

**CENTRAL MAINE POWER COMPANY
RESPONSE TO ORAL DATA REQUEST NO. 3
DOCKET No. 2008-255**

December 10, 2008

ODR-03-10

- Q.** Update EX-02-24 to include notes from CMP, PSNH, & ISO. Include reference to PAC meetings.
- A.** Attachment 1 contains the notes taken by PSNH at various ISO-NE study group meetings. Attachment 2 consists of the notes taken by PSNH at the June 17, 2008 NEPOOL Reliability Committee meeting. The redacted notes do not have any reference to the MPRP project and are irrelevant to this proceeding.

Attachment 3 contains notes taken by CMP at the ISO-NE MPRP Management Meeting.

ISO-NE is filing a separate response to this request.

Response Prepared By:

Allen W. Scarfone
Manager – Transmission System Planning
Northeast Utilities Service Company

Mary Smith
MPRP Project Manager
Central Maine Power Company

Response Submitted By:

Paul A. Dumais
Director of Regulatory Services
Central Maine Power Company

Attachment(s):

1. Notes taken by PSNH at various ISO-NE study group meetings
2. Notes taken by PSNH at the June 17, 2008 NEPOOL Reliability Committee meeting.
3. Notes taken by CMP at November 18, 2008 meeting of the ISO-MPRP Management meeting

2007-01-04

Maine Power Reliability Program Study Group Meeting at Energy Park, Manchester, NH.

Attendees:

Brent Oberlin- ISO-NE
Jinlin- ISO-NE
Geoff- Program Manager
Tom Osgood- Maine Public Service
Dave Conroy- CMP
Rick Conant- RLC
Debbie Manning- BHE
Mary-
Juan Santos- NU
Jim DiLuca- NU

Dave Conroy gave an introduction of the 'Maine Power Reliability Program' study, MPRP. The study will provide a comprehensive 10-year assessment of the Maine transmission system. Working group to review the scope and be a the primary peer review group for the study results. By June 2007 the preferred alternative is to be selected. By October 1, 2007, the objective is to have PPA approval.

Rick Conant stated that this study is to be kept confidential at this point in time. A number of Maine stakeholders are not yet aware of the potential impact of this study. CMP is intending on going to PAC sometime in February. CMP has contracted RLC to perform the study work, however ISO-NE is the owner of this effort.

Base cases are from ISO-NE. Base cases should be set-up in about a week. Transfer analysis not intended to be the driver of the study. A transfer benefit analysis will likely fall out of the study. This is mainly a Maine reliability study under stressed Maine generation dispatches, not a Maine export study.

Initially, the steady-state analysis will be focused on first, then stability and short circuit.

