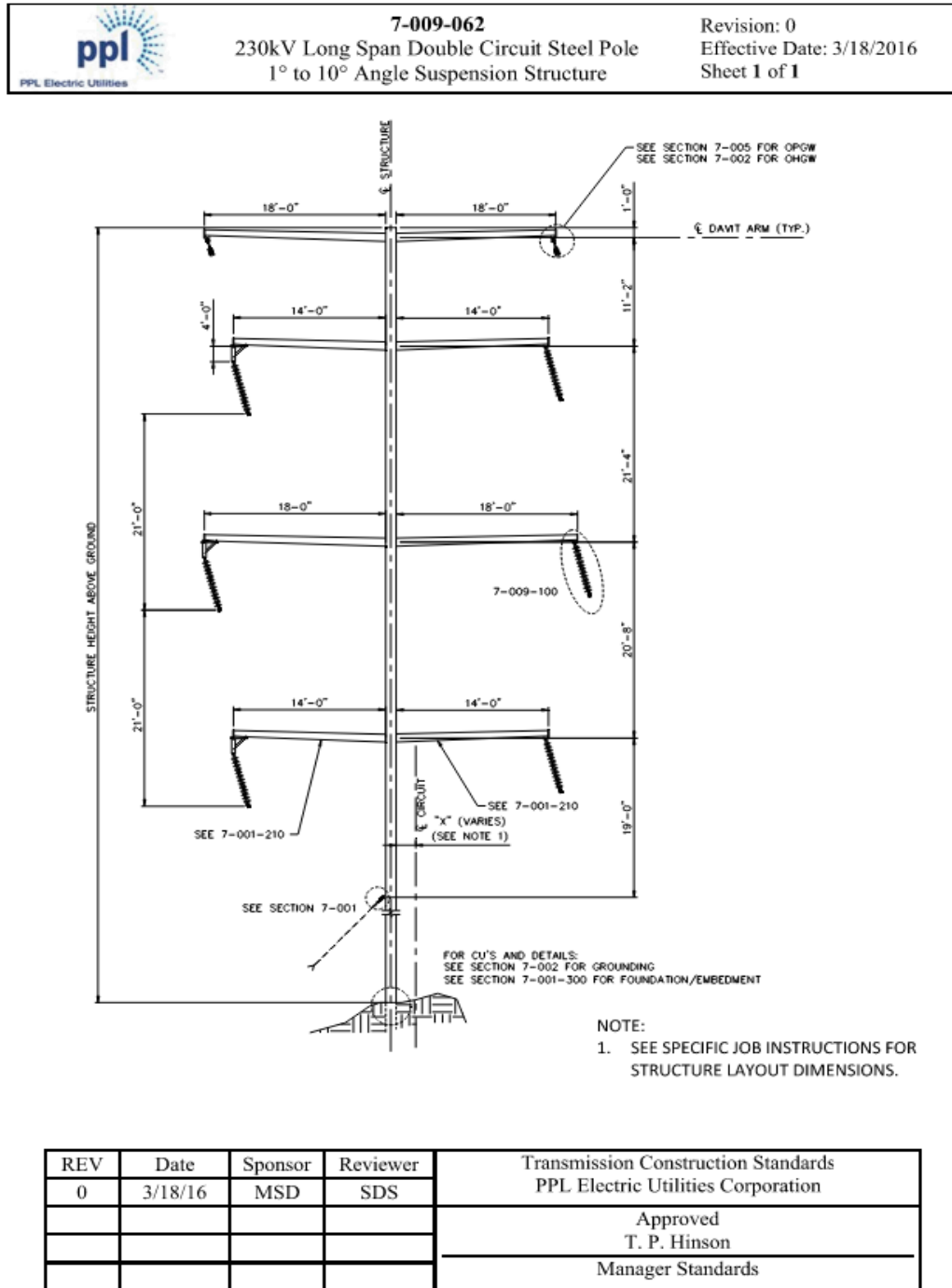
**Figure 2-2: Typical 230 kV Long Span Double Circuit Steel Pole
 0° to 1° Suspension Structure**

	7-009-061 230kV Long Span Double Circuit Steel Pole 0° to 1° Suspension Structure	Revision: 0 Effective Date: 3/18/2016 Sheet 1 of 1
---	--	--



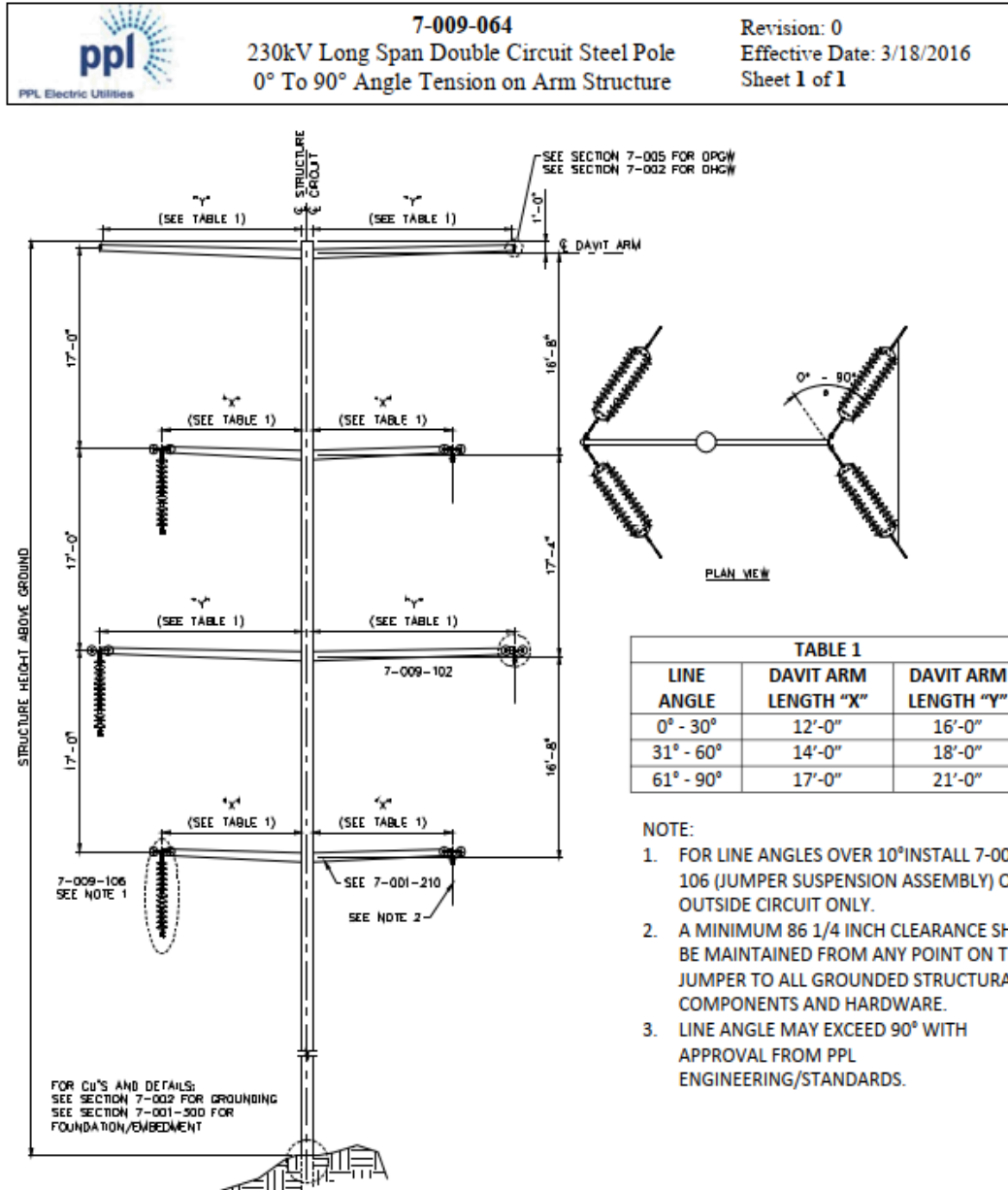
REV	Date	Sponsor	Reviewer	Transmission Construction Standards PPL Electric Utilities Corporation
0	3/18/16	MSD	SDS	Approved T. P. Hinson Manager Standards

**Figure 2-3: Typical 230 kV Long Span Double Circuit Steel Pole
 1° to 10° Angle Suspension Structure**



Approved: E154693 Hinson, Todd P

**Figure 2-4: Typical 230 kV Long Span Double Circuit Steel Pole
0° to 90° Angle Tension on Arm Structure**



REV	Date	Sponsor	Reviewer	Transmission Construction Standards PPL Electric Utilities Corporation
0	3/18/16	MSD	SDS	Approved T. P. Hinson Manager Standards

ATTACHMENT 3

WHITPAIN–BUXMONT 230 KV LINE REBUILD PROJECT

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	LAND USE	3
3.0	CULTURAL RESOURCES.....	5
4.0	NATURAL FEATURES	6
5.0	THREATENED AND ENDANGERED SPECIES.....	9

List of Tables

Table 3-1:	Cultural Resources Located in the Project Area.....	5
Table 3-2:	Named Streams in the Project Area.....	8

List of Figures

Figure 3-1 (Sheets 1-6):	Aerial Map of the Project.....	11
---------------------------------	---------------------------------------	-----------

1.0 INTRODUCTION

As explained in **Attachment 1**, PPL Electric Utilities Corporation (“PPL Electric” or the “Company”) is requesting Pennsylvania Public Utility Commission (“PUC” or “the Commission”) approval to rebuild approximately 7.7 miles of the PPL Electric-owned portion of the Whitpain – Buxmont 230 kilovolt (“kV”) Transmission Line. The proposed replacement involves a section of transmission line which begins near Schlosser Road at the boundary of PPL Electric’s service territory with PECO Energy Company’s (“PECO”) service territory, which is located in Towamencin Township, Montgomery County. The transmission line continues north and terminates at PPL Electric’s Buxmont 230 kV Tap Lines, near the intersection of Morwood Road and Beltz Road, in Salford Township, Montgomery County. PPL Electric’s proposed rebuild of these lines is known as the “Whitpain – Buxmont 230 kV Line Rebuild Project” or the “Project”.