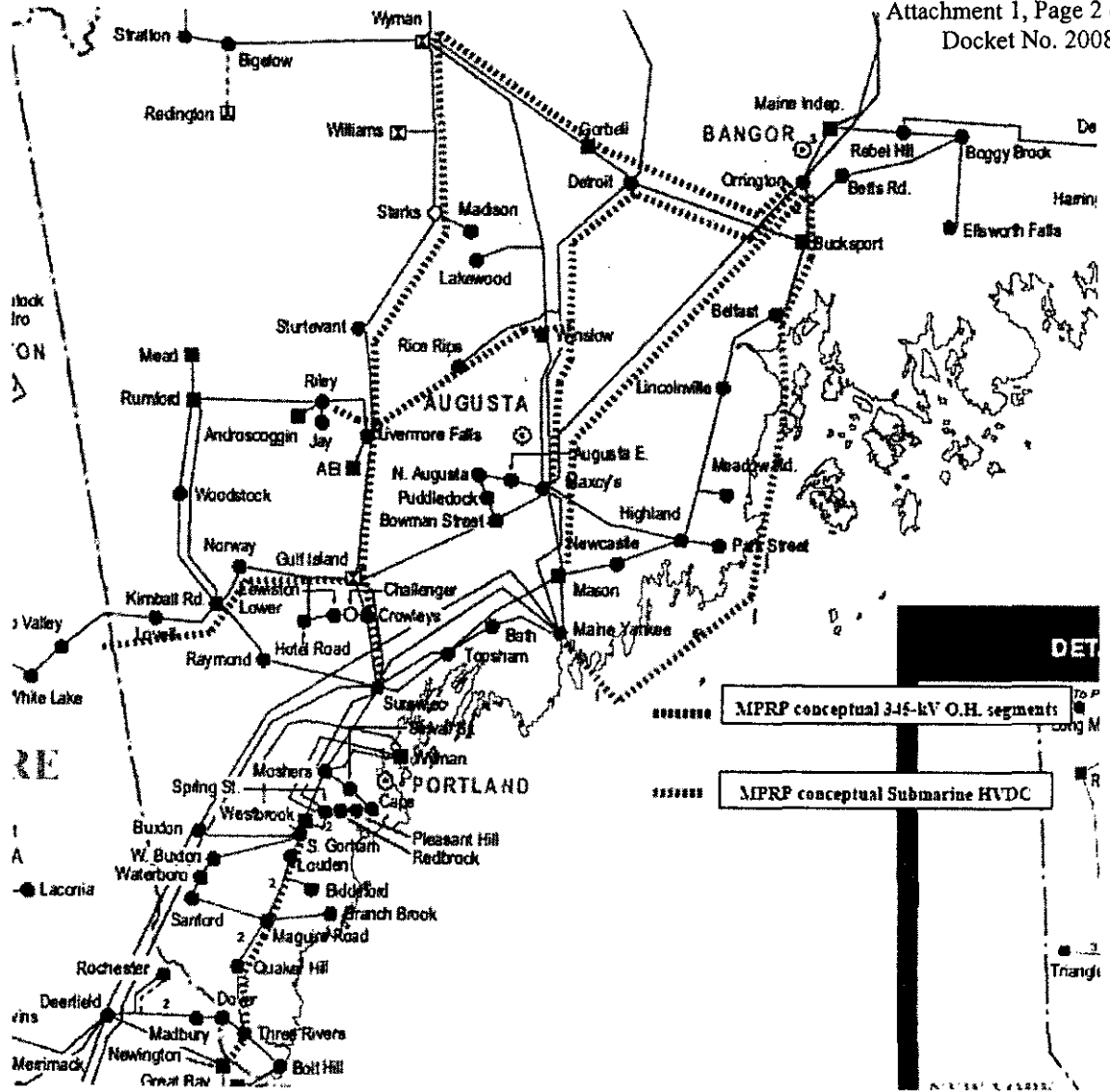
By Jan. 15, base cases out for review. By Jan. 22, N-1 results out for review. By Jan. 29, N-1-1 results out for review. March 29 draft needs assessment completed.

Next meeting; Feb. 7, Wed., 10:00 AM.

PNSH Action Items:

Send Brent an email questioning the potential for short circuit impacts on generator main breakers within the study area.

Send Rick the PSNH change files to update the base cases by next Friday 01/12/07.



Created from whiteboard drawing during 2007-01-04 MPRP meeting, J.DiLuca.

3/14/07

MPPRP Teleconf. - 'Needs Assessment Study' Update

R. Conant }
D. Green } RLC
T. Roberts }
B. Oberlin } ISO-NE
Jimlin }
B. Jagolinzer }
D. Conroy } CMP
J. Di-za - VII

- NU - Check SPS loading at Saco Valley and Intermid
Get back to RLC
- NU - Review Overview document, comments ASAP

MEPCO SPS's assumed not to operate for the Needs Assessment study, will likely be a driver for additional 345-kV from Orrington, however the SPS's may be considered viable alternatives. CMP awaiting input from ISO-NE.

* Next teleconf. Fri. 3/23 9:00 AM

3/23/07 MPRP Teleconf. - 'Needs Assessment Study' Update
see emailed material

D. Green } RLC

T. Roberts }

Saco Valley & Beebe UVLS schemes?

B. Oberlin - ISO-NE

D. Manning - BAE

D. Conroy - CMP

J. DiLuca - NU

* Next teleconf. 4/2

MPRP Study Group Meeting,
May 30, 2007, Wednesday
Manchester, NH -- Energy Park 10:00 AM

Rick Conant- RLC (consulting)
Tammy Roberts- RLC
Dave Green- RLC
Brent Oberlin- ISO-NE
Dave Conroy- Central Maine Power
Geoff Thomas - Central Maine Power
Jim Jiottis- NU (substation engineering)
Juan Santos- NU (transmission planning)
Jim DiLuca- NU (transmission planning)
Dennis Mullen- NU (NH Local Control Center)
Stacey Dimou- Bangor Hydro Electric
Jeff Fenn- Bangor Hydro Electric (telecom)
Debbie Manning- Bangor Hydro Electric (telecom)

Project Schedule Update

Geoff Thomas gave a schedule update- Phase I- ISO-NE process, RSP listing in July rev. 'conceptual' project, PPA target approval by Oct. 1, 2007, still considered achievable. Phase II- Permitting at state and local levels. R.O.W. evaluations under way (about 630 miles), wetlands analysis to start getting underway, once the preferred alternatives are identified.

Southern Maine 345-kV Conceptual Ideas

Southern Maine 345-kV alternatives could be considering the Three Rivers S/S for a 345-kV interconnection (tapping into Line 307), according to Jim Jiottis land is tight at Three Rivers. Another possibility is Kimball Rd.- Beebee- Webster 345-kV, according to Jim Jiottis this is feasible, but problematic. Another possibility is to come into Rochester with a 3rd 345-kV circuit.

Gosling Rd. Project has been assumed in-service in the MPRP studies (2017 load). ISO-NE is concerned that the Gosling Rd. will not have a PPA in time that MPRP will be striving for its PPA. The soonest that MPRP would be in-service would be 5 years from now, 2012. Its assumed that Gosling Rd. will be in service by 2012.

PAC Forum

MPRP Needs Assessment presented to PAC by ISO-NE, May 2007. Maine regulators suggested generation alternatives and that SPSs due need to be considered as possibly part of the solution.

Study Update (see handouts)

A key finding of re-evaluating the dependence on SPSs to be removed from the MPRP Needs Assessment. Final draft almost completed, to be sent out tomorrow, comments due by next Wednesday.

Alternatives Presentation (see handouts)

MPRP Study Group Meeting,
June 19, 2007, Tuesday
Augusta, ME – Central Maine Power 8:30 AM

Rick Conant- RLC (consultant)
Tammy Roberts- RLC
Dave Green- RLC
Brent Oberlin- ISO-NE
Mary Smith- Central Maine Power
Dave Conroy- Central Maine Power
Geoff Thomas - Central Maine Power
Bruce Metrick- Chimroe (consultant)
Jim DiLuca- NU (transmission planning)
Debbie Manning- Bangor Hydro Electric (telecom)
Stacey Dimou- Bangor Hydro Electric (telecom)
Dave Dominae- EPRO (consultant, environmental/siting)

Project Schedule Update

Rick Conant of RLC- Final draft of the 'Needs Assessment' ready to be released to PAC . The executive summary of the Needs Assessment will be distributed at the Non-transmission alternatives "NTA" meeting to be held tomorrow in Augusta, ME. 'LeCapra' is working with RLC for their economic analysis.

Northern Maine 345-kV Alternatives Update (see handout)

In addition, 115-kV upgrades needed in the Mid Coast and Winslow-Skohegan areas, to address thermal and voltage issues. Mason 345/115-kV autotransformer rating has been increased, to be noted in future reporting.

Southern Maine 345-kV Alternatives (see handout)

S. Gorham 345/115-kV autotransformer rating will be increased, to be noted in future reporting.

Non-Electrical Transmission Line Criteria Matrix

Dave Dominae of EPRO gave a presentation on the following:

Phase I- desktop analysis with readily available data.