Most of the Project will be within the same right-of-way (“ROW”) as the existing transmission line, but has been expanded from substandard widths where landowners were willing to sell additional easement, and a new short section of ROW was acquired to account for the undercrossing of a PECO 500 kV line between Structures 3 and 4. The Company maintains that all of the expanded ROW is located on the same parcels where the existing ROW was located. Therefore, the Company will only obtain the new ROW from landowners who already have ROW on their property. The Project involves 37 single-circuit steel structures that will be replaced and constructed entirely within the existing ROW, and the addition of 16 new mid-span structures. The project will be designed to double-circuit 230 kV standard for future load growth. The rebuilt transmission lines will operate initially as single-circuit. A network of existing access roads or temporary roads will be utilized during construction of the Project.

From the existing Buxmont Substation tap location (PPL Electric Grid 51/43), the Project extends southeast through agricultural lands and residential developments with a mix of fragmented forested and commercial lands to an existing structure (PPL Electric Grid 27/93) that is the demarcation point between PPL Electric and PECO ownership as shown in **Figure 3-1**. The Project includes a combination of replacement and new midspan structures. Most of the poles will replace existing structures, while additional midspan structures are proposed to facilitate the crossing of an existing PECO 500 kV line and to maintain the ROW corridor. The ROW for the Project is further described below.

- From Structure 1, the Project extends southeast for 0.8 miles (4,270 feet) to Structure 8 before crossing East Branch Perkiomen Creek (Sheet 1, Structures 1 to 8 in **Figure 3-1**). There are currently four existing structures along this segment. With the addition of four midspan structures (Structures 2, 5, 6, and 8) to facilitate the crossing of the existing PECO 500 kV transmission line and to maintain the ROW corridor, the total number of structures in this segment increases to eight. Of the eight, four structures will be long span double circuit angle tension on arm structures (7-009-064), two structures will be single circuit angle tension structures (7-009-043), and two structures will be long span double-circuit suspension structures (7-009-061). These structures are located entirely on ROW maintained by PPL Electric. This segment will run parallel to an existing PECO 500 kV transmission line after crossing under it. Land use for the Project is forested and agricultural. The segment spans Morwood Road and Cressman Road, and continues south to span East Branch Perkiomen Creek.
- From Structure 9, the Project continues southeast for 1.5 miles (7,800 feet) to Structure 18 (Sheets 1 to 2, Structures 9 to 18 in **Figure 3-1**). There are currently eight existing structures along this segment. With the addition of two midspan structures (Structures 12 and 15), the total number of structures in this segment increases to ten. Of the ten, seven structures will be long span double-circuit suspension structures (7-009-061), and three structures will be long span double circuit angle tension on arm structures (7-009-064). These structures are located entirely on ROW maintained by PPL Electric. This segment spans Ruth Road, Morwood Road, Mill Road, Orchard Lane, and Northfield Lane. Land use for this segment is a mix of agricultural and residential lands. This section of the project also spans Indian Creek between Structures 15 and 16.
- After Structure 18, the Project turns southwest for 0.85 miles (4,400 feet) to Structure 24 (Sheets 2 and 3, Structures 19 to 24 in **Figure 3-1**). There are currently four existing structures along this segment. With the addition of two midspan structures (Structures 19 and 22), the total number of structures in this segment increases to six. Of the six, four structures will be long span double-circuit suspension structures (7-009-061), and two structures will be long span double circuit angle tension on arm structures (7-009-064). These structures are located entirely on ROW maintained by PPL Electric. This segment

spans State Route 63, Montgomery Drive, and a shopping center, and land use along this segment is a mix of residential and commercial areas. After Structure 24, the Project continues south to span State Route 113.

- From Structure 25, the Project turns to the southeast for 1.75 miles (9,300 feet) to Structure 37 (Sheets 3 to 4, Structures 25 to 37 in **Figure 3-1**). There are currently ten existing structures along this segment. With the addition of three midspan structures (Structures 26, 30, and 32), the total number of structures in this segment increases to thirteen. Of the thirteen, four structures will be long span double circuit angle tension on arm structures (7-009-064), one structure will be a long span double circuit angle suspension structure (7-009-062), and eight structures will be long span double-circuit suspension structures (7-009-061). These structures are located entirely on ROW maintained by PPL Electric. This segment spans two sections of Alderfer Park and several local roads, including Oak Drive, Maple Avenue, Cambridge Circle, Cricket Lane, Moyer Road, and Creekview Drive, and land use is a mix of residential and recreational lands. After Structure 37, the Project continues southeast to span West Branch, Skippack Creek.
- From Structure 38, the Project continues southeast for 1.05 miles (5,625 feet) to Structure 44 (Sheet 5, Structures 38 to 44 in **Figure 3-1**). There are currently six existing structures along this segment. With the addition of one midspan structure (Structure 44), the total number of structures in this segment increases to seven. Of the seven, one structure will be a long span double circuit angle tension on arm structure (7-009-064), one structure will be a long span double circuit angle suspension structure (7-009-062), and five structures will be long span double-circuit suspension structures (7-009-061). These structures are located entirely on ROW maintained by PPL Electric. This segment spans Cole's Court, Upper Mainland Road, and Store Road, and land use is predominantly residential and agricultural, with pockets of forest. After Structure 44, the Project continues southeast to span Skippack Creek.
- From Structure 45, the Project continues southeast for 1.1 miles (5,780 feet) to Structure 53 and beyond to the PECO-owned transmission line (Sheets 5 to 6, Structures 45 to 53 in **Figure 3-1**). There are currently five existing structures along this segment. With the addition of four midspan structures (Structures 45, 47, 50, and 52), the total number of

structures in this segment increases to nine. Of the nine, three structures will be long span double circuit angle tension on arm structures (7-009-064), one structure will be a long span double circuit angle suspension structure (7-009-062), and five structures will be long span double-circuit suspension structures (7-009-061). These structures are located entirely on ROW maintained by PPL Electric. This segment spans Old Forty Foot Road, Kriebel Road, Kerr Road, and Schlosser Road, and land use is predominantly residential and agricultural with small pockets of forested areas. This section of the project also spans Towamencin Creek and a section of Evansburg State Park between Structures 49 and 51.

2.0 LAND USE

PPL Electric evaluated the existing land uses on the PPL Electric-owned or managed properties within the existing ROW, and within 0.25 miles (1,320 feet) of the Project centerline (“Project Area”). This broader Project Area was reviewed to provide a sense of the landscape in which the Project is located. Based on review of aerial imagery, land use in the Project Area is approximately 40% farmland, cultivated crops, and pasture, with approximately 25% forested lands, 25% residential lands, and 10% comprised of developed/commercial lands.

Pennsylvania State Route (“SR”) 63 bisects the central section of the Project Area from northwest to southeast. SR 113 bisects the central section of the Project Area from northeast to southwest. Two communication towers are located in the Project Area, one in the northern portion and one in the central portion, but neither will affect the proposed Project. No rail lines extend through the Project Area. Two natural gas pipelines cross the Project Area: an Adelphia Gateway, LLC natural gas pipeline crossing the northern portion of the Project Area, and a Texas Eastern Transmission, LP natural gas line crossing the southern portion.

There are no active airports in proximity to the Project Area; however, the nearest active aviation facility is the Yarrow Airport, which is located 3 miles west of the Project Area along Garges Road. PPL Electric does not anticipate any interference with airport operations because the Project is located in an area where there are existing electrical facilities. However, PPL Electric will comply with any applicable requirements of the Federal Aviation Administration and the Pennsylvania Department of Transportation, Bureau of Aviation.

The proposed Project will not affect any national parks or natural landmarks. However, it will span a section of Evansburg State Park and several local parks and recreational areas located within the Project Area. Salford Township Open Space, Alvin C. Alderfer Recreation Area, Heckler Plains Farmstead Playground, and Heckler Plains Nature Trail Trailhead are located within the Project ROW, and the Harleysville Eagles Youth Football Complex, Daniel W. Roth Memorial Park, and Jacob Reiff Park are located within the Project Area. No federal conservation easements managed by the United States (“U.S.”) Department of Agriculture’s Natural Resources Conservation Service are located within the Project Area; however, several Montgomery County agricultural easements are spanned by the Project ROW. A review of the WeConservePA Conserved Land Database revealed no properties preserved through private land trusts are located within the Project Area.

3.0 **CULTURAL RESOURCES**

An online review of the Project Area and surrounding landscape was conducted through the Pennsylvania Historical and Museum Commission (“PHMC”) State Historic and Archaeological Resource Exchange (“PA-SHARE”) site. This review indicated that several resources are located within the Project ROW or the Project Area and are categorized as “listed,” “eligible,” and “undetermined” in the National Register of Historic Places (“NRHP”). These above ground and district resources are listed in **Table 3-1**.

Table 3-1: Cultural Resources Located in the Project Area			
Resource Name	Resource Type	Eligibility	Location
Morris Jarrett Farm	Above Ground	Listed	Spanned by Project ROW along Morwood Road
Jacob Landes Farm	Above Ground	Undetermined	Spanned by Project ROW along Morwood Road
Funk-Delp Historic District	District	Undetermined	Spanned by Project ROW along Northfield Lane
Christian Moyer Homestead	Above Ground	Undetermined	At the intersection of Harleysville Pike and Main Street
Harleysville Insurance	Above Ground	Undetermined	Along Maple Avenue
488 Harleysville Pike	Above Ground	Undetermined	Spanned by Project ROW along Harleysville Pike

Table 3-1: Cultural Resources Located in the Project Area			
Resource Name	Resource Type	Eligibility	Location
Hechler Farm (Houbicki Property) and Heckler Plains Barn	Above Ground	Eligible	Spanned by Project ROW along Landis Road
John & Ruth Marczuk Property	Above Ground	Undetermined	Along Quarry Road
Montgomery County Bridge	Above Ground	Undetermined	Along Metz Road
Main, Ronald & Karen, Property	Above Ground	Undetermined	Along Metz Road

Additionally, some archaeological resources are located within the Project Area. Fell Road Sites I and II are undetermined archaeological sites along Morwood Road, with Fell Road Site II being crossed by the Project ROW. Heckler Sites 1, 2, and 3 are undetermined archaeological sites along Morris Road, with Heckler Site 1 being crossed by the Project ROW. Coordination with the Pennsylvania State Historic Preservation Office (“PASHPO”) will be initiated at a later stage in the Project, if necessary.