Required permits: Maine DEP, U.S. Army Corps of Engineers, Municipalities

Land use/Real estate: existing ROW, land purchase, sensitive land (e.g. school)

Environmental issues: least damaging to sensitive area (e.g. wetlands, endangered animal and plant species)

Physical barriers: e.g. water crossings

Community experience: communities for/against transmission expansion

Cost

Phase II- "boots on the ground" data collection

vernal pools, wetland delineation, rare, threatened or endangered species

MPRP Study Group Meeting,
August 9, 2007, Thursday
Manchester, NH – Energy Park 9:00 AM

Rick Conant- RLC (consultant)
Tammy Roberts- RLC
Dave Green- RLC
Brent Oberlin- ISO-NE
Mary Smith- Central Maine Power (teleconf)
Dave Conroy- Central Maine Power
Geoff Thomas - Chimroe (CMP consultant) (teleconf)
Jim DiLuca- NU (transmission planning)
Tom Osgood- MPS (teleconf)
Debbie Manning- Bangor Hydro Electric (teleconf)

Common Reinforcements

Rick Conant of RLC provided a handout and gave an update of 'common reinforcements'. Rick also gave a summary of the N-1 alternatives. Of the 'Northern' alternatives N3 and N4 are relatively weak. Current electrical ranking (RLC) is N5, N1, N2, N4, N3. Of the 'Southern' alternatives (S1, S2, S3) S1 and S2 are preferred. S3 needs the same upgrades as S2, S3 does not appear to economically feasible.

Southern Alternatives N-1-1 Assessment

Dave Green of RLC provided a handout and gave an overview of the assumptions used in the N-1-1 analysis. Maguire Rd.-Gosling Rd. 345-kV, to be added as another alternative; to overcome deficiencies with Maguire Rd.-Three Rivers 345. 307 and N133 DCT has not been included, to be added.

Northern Alternatives N-1-1 Assessment

Tammy Roberts of RLC gave an overview of this assessment (see handout).

345-kV Lines 375/392 double circuit contingency may be a survivable contingency with N1 and a 345-kV Maxcys-Gulf-Suro leg from N5.

Dispatch D2 to be analyzed, stressed western Maine generation.

Aristook County 800 MW wind farm (Hariff?, teleconf) interconnection sensitivity. CMP and MPS and NPCC have a study group and are looking for a starting point to assume for MPRP. Looking like N5.

Next meeting September 5, Wednesday, Portland, ME

MPRP Study Group Meeting,
September 5, 2007, Wednesday
Portland, ME – CMP, Canco Rd. Office 8:30 AM

Rick Conant- RLC (consultant)
Tammy Roberts- RLC
Dave Green- RLC
Brent Oberlin- ISO-NE
Mary Smith- Central Maine Power
Debbie Manning- Bangor Hydro Electric (teleconf)
Jim DiLuca- NU (transmission planning)

Northern Alternatives N-1-1 Assessment

BHE has a concern with the N-1-1 dispatch assumption of MIS, Bucksport, INDEC all oos; e.g. long term outage of an Orrington auto. Study to adjust dispatch bringing 'on' INDEC 5 and 6.

Tammy Roberts of RLC gave an overview of this assessment (see handout).

Alternative for interconnection with PSNH

345-kV Line 307 interconnection at Three Rivers was original studied. 115-kV Line N133 requires rebuilding.

345-kV interconnection to Newington was studied. This eliminates the need for a new Three Rivers 345-kV substation and reduces reliance on Line 307 to support Maguire Rd.

The new alternative connects to Newington 345-kV not connecting at Three Rivers.

Alternative S2 may reduce ME-NH transfers. RLC to look at establishing a preproject 2017 transfer limit and then add S2 and perform transfer analysis.

Alternative S1 requires rebuild of N133.

ISO-NE requesting the status of the Gosling Rd. project?

Next meeting September 5, Wednesday, Portland, ME

MPRP Study Group Meeting,
October 10, 2007, Friday
Manchester, NH – Energy Park 9:00 AM

Rick Conant- RLC (consultant)
Tammy Roberts- RLC
Dave Green- RLC
Brent Oberlin- ISO-NE
Aftan Atan- ISO-NE
Jim DiLuca- NU (transmission planning)
Debbie Manning- Bangor Hydro Electric (teleconf)
Geoff Thomas - Chimroe (PM consultant teleconf)

Mary Smith- Central Maine Power

Recap Since Last Meeting

For N-1-1, in lieu of CMP shedding 300 MW, 115-kV Line N133 is proposed to be rebuilt. Southern Maine Alternative 345-kV will be proposed to connect to Newington rather than Three Rivers. Orrington- Maxcys 115-kV line to be prebuilt to 345-kV.

Bangor Hydro N-1-1 Analysis

Evaluated a '115-kV caps only' approach, which required upwards of 70 Mvar of caps; 115-kV Maxcys-Orrington line + 50 Mvar of caps.; 115-kV Graham-Chester line + 30 Mvar of caps.; a 3rd Orrington auto.; Chester auto + rebuild of Section 64 bundled.

PSNH

New 345-kV line from Maguire Rd. to Newington to share a bay position with Newington Energy Three Rivers to Newington; Lines N133, 307, new 345-kV ckt. on separate structures. N133 river crossing approximately 2 miles.

estimated ISD 2012

ISO-NE requesting the status of the Gosling Rd. project?

#

Next meeting November xx,

MPRP Study Group Meeting,
November 09, 2007, Friday
Augusta, ME – Central Maine Power Office 9:00 AM

Rick Conant- RLC (consultant)
Tammy Roberts- RLC
Dave Green- RLC
Brent Oberlin- ISO-NE
Jim DiLuca- NU (transmission planning)
Mary Smith- Central Maine Power
Dave Conroy- Central Maine Power
Debbie Manning- Bangor Hydro Electric (teleconf)
Jinlin Zhang- ISO-NE

Geoff Thomas - Cianbro (PM consultant teleconf)

This Meeting

Goal is to wrap-up the alternatives selection based on electrical performance, with a preferred alternative. See handout.

Bangor Hydro N-1-1 Analysis

Outage of both Orrington 345/115-kV autos. to meet reliability criteria:
A new 115-kV Maxys-Orrington circuit
Chester 345/115-kV auto
Rebuilding Section 64 as bundled 795 kcmil ACSR

A future 345-kV Chester to Orrington ckt was discussed, R.O.W north of Orrington is in question; Debbie Manning to look into and get back to the group.

BHE questioned if Alternative N3 could run 345-kV from Chester rather than Orrington. N3 has the greatest 345-kV ckt miles and is not a top electrical performer.

New Hampshire to Maine Transfer Capability

Y138 PAR set to zero. Alternative S1 provides a higher south-north transfer. 115-kV Line H137 at approximately 90% of LTE under some conditions.

Review of Northern Upgrades SPS Assessment

Preproject analysis. Dispatch D2 mainly voltage constrained, D5 mainly thermal constrained. The Maine Yankee 375/392 DCT could trigger SPS to island the maritimes or trip NB generation with Direct Path Logic (DPL). 300 MW firm NE-NB, 550 MW south to north (south-MY) The DCT SPS helps for north to south transfers, however for south to north thermal overloads resulted. N-1-1 analysis also performed. SPS will not mitigate all of the reliability concerns.

Year of Need Analysis

Started with 2012 load level.

Southern Maine- d4 (Yarmouth 4 and Westbrook OOS) rather than d1 (Westbrook & Yarmouth 3 OOS). d4 shows need for S. Gorham to Maguire Rd. 345-kV, whereas d1 did not. d4 used in the N-1-1 for the southern alternatives. Line N133 overload set aside for this analysis.