4.0 **NATURAL FEATURES**

Unique Natural Features

Based on review of the Pennsylvania Natural Heritage Program (“PNHP”) website, there is one Natural Heritage Area Core Habitat located within the Project Area, Ridge Valley Creek, which is located along the northern portion of the Project Area. This stretch of Ridge Valley Creek supports several plant species of concern as a continuous forested habitat. Some notable animal species supported by this habitat are barred owls and pileated woodpeckers. This natural area provides unique habitat conditions that support a variety of additional plant and animal species of concern.

No unique geological, scenic, or natural areas are located within the Project Area, according to the Pennsylvania Department of Conservation and Natural Resources (“DCNR”).

Soils

The Project Area consists of gently sloping terrain containing residences/maintained lawns, farmland, and forested areas with multiple small stream valleys present through the Project extent.

Topography ranges from approximately 170 feet above sea level (“asl”) at the southern extent of the Project Area in the Skippack Creek stream valley to approximately 540 feet asl along Ridge Road in the northern portion of the Project Area. Soils present within the Project Area consist mainly of silt loams with some areas of urban land development.

Erosion and sedimentation (“E&S”) control plans will be developed and implemented for the Project to minimize the displacement of soils. These plans will require prior approval from the local county conservation district. National Pollutant Discharge Elimination System (“NPDES”) permits will also be required from the Pennsylvania Department of Environmental Protection (“PADEP”) as needed. During construction, PPL Electric will adhere to all conditions specified in the NPDES permit. Impacts to local soil resources are anticipated to be minimal.

Waterways and Wetlands

The Project Area spans several National Hydrography Dataset-defined waterways that will remain in place after the Project construction activities have occurred. Review of the U.S. Geological Survey (“USGS”) mapping website indicated that the Project Area aerially spans five named streams which are listed in **Table 3-2**. The Project Area is located within the Unami Creek watershed (USGS Hydrologic Unit Code (“HUC”) 020402030804), the East Branch Perkiomen Creek watershed (HUC 020402030807), and the Skippack Creek watershed (HUC 020402030808). All of these watersheds generally flow to the southwest towards the Schuylkill River.

All of the streams in the Project Area share the same PADEP Chapter 93 Designated Use Stream Classifications. All five named streams in the Project Area have a designation of Trout Stocking (“TSF”) and Migratory Fishes (“MF”). The Pennsylvania Fish and Boat Commission (“PFBC”) has not designated any of the streams in the Project Area as Natural Reproduction Trout Streams. No direct impact to these stream features is expected from the Project activities.

Table 3-2: Named Streams in the Project Area			
Stream Name	Chapter 93 Designated Stream Classification	Watershed Name	Special PFBC Designation
East Branch Perkiomen Creek	TSF, MF	East Branch Perkiomen Creek	NO

Table 3-2: Named Streams in the Project Area			
Stream Name	Chapter 93 Designated Stream Classification	Watershed Name	Special PFBC Designation
Indian Creek	TSF, MF	East Branch Perkiomen Creek	NO
West Branch Skippack Creek	TSF, MF	Skippack Creek	NO
Skippack Creek	TSF, MF	Skippack Creek	NO
Towamencin Creek	TSF, MF	Skippack Creek	NO

An E&S Control Plan will be developed to address stormwater control in all watershed areas crossed by the Project. PPL Electric will ensure all approvals and permits necessary for the construction of the Project are in place prior to beginning work and will comply with any conditions placed on those permits.

Based on review of the U.S. Fish and Wildlife Service’s (“USFWS”) National Wetlands Inventory (“NWI”), the Project crosses one Palustrine Emergent (PEM5A) wetland. Impacts to this NWI feature by the proposed Project activities will be minimized to the extent possible.

The NWI only provides a general overview of the potential wetlands that may be located within an area. For federal and state permitting purposes, the wetlands and waterways within the Project Area have been delineated, surveyed, and illustrated according to regulatory standards by Penn Environmental and Remediation, Inc., with a wetland delineation report published in July 2025. This information is being used to minimize wetland and waterway impacts where feasible. Additionally, PPL Electric will avoid impacts to wetlands and waterways where possible by aerially spanning these features.

100-year Floodplains and Regulated Floodways

The National Flood Hazard Layer for Montgomery County, Pennsylvania, was obtained through the Federal Emergency Management Agency (“FEMA”) Flood Map Service Center website and analyzed for 100-year floodplains within the Project Area and surrounding landscape. Based on review of this data, the Project spans the FEMA 100-year floodplains located near East Branch Perkiomen Creek, Indian Creek, West Branch Skippack Creek, Skippack Creek, and Towamencin Creek. Several new structures are proposed within the FEMA floodplain. Coordination with

PADEP may be required regarding these proposed structures. PPL Electric has avoided other direct impacts to floodplains by aerially spanning these features. The Project spans the FEMA regulatory floodway of the East Branch Perkiomen Creek, Indian Creek, West Branch Skippack Creek, and Skippack Creek, but no work is required in these floodways.

Vegetation

Vegetative cover in the Project Area consists of maintained ROW corridors, maintained residential lawns, agricultural land, and some surrounding forested lands. The existing ROW areas for the transmission lines have previously been cleared of woody vegetation, but a few areas of new ROW may require tree clearing. For vegetation management activities required in this specific location, PPL Electric will apply its “Specifications for Transmission Vegetation Management LA-79827” to minimize potential impacts.

5.0 THREATENED AND ENDANGERED SPECIES

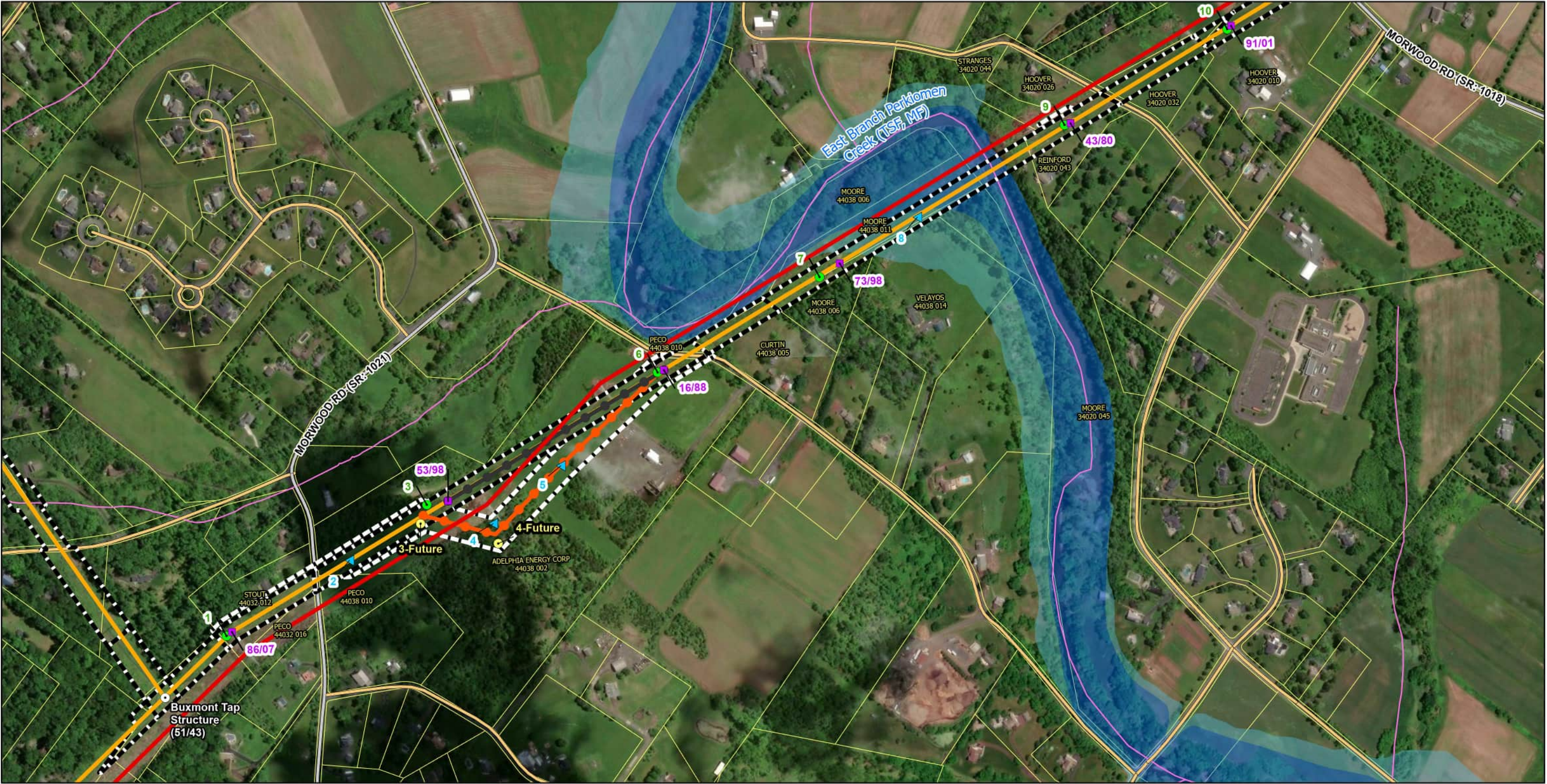
A Pennsylvania Natural Diversity Inventory (“PNDI”) review was completed for the Project on September 12, 2024, May 22, 2025, and updated on April 9, 2026, to assess the potential presence of threatened and endangered species and/or special concern species (PNDI #817261). Specific agencies reviewing the Project included the following:

- Pennsylvania Game Commission (“PGC”),
- PFBC,
- DCNR, and
- USFWS.

Results of the desktop review indicate potential impacts to sensitive species within the Project Area, warranting further review from DCNR, PFBC, and USFWS. The DCNR screened the project for potential impacts to species of concern and requested a botanical survey to be performed for the showy goldenrod (*Solidago speciosa*; Proposed Threatened). Based on the findings of the survey, DCNR concluded on April 23, 2026, that the project would have no impact on this plant species. PFBC determined that the project is within proximity to potential northern red-bellied cooter (*Pseudemys rubriventris*, Threatened) habitat and requested a habitat assessment. Based on the findings of the survey, PFBC concluded on April 21, 2026, that the project would have no

impact on this species. The USFWS requested a Phase 1 bog turtle (*Glyptemys muhlenbergii*: Threatened) Habitat Survey and the completion of the Information for Planning and Consultation (“IPaC”) tool to assess for listed federally protected bat species of concern, specifically the Indiana bat (*Myotis sodalis*; Endangered) and the northern long-eared bat (*Myotis septentrionalis*; Endangered). The Phase 1 survey concluded that no bog turtle habitat was present and that no further coordination with USFWS was required regarding this species. The IPaC review of the two listed bat species indicated that the Project “May Affect” both species. Further coordination with USFWS concluded, on April 24, 2026, that the Project is “Not Likely to Adversely Affect” these species given the limited amount of tree removal proposed.

Figure 3-1: Aerial Map of the Project



LEGEND

● EXISTING STRUCTURE (TO REMAIN)	— PPL NEW EXPANDED ROW
■ EXISTING STRUCTURE (TO BE REPLACED)	— PPL EXISTING TRANSMISSION CENTERLINES
● PROPOSED STRUCTURE	— COUNTY PARCELS
▲ PROPOSED MIDSPAN STRUCTURE	— STATE ROADS
● FUTURE STRUCTURE	— LOCAL ROADS
— PECO EXISTING TRANSMISSION CENTERLINE	— CH. 93 DESIGNATED USE STREAMS
— EXISTING TRANSMISSION CENTERLINE (TO BE REMOVED)	— TSF, MF (TROUT STOCKING)
— NEW TRANSMISSION CENTERLINE	— FEMA FLOOD HAZARD AREAS
— PPL EXISTING ROW	— 100 YEAR FLOODPLAIN
	— FLOODWAY

Notes:

1. Existing and proposed centerlines and structure locations as well as existing and expanded PPL ROWs provided by PPL Electric Utilities Corporation on January 20, 2026 and April 9, 2026.

2. The figure was prepared using PPL Electric Utilities Corporation provided county tax parcel data provided on December 5, 2025. This figure was not prepared with a site-specific parcel boundary survey. All parcel boundaries shown are approximate.

NAD 1983 State Plane
Pennsylvania South FIPS 3702
Projection: Lambert Conformal Conic
Linear Unit: US Foot

References:
Existing Transmission Lines (RexTag 2021)
Montgomery County Parcels (PPL 2025)
World Imagery (ESRI 2025)
Streets Map (ESRI 2025)

0 250 500
Feet

1 inch = 500 feet when printed on 11" x 17" paper size



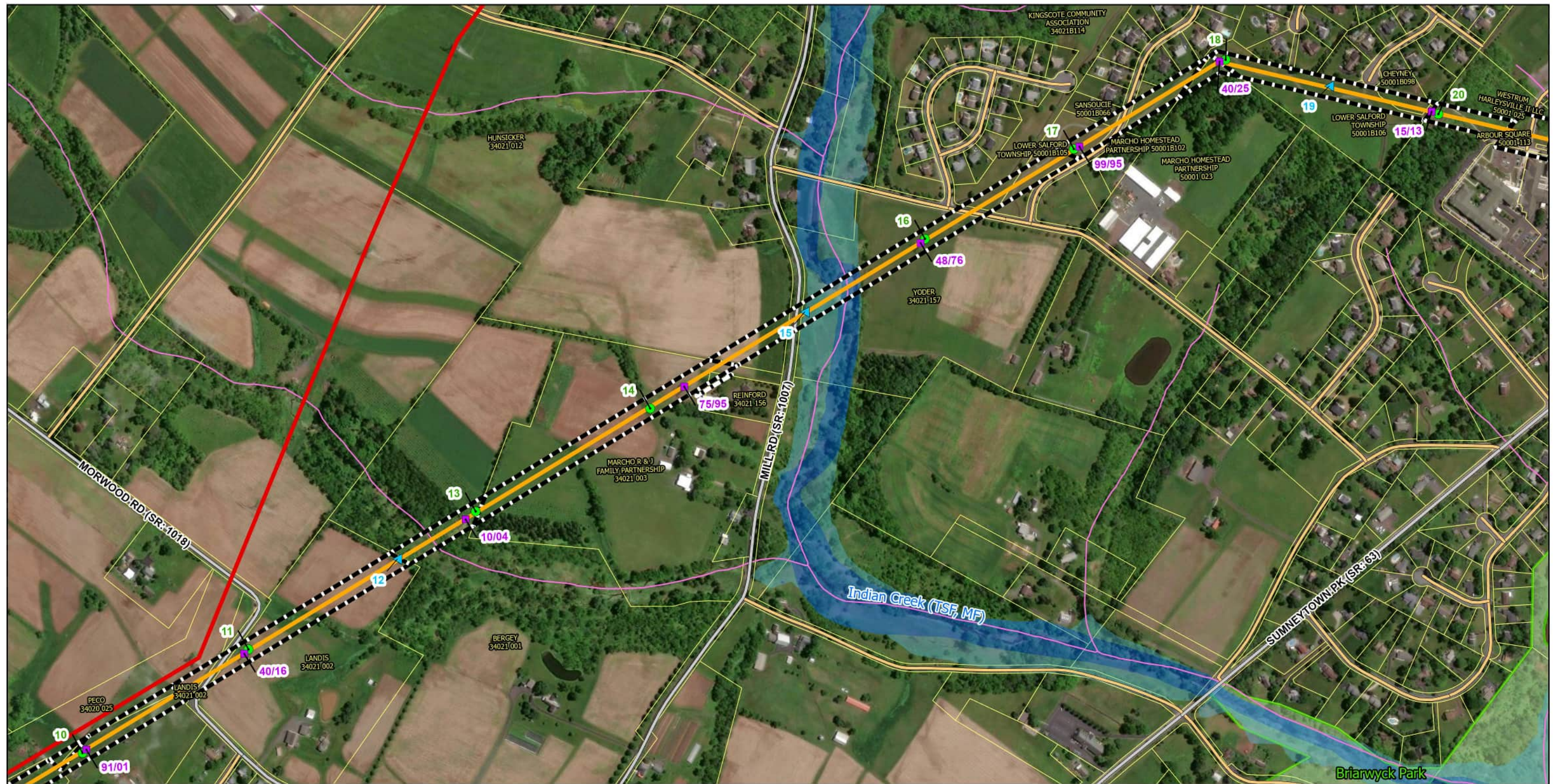
ppl
PPL Electric Utilities

FIGURE 3-1
Whitpain - Buxmont
230 kV Project

Page 1 of 6

Montgomery County, Pennsylvania

Prepared By: BHM	Checked By: DY/RB
Job: 60750283	Date: 6/22/2026



LEGEND

- EXISTING STRUCTURE (TO BE REPLACED) - PROPOSED STRUCTURE - PROPOSED MIDSPAN STRUCTURE - PECO EXISTING TRANSMISSION CENTERLINE - PPL EXISTING ROW - PPL NEW EXPANDED ROW - PPL EXISTING TRANSMISSION CENTERLINES	- COUNTY PARCELS - STATE ROADS - LOCAL ROADS - LOCAL PARKS - CH. 93 DESIGNATED USE STREAMS - TSF, MF (TROUT STOCKING) - FEMA FLOOD HAZARD AREAS 100 YEAR FLOODPLAIN - FLOODWAY
---	--

Notes:

1. Existing and proposed centerlines and structure locations as well as existing and expanded PPL ROWs provided by PPL Electric Utilities Corporation on January 20, 2026 and April 9, 2026.

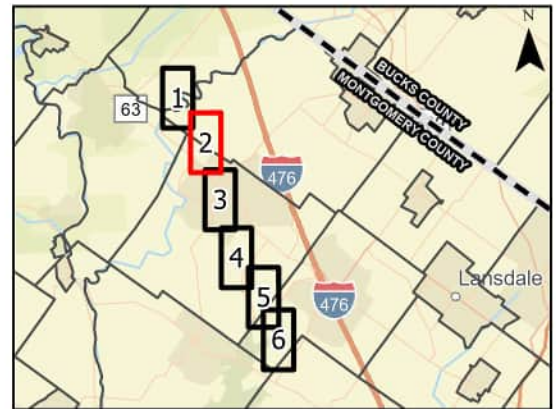
2. The figure was prepared using PPL Electric Utilities Corporation provided county tax parcel data provided on December 5, 2025. This figure was not prepared with a site-specific parcel boundary survey. All parcel boundaries shown are approximate.

NAD 1983 State Plane
 Pennsylvania South FIPS 3702
 Projection: Lambert Conformal Conic
 Linear Unit: US Foot

References:
 Existing Transmission Lines (RexTag 2021)
 Montgomery County Parcels (PPL 2025)
 World Imagery (ESRI 2025)
 Streets Map (ESRI 2025)