MPRP Study Group Meeting,
November 09, 2007, Friday
Augusta, ME -- Central Maine Power Office 9:00 AM

Longevity Analysis

Analyzed year 2027, comment made to correlate local area loadings in MW.

Sensitivity Analysis

Green Line

Wind Interconnection- 800 MW at Chester, 250 MW at Wyman, 250 MW at Rumford.

Next meeting December.



MAINE POWER RELIABILITY PROGRAM

A CENTRAL MAINE POWER COMPANY PROGRAM

COORDINATION OF THE PSNH PORTION OF THE MPRP

Date: Wednesday, April 16, 2008

Time: 10:00 a.m. to 2:30 p.m.

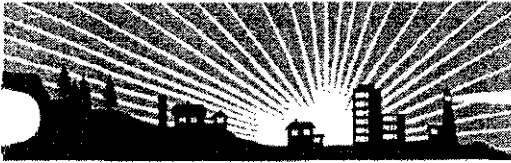
Location: CMP – GO Auditorium
Augusta, Maine

Attendees: Jim Jiottis – PSNH
Girish Behal – NU
Laura Games – PSNH (permitting)
Mary Smith – CMP (PM)
Rick Conant – RLC
Geoff Thomas – Cianbro(program management)
Bruce Metrick – Cianbro
Steve Walker – Power Engineering
Dave Dominie – TRC (permitting)
Kay Rand – Bernstein Shur
Tom Welch – Pierce Atwood (part-time)
Tom Doyle – Pierce Atwood (part-time)
Tammy Roberts – RLC
Jim DiLuca- NU

*highlight indicates invitees present

~AGENDA~

10:00	Welcome	Geoff
	Safety – Stand & Deliver	Geoff
	Progress since last meeting	Geoff / All
	Issue a communications protocol	
	Vernal pool and wetland	
	PSNH appears to have eminent domain in Maine.	
	PPA coordination, to be determined.	
	Prepare Three Rivers vs. Newington comparison.	
	Where the MPRP is with regard to stopping at Three Rivers vs. going to Newington	Bruce / Geoff
	Confirm 345-kV Line 307 thermal ratings, check with Jiottis if PP7 was applied, forward ratings to RLC.	
	Could the 140C max. allowable conductor temp. be applied?	



MAINE POWER RELIABILITY PROGRAM

A CENTRAL MAINE POWER COMPANY PROGRAM

Current Plans

Mary

For the new 345-kV circuit river crossing, CMP's approach is to first try and buy additional ROW rather than moving existing circuits. If this runs into problems, then the new circuit would be fit into the existing ROW and existing circuits relocated.

- Transmission Alternatives

Without Gosling Rd. autos in-service, does N133 need to be rebuilt?

- Non-Transmission Alternatives

Elm St. to downtown Portland may drop off from MPRP due to NTA studies.

Coordination of:

- Environmental Assessment
- Engineering & Design
- Estimating

Dave

Steve

For the PSNH portion of the project, Power Engineers to develop detailed engineering design and forward to PSNH for estimating purposes.

Bruce

- Real Estate
- External Affairs
- Ordinance Amendments
- ISO-NE 1.3.9
- TCA

Geoff

Kay

Kay

Mary

Mary

Need to assure that the PSNH and CMP assumptions are consistent and differences explained.

12:15 LUNCH

2:00 Coordination of:

- CPCN Filing
- DEP and Other Permitting

Tom W

Mary/Tom D

PSNH Information Needed by MPRP

Bruce/Steve

MPRP Information Needed by PSNH

Jim

Action Item Review

Geoff

Path Forward

Geoff/Jim

2:30 Adjourn

Allen Scarfone Notes from 6/17/08 Reliability Comm. Meeting



2.3 Maine Power Reliability Project – CMP's 36 transmission PPAs to enhance the reliability of the 115 kV and 345 kV system in the State of Maine and NU's three supporting transmission PPAs. (All have proposed in-service dates of June 2012.) (Presentation)(D. Conroy)

CMP-08-T03 – to construct a new 345 kV line of approx. 59 mi. from Orrington Substation in Orrington through Detroit to the new Albion Road Substation in Benton and to construct a new 115 kV line of approx. 54.8 mile from Orrington to Maxcys Substation in Windsor designed for 345 kV operation and initially operated at 115 kV, and add one new 345 kV breaker and 2 new 115 kV breakers to accommodate the termination of the new lines.