0 250 500
 Feet

1 inch = 500 feet when printed on 11" x 17" paper size

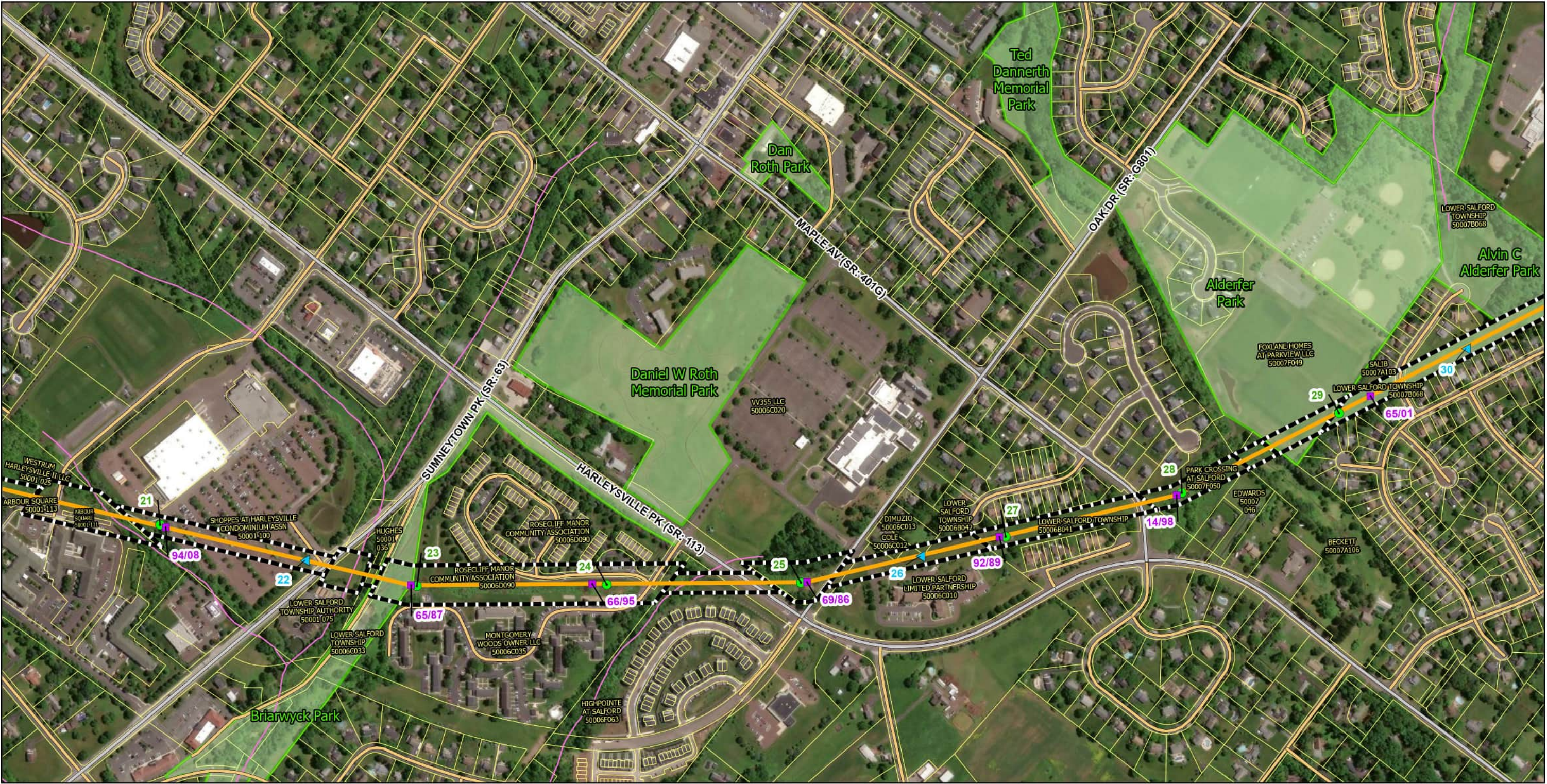


ppl
 PPL Electric Utilities

FIGURE 3-1
 Whitpain - Buxmont
 230 kV Project

Page 2 of 6
 Montgomery County, Pennsylvania

Prepared By: BHM	Checked By: DY/IRB
Job: 60750283	Date: 6/22/2026



LEGEND

EXISTING STRUCTURE (TO BE REPLACED)

PROPOSED STRUCTURE

PROPOSED MIDSPAN STRUCTURE

PPL EXISTING ROW

PPL EXISTING TRANSMISSION CENTERLINES

COUNTY PARCELS

STATE ROADS

LOCAL ROADS

LOCAL PARKS

CH. 93 DESIGNATED USE STREAMS

TSF, MF (TROUT STOCKING)

Notes:

1. Existing and proposed centerlines and structure locations as well as existing and expanded PPL ROWs provided by PPL Electric Utilities Corporation on January 20, 2026 and April 9, 2026.

2. The figure was prepared using PPL Electric Utilities Corporation provided county tax parcel data provided on December 5, 2025. This figure was not prepared with a site-specific parcel boundary survey. All parcel boundaries shown are approximate.

NAD 1983 State Plane
Pennsylvania South FIPS 3702
Projection: Lambert Conformal Conic
Linear Unit: US Foot

References:
Existing Transmission Lines (RexTag 2021)
Montgomery County Parcels (PPL 2025)
World Imagery (ESRI 2025)
Streets Map (ESRI 2025)

1 inch = 500 feet when printed on 11" x 17" paper size



FIGURE 3-1
Whitpain - Buxmont
230 kV Project

Page 3 of 6

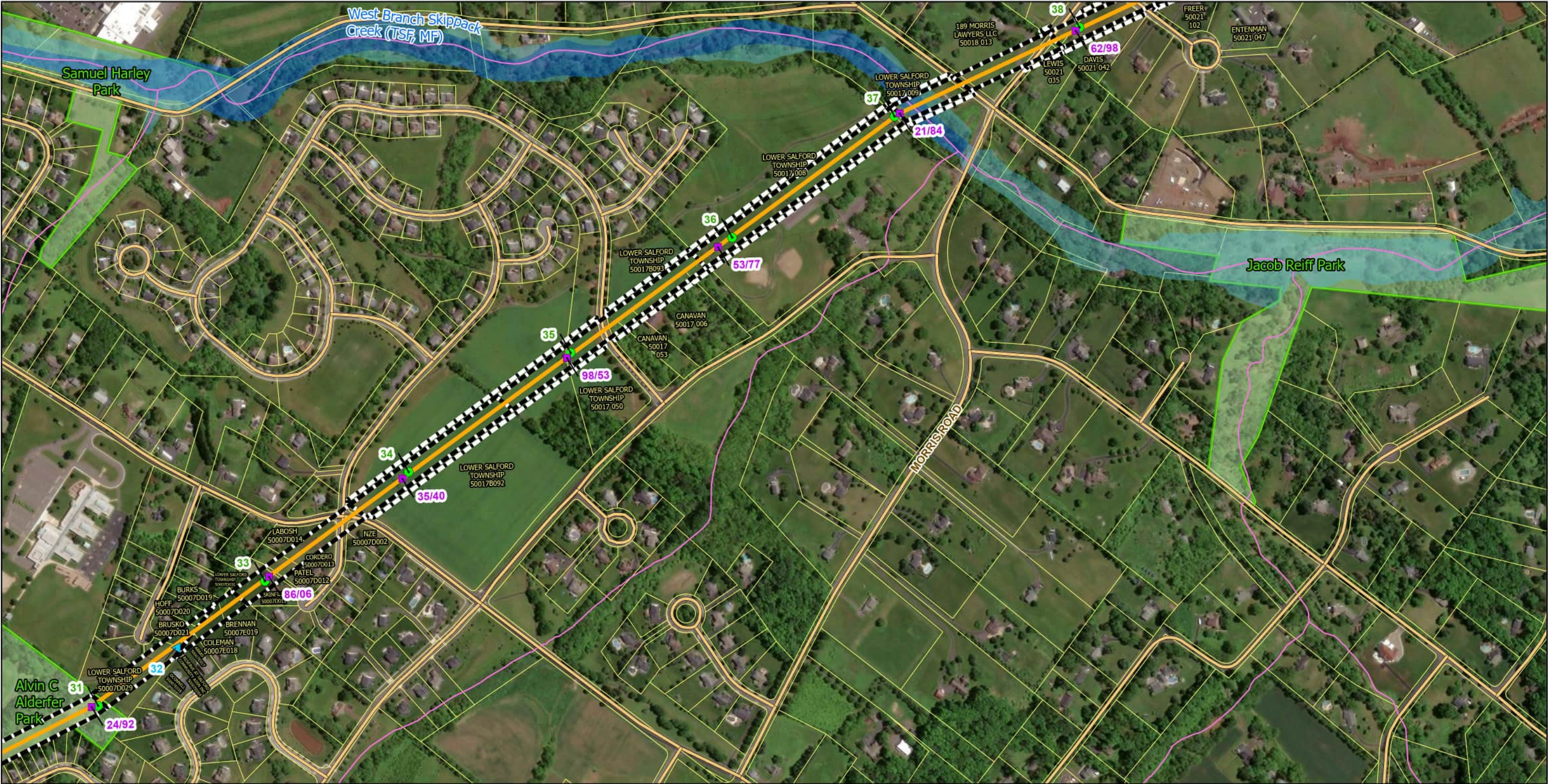
Montgomery County, Pennsylvania

Prepared By: BHM

Checked By: DY/IRB

Job: 60750283

Date: 6/22/2026



LEGEND

EXISTING STRUCTURE (TO BE REPLACED)

PROPOSED STRUCTURE

PROPOSED MIDSPAN STRUCTURE

PPL EXISTING ROW

PPL NEW EXPANDED ROW

PPL EXISTING TRANSMISSION CENTERLINES

COUNTY PARCELS

LOCAL ROADS

LOCAL PARKS

CH. 93 DESIGNATED USE STREAMS

TSF, MF (TROUT STOCKING)

FEMA FLOOD HAZARD AREAS

100 YEAR FLOODPLAIN

FLOODWAY

Notes:

1. Existing and proposed centerlines and structure locations as well as existing and expanded PPL ROWs provided by PPL Electric Utilities Corporation on January 20, 2026 and April 9, 2026.

2. The figure was prepared using PPL Electric Utilities Corporation provided county tax parcel data provided on December 5, 2025. This figure was not prepared with a site-specific parcel boundary survey. All parcel boundaries shown are approximate.

NAD 1983 State Plane
Pennsylvania South FIPS 3702
Projection: Lambert Conformal Conic
Linear Unit: US Foot

References:
Existing Transmission Lines (RexTag 2021)
Montgomery County Parcels (PPL 2025)
World Imagery (ESRI 2025)
Streets Map (ESRI 2025)

0

250

500

Feet

1 inch = 500 feet when printed on 11" x 17" paper size

ppl

PPL Electric Utilities

FIGURE 3-1
Whitpain - Buxmont
230 kV Project

Page 4 of 6

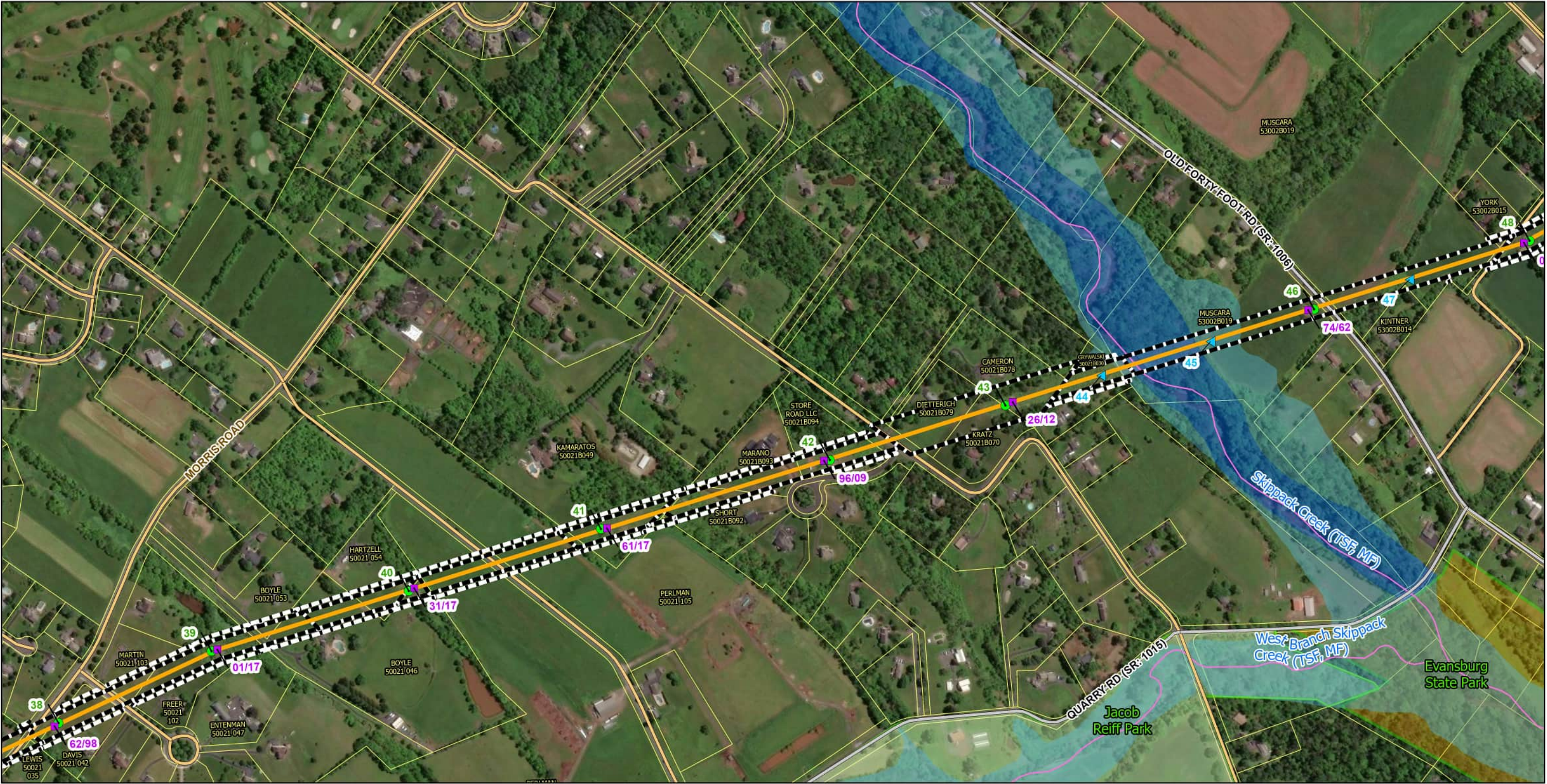
Montgomery County, Pennsylvania

Prepared By: BHM

Checked By: DY/IRB

Job: 60750283

Date: 6/22/2026



LEGEND

■ EXISTING STRUCTURE (TO BE REPLACED)	— LOCAL ROADS
● PROPOSED STRUCTURE	— STATE PARKS
▲ PROPOSED MIDSPAN STRUCTURE	— LOCAL PARKS
— PPL EXISTING ROW	CH. 93 DESIGNATED USE STREAMS
— PPL NEW EXPANDED ROW	— TSF, MF (TROUT STOCKING)
— PPL EXISTING TRANSMISSION CENTERLINES	FEMA FLOOD HAZARD AREAS
— COUNTY PARCELS	— 100 YEAR FLOODPLAIN
— STATE ROADS	— FLOODWAY

Notes:

1. Existing and proposed centerlines and structure locations as well as existing and expanded PPL ROWs provided by PPL Electric Utilities Corporation on January 20, 2026 and April 9, 2026.

2. The figure was prepared using PPL Electric Utilities Corporation provided county tax parcel data provided on December 5, 2025. This figure was not prepared with a site-specific parcel boundary survey. All parcel boundaries shown are approximate.

NAD 1983 State Plane
Pennsylvania South FIPS 3702
Projection: Lambert Conformal Conic
Linear Unit: US Foot

References:
Existing Transmission Lines (RexTag 2021)
Montgomery County Parcels (PPL 2025)
World Imagery (ESRI 2025)
Streets Map (ESRI 2025)

0 250 500
Feet

1 inch = 500 feet when printed on 11" x 17" paper size

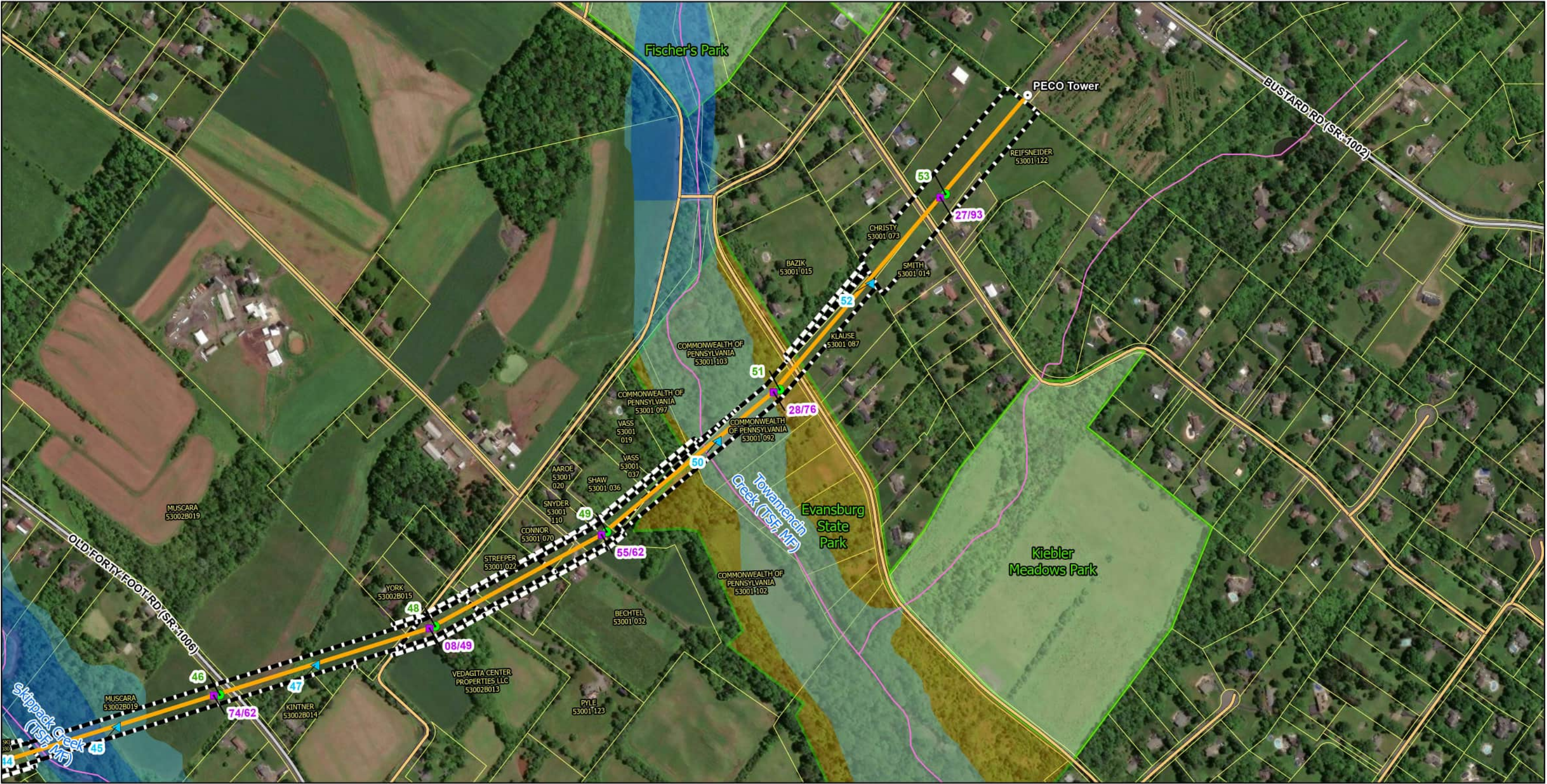


ppl
PPL Electric Utilities

FIGURE 3-1
Whitpain - Buxmont
230 kV Project

Page 5 of 6
Montgomery County, Pennsylvania

Prepared By: BHM	Checked By: DY/IRB
Job: 60750283	Date: 6/22/2026



LEGEND

EXISTING STRUCTURE (TO REMAIN)

EXISTING STRUCTURE (TO BE REPLACED)

PROPOSED STRUCTURE

PROPOSED MIDSPAN STRUCTURE

PPL EXISTING ROW

PPL NEW EXPANDED ROW

PPL EXISTING TRANSMISSION CENTERLINES

COUNTY PARCELS

STATE ROADS

LOCAL ROADS

STATE PARKS

LOCAL PARKS

CH. 93 DESIGNATED USE STREAMS

TSF, MF (TROUT STOCKING)

FEMA FLOOD HAZARD AREAS

100 YEAR FLOODPLAIN

FLOODWAY

Notes:

1. Existing and proposed centerlines and structure locations as well as existing and expanded PPL ROWs provided by PPL Electric Utilities Corporation on January 20, 2026 and April 9, 2026.

2. The figure was prepared using PPL Electric Utilities Corporation provided county tax parcel data provided on December 5, 2025. This figure was not prepared with a site-specific parcel boundary survey. All parcel boundaries shown are approximate.