CMP-08-T04 – to construct a new 21-mi. 345 kV line from Maxcys Substation and to terminate the line at a 3-breaker 345 kV ring bus to be constructed as part of a new Albion Road Substation in Benton that will conform to NPCC BPS requirements and will include a new 240/448 MVA 345/115/13.8 kV transformer to be terminated at an 11-breaker 115 kV ring bus that will also terminate several lines, including a new 4.8 mi. 115 kV line from Winslow Substation and the looped segments of Sections 67 and 84.

CMP-08-T05 – to expand the existing cap bank to 25 MVAR and add a second 25 MVAR cap bank on the opposite end of the Heywood Road bus, with each bank switched by its own circuit switcher, plus to add a single breaker to protect both banks.

CMP-08-T06 – to add one new breaker to terminate the new 115 kV line and to add two 25 MVAR switched capacitor banks at Winslow Substation.

CMP-08-T07 – to add a 25 MVAR cap bank on the 115 kV bus (in coordination with the Kibby Wind Project) and associated relaying at the Wyman Hydro Substation in Bingham.

CMP-08-T08 – to add a 10.8 MVAR cap bank and associated breaker and relaying at Belfast 115 kV Substation for the Section 86 Line.

CMP-08-T09 – to add a new 115 kV breaker at the Highland 115 kV Substation in Warren for terminating the new 115 kV line from Maxcys Substation.

CMP-08-T10 – to construct a new 5-breaker ring bus at East Deering Substation in Portland for terminating a new line from Elm Street Substation and to construct and terminate a new 4 mi. underground 115 kV line from Cape Substation in South Portland, with associated relaying and to add a 20/37 MVA 115/34.5 kV transformer.

CMP-08-T11 – to construct a 9-breaker 345 kV breaker-and-a-half configuration at the Maxcys Substation in Windsor and to add fourteen 115 kV breakers to convert the 115 kV bus to a five-bay breaker-and-a-half configuration. Additionally, construct a new 34.3-mi 345 kV transmission line to a new Gulf Island (Merrill Road) Substation, re-terminate several lines and relocate and re-terminate 2 existing cap banks.

CMP-08-T12 – to add a third bay to the Maine Yankee Substation in Wiscasset, with two new 345 kV breakers, and re-terminate the line Sections 378 and 392.

CMP-08-T13 – to add 8 new 345 kV breakers to create a breaker-and-a-half configuration at the Surowiec Substation in Pownal, to terminate new 345 kV Line to the new Gulf Island/Merritt Road Substation in Lewiston, and to construct approx. 12.4 mi. of new 345 kV line to the Elm Street Substation in Yarmouth, with associated relaying. Additionally, to split the existing 345 kV Buxton-Maine Yankee Section 375 and to re-terminate the lines at this substation, plus to upgrade breaker K374/377 for Independent Pole Tripping (IPT) capability.

CMP-08-T14 – to construct a new Elm Street Substation in Yarmouth conforming to NPCC BPS requirements with a 5-breaker 345 kV ring bus and a new 240/448 MVA 345/115/13.8 kV transformer and with an 11-breaker 115 kV ring bus for terminating a new E. Deering – Elm Street line and for looping and re-terminating the existing Sections 164 and 165.