NAD 1983 State Plane
Pennsylvania South FIPS 3702
Projection: Lambert Conformal Conic
Linear Unit: US Foot

References:
Existing Transmission Lines (RexTag 2021)
Montgomery County Parcels (PPL 2025)
World Imagery (ESRI 2025)
Streets Map (ESRI 2025)

0

250

500

Feet

1 inch = 500 feet when printed on 11" x 17" paper size



FIGURE 3-1
Whitpain - Buxmont
230 kV Project

Page 6 of 6

Montgomery County, Pennsylvania

Prepared By: BHM

Checked By: DY/IRB

Job: 60750283

Date: 6/22/2026

ATTACHMENT 4

**WHITPAIN – BUXMONT 230 KV
LINE REBUILD PROJECT**

TABLE OF CONTENTS

1.0 DESIGN CONSIDERATIONS.....1

2.0 PERIODIC MAINTENANCE PROGRAM ON ALL TRANSMISSION LINES.....4

3.0 PERSONNEL SAFETY RULES.....4

4.0 MAGNETIC FIELD MANAGEMENT PLAN.....5

List of Tables

Table 4-1: 69 kV Vertical Clearance to Ground.....2

Table 4-2: 138 kV Vertical Clearance to Ground.....2

Table 4-3: 230 kV Vertical Clearance to Ground.....3

Table 4-4: 500 kV Vertical Clearance to Ground.....3

1.0 DESIGN CONSIDERATIONS

PPL Electric Utilities Corporation's ("PPL Electric") new and rebuilt transmission lines are designed according to, and generally exceed, all National Electric Safety Code ("NESC") minimum standards. The NESC sets safety standards for the installation, operation, and maintenance of electric power lines. The NESC contains the basic provisions considered necessary for the safety of employees and the public. Although it is not intended as a design specification, its provisions establish minimum design requirements. PPL Electric has developed design specifications and safety rules that meet or surpass all requirements specified by the NESC.

The NESC includes loading requirements and clearances for the design, construction, and operation of power lines. The "loads" on conductors and supporting structures are the mechanical forces that develop from the weight of the conductors, the weight of ice on the conductors, plus wind pressure on the conductors and supporting structures. Loading requirements are the loads on the conductors and structures that are anticipated assuming certain ice and wind conditions. Loading requirements always contain "safety factors" to allow for unknown or unanticipated contingencies. The clearances and loading requirements contained in the NESC are designed to maintain public safety.

The NESC specifies strength and loading rules based on three different "grades of construction" for conductors and supporting structures:

- Grade B – This grade of construction provides the highest margin of safety and is required when the pole supports spans that cross limited access highways, railroads, and waterways.
- Grade C – This grade of construction is most common and provides a basic margin of safety. It is often utilized for the typical power and joint-use distribution pole.
- Grade N – This is the lowest grade of construction and is most often used for emergency and temporary construction.

PPL Electric designs all its transmission lines for Grade B construction. Using Grade B design and construction translates to higher levels of structural reliability and safety to withstand the environmental conditions of ice and/or wind loading.

PPL Electric's rigorous design standards are further incorporated into the parameters utilized to account for ice and wind loadings on the wires and structure. Structure loading and line designs

must accommodate a variety of operating conditions, as different ice and wind combinations can impact the conductor sags and tensions of the line. PPL Electric’s transmission lines are designed to exceed NESC requirements by accounting for additional load cases due to various ice and wind loading conditions beyond what is required by NESC. This means that PPL Electric lines are designed to operate safely and reliably during extreme inclement weather. In addition, PPL Electric design standards include a clearance to ground buffer in excess of NESC-required clearances to account for construction and design tolerances and the filling or grading of land within the right-of-way by property owners. This buffer also significantly reduces the risk of a property owner inadvertently contacting a transmission line. This has occurred on PPL Electric’s system in the past and higher clearances minimize the likelihood of future occurrences.

TABLE 4-1: 69 kV Vertical Clearance to Ground

Surface Underneath Conductors	NESC Standard Clearance	PPL Conductor Clearances
Roads, streets, and other areas subject to truck traffic	19.2 Ft.	22.2 Ft.
Other land traversed by vehicles such as cultivated grazing, forest, orchards, etc.	19.2 Ft.	22.2 Ft.
Spaces and ways subject to pedestrians or restricted traffic only	15.2 Ft.	22.2 Ft.
Track rails of railroads (except electrified railroads using overhead trolley conductors)	27.2 Ft.	30.2 Ft.

TABLE 4-2: 138 kV Vertical Clearance to Ground

Surface Underneath Conductors	NESC Standard Clearance	PPL Conductor Clearances
Roads, streets, and other areas subject to truck traffic	20.6 Ft.	23.6 Ft.
Other land traversed by vehicles such as cultivated grazing, forest, orchards, etc.	20.6 Ft.	23.6 Ft.
Spaces and ways subject to pedestrians or restricted traffic only	16.6 Ft.	23.6 Ft.
Track rails of railroads (except electrified railroads using overhead trolley conductors)	28.6 Ft.	31.6 Ft.

TABLE 4-3: 230 kV Vertical Clearance to Ground

Surface Underneath Conductors	NESC Standard Clearance	PPL Conductor Clearances
Roads, streets, and other areas subject to truck traffic	22.5 Ft.	25.5 Ft.
Other land traversed by vehicles such as cultivated grazing, forest, orchards, etc.	22.5 Ft.	25.5 Ft.
Spaces and ways subject to pedestrians or restricted traffic only	18.5 Ft.	25.5 Ft.
Track rails of railroads (except electrified railroads using overhead trolley conductors)	30.5 Ft.	33.5 Ft.

TABLE 4-4: 500 kV Vertical Clearance to Ground

Surface Underneath Conductors	NESC Standard Clearance	PPL Conductor Clearances
Roads, streets, and other areas subject to truck traffic	28.4 Ft.	31.4 Ft.
Other land traversed by vehicles such as cultivated grazing, forest, orchards, etc.	28.4 Ft.	31.4 Ft.
Spaces and ways subject to pedestrians or restricted traffic only	24.4 Ft.	31.4 Ft.
Track rails of railroads (except electrified railroads using overhead trolley conductors)	36.4 Ft.	39.4 Ft.

PPL Electric also uses a relay protection system on its transmission lines to protect public safety and transmission equipment. The purpose of relay protection is to automatically de-energize the line in the unlikely event that the line or supporting structure fails and the line contacts the ground.

2.0 PERIODIC MAINTENANCE PROGRAM ON ALL TRANSMISSION LINES

To ensure continued public safety and integrity of service, a periodic maintenance and inspection program is implemented for every transmission line. The program uses helicopter patrols, with supplemental foot patrols as needed. Helicopter patrols are performed on all lines on a predetermined frequency, depending on voltage level. The two-man helicopter crew flies parallel to and above the line so that the observer can look for signs of line damage or deterioration and

observe clearances between vegetation and conductors. The observations are included in a report that is forwarded to the appropriate department for corrective action.

3.0 PERSONNEL SAFETY RULES

Overall, PPL Electric designs and constructs projects with high regard to both public and employee safety and follows or exceeds all codes and requirements. The following are a few examples of PPL Electric's safety rules that demonstrate its dedication to employee and contractor safety:

- Procedures have been developed to allow work to be performed on energized facilities in a safe manner. When lines or apparatus are removed from service to be worked on, the Energy Control Process system is applied. This system provides that a red tag must be physically placed on the control handle of the de-energized equipment.
- The red tag may be removed only after proper authorization to energize the equipment has been received.
- Various other tags are used for limited operations and informational purposes.
- Employees or contractors will not apply or remove a tag or change the status of tagged equipment unless authorized.
- Temporary safety grounds are used on de-energized facilities for employee lineman safety during maintenance, construction, or reconstruction work. Safety grounds are wires connecting the de-energized facility to an electrical ground. If the facility should be energized, the safety grounds will divert the current directly to ground and reduce the likelihood of personal injury.
- Before applying grounds, a voltage test is performed to confirm that the line is de-energized. The voltage test device is checked before and after use to assure reliability.
- Poles or structures are inspected and examined for structural integrity before climbing. If there is any reason to believe that a pole is unsafe, it is stabilized before work is performed. Appropriate safety gear in the form of body belts, safety straps, hard hats, gloves, etc., is worn by linemen during line work activity.

4.0 MAGNETIC FIELD MANAGEMENT PLAN

PPL Electric's Magnetic Field Management Program is applied to new and reconstructed transmission line projects. Although there is no current scientific evidence demonstrating that magnetic fields cause any adverse health effects or pose a health or safety threat to the public, PPL Electric has established a policy to design its new and rebuilt transmission lines to reduce magnetic fields. To lower magnetic field exposures, the program generally prescribes the use of a line design that provides ground clearances higher than the required minimum NESC ground clearance and reverse phasing of new double circuit lines where it is feasible to do so at low or no cost. The implementation of additional modifications to reduce magnetic field levels is considered, provided those modifications can be made at low or no cost and will not interfere with the operation of the line.

The program will be applied to this Project and designed with clearances that are at least three feet higher than NESC standards.

ATTACHMENT 5

WHITPAIN – BUXMONT 230 KV LINE REBUILD PROJECT

FEDERAL AGENCIES

U.S. Army Corps of Engineers
Philadelphia District
1650 Arch Street,
Philadelphia, PA 19103-2004
Attn: Public Affairs Office

U.S. Fish and Wildlife Service
Pennsylvania Field Office
110 Radnor Road, Suite 101
State College, Pennsylvania 16801
Attn: Lesa Lindsay, Administrative Officer

STATE AGENCIES

Pennsylvania Bureau of Investigation and Enforcement
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street
2nd Floor, Room-N201
Harrisburg, Pennsylvania 17120
Attn: Alison Kaster, Bureau of Investigation and Enforcement Director

Pennsylvania Department of Environmental Protection
Headquarters
400 Market Street
10th Floor Rachel Carson State Office Building
Harrisburg, Pennsylvania 17101
Attn: Regional Permit Coordination Office

Pennsylvania Department of Transportation
Keystone Building
400 North Street, Ninth Floor
Harrisburg, Pennsylvania 17120
Attn: Jeffrey Spotts, Chief Counsel

Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, Second Floor
400 North Street
Harrisburg, Pennsylvania 17120-0093
Attn: Emma Diehl, Division Manager

Pennsylvania Department of Conservation and Natural Resources
Rachel Carson State Office Building
400 Market Street
Harrisburg, Pennsylvania 17105-8767
Attn: Rebecca Bowen, Ecological Services Section Chief

Pennsylvania Game Commission
2001 Elmerton Avenue
Harrisburg, Pennsylvania 17110-9797
Attn: David Gustafson, Director, Bureau of Wildlife Habitat Management

Pennsylvania Fish and Boat Commission
Agency Headquarters
1601 Elmerton Avenue
Harrisburg, PA 17110
Attn: Timothy D. Schaeffer, Executive Director

Pennsylvania Office of Consumer Advocate
555 Walnut Street
5th Floor Forum Place
Harrisburg, Pennsylvania 17101-1923
Attn: Darryl Lawrence, Consumer Advocate

Pennsylvania Office of Small Business Advocate
555 Walnut Street
1st Floor Forum Place
Harrisburg, Pennsylvania 17101
Attn: NazAarah Sabree, Small Business Advocate

COUNTY AGENCIES

Montgomery County Conservation District
143 Level Road
Collegeville, PA 19426
Attn: Jessica Buck, District Manager

Montgomery County Planning Commission
P.O. Box 311
Norristown, PA 19404-0311
Attn: Neil K. Makhija, Commissioner

MUNICIPALITIES

Salford Township
139 Ridge Road
P.O. Box 54
Tylersport, PA 18971
Attn: Barbara Lynch, Chairman of the Board

Franconia Township
671 Allentown Road,
Telford, PA 18969
Attn: Grey R. Godshall, Chairman of the Board

Lower Salford Township
379 Main Street
Harleysville, PA 19438
Attn: Keith Bergman, Chairman of the Board

Towamencin Township
1090 Troxel Road
Lansdale, PA 19446
Attn: Joyce F. Snyder, Chairperson of the Board

LANDOWNERS

189 Morris Lawyers LLC
PO Box 428
Villanova, PA 19085-0428

Andrew & Angeliki Kamaratos
647 Store Road
Harleysville, PA 19438-2717

Andrew T & Jenalyn R Smith
2260 Schlosser Road
Harleysville, PA 19438-3129

Anne Bazik
2225 Kerr Road
Harleysville, PA 19438-3106

Anthony Marano
65 Alexandria Cir
Harleysville, PA 19438-3039

Arbour Square
303 W Madison Street
Unit 1500
Chicago, IL 60606-3380

Barbara Anne Curtin &
Ian Thomas Sterling
58 Cressman Road
Telford, PA 18969-1501

Bhavesh & Gira Patel
351 Cricket Lane
Harleysville, PA 19438-4307

Brian J & Kristin Hoover
853 Ruth Road
Telford, PA 18969-2330

Brian M & Heather L Hoover
941 Long Mill Road
Telford, PA 18969-2314

Bryan L & Melissa N Edwards
472 Harleysville Pike
Harleysville, PA 19438-2210

Caitlin H Lewis & Jeffrey C Vandermolen
590 Quarry Road
Harleysville, PA 19438-2712

Carmen S & Christine C Christy
2240 Schlosser Road
Harleysville, PA 19438-3129

Cheryl A Abbas & George Y Keryakos
516 Grayson Lane
Harleysville, PA 19438-2104

Christopher & Amy Canavan
751 Upper Mainland Road
Harleysville, PA 19438-2723

Christopher Cole
538 Oak Drive
Harleysville, PA 19438-2227

Commonwealth of Pennsylvania
PO Box 8552
Harrisburg, PA 17105-8552

Craig E & Carrie M Skinfill
353 Cricket Lane
Harleysville, PA 19438-4307

David & Annmarie Perlman
620 Quarry Road
Harleysville, PA 19438-2714

David H & Marie E Burks
358 Oak Ridge Lane
Harleysville, PA 19438-4308

David H & Marie G Reinford
833 Mill Road
Harleysville, PA 19438-1012

David K Kratz & Lisha M Stull
690 Store Road
Harleysville, PA 19438-2718

Douglas W Hartzell & Kay Charlie
621 Upper Mainland Road
Harleysville, PA 19438-2721

Foxlane Homes at Parkview LLC
1243 Easton Road Unit 205
Warrington, PA 18976-3801

Frank L & Sandra K Stout
98 Morwood Road
Telford, PA 18969-1514

George W & Catherine G Aaroe
2570 Kriebel Road
Harleysville, PA 19438-3116

Harold A & Patricia J Hunsicker
798 Hunsicker Road
Telford, PA 18969-2407

Highpointe at Salford
555 Croton Road Unit 400
King of Prussia, PA 19406-3176

Holly & Drew Bechtel
2130 Kulp Road
Harleysville, PA 19438-3009

Interstate Energy Corp
1415 Wyckoff Road
Farmingdale, NJ 07727

Jaime A & Chelsey C Cordero
347 Cricket Lane
Harleysville, PA 19438-4307

James B & Elizabeth A Cheyney
650 Grantham Lane
Harleysville, PA 19438-3802

James C Kintner & G Wanda
2165 Old Forty Foot Road
Harleysville, PA 19438-3018

James J & Donna Connor
2600 Kriebel Road
Harleysville, PA 19438-3118

Jeffrey M & Nola P Brusko
362 Oak Ridge Lane
Harleysville, PA 19438-4308

Jeffrey P & Kathleen E Stranges
844 Ruth Road
Telford, PA 18969-2329

Jillian M Dimuzio
532 Oak Drive
Harleysville, PA 19438-2227

Joseph A & Amy L Reinford
857 Ruth Road
Telford, PA 18969-2330

Kia N Coleman
514 Grayson Lane
Harleysville, PA 19438-2104

Kingscote Community Association
PO Box 460
Harleysville, PA 19438-0460

Lower Salford Limited Partnership
875 Hollins Street
Unit 202
Baltimore, MD 21201-1252

Lower Salford Township
379 Main Street
Harleysville, PA 19438-2309

Lower Salford Township Authority
PO Box 243
Harleysville, PA 19438-0243

Luke & Carolyn Dietterich
684 Store Road
Harleysville, PA 19438-2718

Luke J & Rachelle L Bergey
885 Mill Road
Harleysville, PA 19438-1012

M Chad & Julie A Yoder
175 Orchard Lane
Harleysville, Pa 19438-1663

Marcho Homestead Partnership
175 Orchard Lane
Harleysville, PA 19438-1663

Mary Muscara
2130 Old Forty Foot Road
Harleysville, PA 19438-3019

Matthew J Grywalski
736 Store Road
Harleysville, PA 19438-2720

Matthew R Short & Joyce A Whittaker
75 Alexandra Circle
Unit 4
Harleysville, PA 19438-3137

Meghan & Eric S Entenman
630 Coles Court
Harleysville, PA 19438-2738

Michael A & Joan K Labosh
493 Moyer Road
Harleysville, PA 19438-2301

Michelle Brennan & Scott Guretsch
512 Grayson Lane
Harleysville, PA 19438-2104

Montgomery Woods Owner Llc
112 S French Street
Unit 105MP
Wilmington, DE 19801-5035

Nannette Velayos & Nicholas W Lenczyk
94 Cressman Road
Telford, Pa 18969-1501

Nathan & Meredith Grace Hughes
635 Old Sumneytown Pike
Harleysville, PA 19438-1628

Park Crossing at Salford Planned Community Association
555 Croton Road
Unit 400
King of Prussia, PA 19406-3176

Patricia D & Ronald D Shaw
1004 Dekalb Street
Bridgeport, PA 19405-1216

PECO
2301 Market Street
Philadelphia, PA 19103-1380

Reserve at Salford Community Assn Inc
250 Gibraltar Road
Horsham, PA 19044-2323

Robert & Doris M Klause
2245 Kerr Road
Harleysville, PA 19438-3106

Robert M & Judith A Cameron
680 Store Road
Harleysville, PA 19438-2718

Robert R Davis
611 Coles Court
Harleysville, PA 19438-2739

Robert S & Marianne P Landis
886 Morwood Road
Harleysville, PA 19438-1015

Ronald R Streeper & Amy Moyer
2650 Kriebel Road
Harleysville, PA 19438-3118

Rosecliff Manor Community Association
Po Box 436
Harleysville, PA 19438-0436

Russell D & Beth D Freer
620 Coles Court
Harleysville, PA 19438-2738

Sameh Z Salib & Amal Bennala
397 Cambridge Circle
Harleysville, PA 19438-2375

Sandra L Reifsneider
3420 Fry Road
Harleysville, PA 19438-3202

Scott & Katherine Vass
2540 Kriebel Road
Harleysville, PA 19438-3116

Sherry A York
2675 Kriebel Road
Harleysville, PA 19438-3117

Shoppes at Harleysville Condominium Assn
Po Box 1555
Kulpsville, PA 19443-1555

Stanley Dean Hoff
360 Oak Ridge Lane
Harleysville, PA 19438-4308

Stephen S & Melinda R Boyle
138 Morris Road
Harleysville, PA 19438-2710

Steven A & Brenda A Snyder
2580 Kriebel Road
Harleysville, PA 19438-3116

Steven A & Wanda Y Martin
610 Coles Court
Harleysville, PA 19438-2738

Steven Scott & Terri Lottie Pyle
2652 Kriebel Road
Harleysville, PA 19438-3118

Store Road LLC
PO Box 1846
Media, PA 19063-8846

Terence M & Meghan M Oconnell
518 Grayson Lane
Harleysville, PA 19438-2104

Thomas Beckett & Danielle Broadhurst
488 Harleysville Pike
Harleysville, PA 19438-2210

Vedagita Center Properties LLC
450 Penllyn Blue Bell Pike
Blue Bell, PA 19422-1628

VV355 LLC
1 Belmont Avenue
Unit 520
Bala Cynwyd, PA 19004-1608

Wayne & Sarah Sansoucie
683 Northfield Lane
Harleysville, PA 19438-1698

Wereuche Nze
340 Cricket Lane
Harleysville, PA 19438-4307

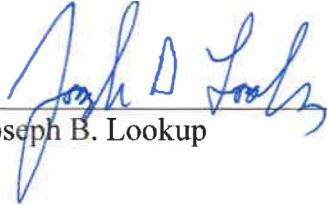
Westrum Harleysville Ii Llc
370 Commerce Drive
Fort Washington, PA 19034-2619

Zachary Moore
1015 Long Mill Road
Telford, PA 18969-2317

VERIFICATION

I, JOSEPH B. LOOKUP, being the Vice President – Transmission & Distribution Planning and Asset Management at PPL Services 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 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: October 9, 2026



Joseph B. Lookup