CMP-08-T15 – to construct a new 345 kV Substation in South Gorham conforming to NPCC BPS requirements at the site of the existing S. Gorham tap, with an 8-breaker 345 kV breaker-and-a-half configuration for terminating a new S. Gorham- Maguire Line, the existing 345/115/13.8 kV autotransformer designated T1, and a new 345/115/13.8 autotransformer to

be designated T2 with a new 115 kV breaker, and to split the existing Section 386 Line and to upgrade five 115 kV breakers to IPT.

CMP-08-T16 – to construct a new 345 kV Maguire Road Substation in Kennebunk, conforming to NPCC BPS requirements, with a 6-breaker ring bus and including a new 240/448 MVA 345/115/13.8 kV autotransformer and a new 20.7-mi. portion of a 345 kV line from Maguire Road to Newington Substation, plus add 2 new 115 kV circuit breakers at the 115 kV Substation.

CMP-08-T17 – to a new 115 kV circuit breaker at Lewiston Lower Substation. Proposed in-service date: June 2012.

CMP-08-T18 – add one 115 kV breaker and construct a new 4.3-mi 115 kV line from Gulf Island Substation to Lewiston Lower Substation.

CMP-08-T19 – to construct a new 345 kV Merrill Road Substation in Lewiston, conforming to NPCC BPS requirements, with a 6-breaker ring bus and a new 240/448 MVA 345/115/13.8 kV autotransformer with two 40 MVAr reactors, plus a 10-breaker 115 kV ring configuration.

CMP-08-T19 – to construct a new 345 kV Merrill Road Substation in Lewiston, conforming to NPCC BPS requirements, with a 6-breaker ring bus and a new 240/448 MVA 345/115/13.8 kV autotransformer with two 40 MVAr reactors, plus a 10-breaker 115 kV ring configuration.

CMP-08-T20 – to add three 115 kV breakers and terminate new 115 kV lines to Livermore Falls and Rumford Substations.

CMP-08-T21 – to add two 115 kV breakers, and a second 25 MVAr cap bank, and to terminate new 115 kV lines to Riley Substation.

CMP-08-T22 – to construct an 8-breaker configuration for terminating new and existing lines and to construct a new 8.2-mi. 115 kV line from Livermore Falls Substation to Riley Street Substation.

CMP-08-T23 – to add a new 115 kV breaker at the Cape Substation and to terminate a new 115 kV line from East Deering.

CMP-08-T24 – to rebuild 1.8 mi. of the 115 kV Section 66 Detroit – Hartland Tap Line.

CMP-08-T25 – to rebuild 1.8 mi. of the 115 kV Section 67 Detroit – Heywood Road Tap Line.

CMP-08-T26 – to rebuild 25 mi. of the 115 kV Section 203 Detroit – Bucksport Line.

CMP-08-T27 – to rebuild 25.7 mi. of the 115 kV Section 84 Maxcys – Albion Road – Winslow Line.

CMP-08-T28 – to rebuild 3.6 mi. of the 115 kV Section 67A Albion Road – Heywood Road Line.

CMP-08-T29 – to rebuild 23 mi. of the 115 kV Section 80 Maxcys – Highland Line.

CMP-08-T30 – to rebuild 2.6 mi. of the 115 kV Section 166 Surowiec – Spring Street Line.

CMP-08-T31 – to rebuild 2.6 mi. of the 115 kV Section 166 Surowiec – Moshers Line.

CMP-08-T32 – to rebuild 12.4 mi. of the 115 kV Section 60 Maxcys – Bowman Street Line.

CMP-08-T33 – to rebuild 4.9 mi. of the 115 kV Section 88 Maxcys – Augusta East Side Line.

CMP-08-T34 – to rebuild 4.9 mi. of the 115 kV Section 89 Riley – Livermore Falls Line.

CMP-08-T35 – to rebuild 15.6 mi. of the 115 kV Section 229 Riley – Rumford Industrial Park Line.

CMP-08-T36 – to rebuild 22.5 mi. of the 115 kV Section 212 Bowman Street – Gulf Island Line.

CMP-08-T37 – to rebuild 9.2 mi. of the 115 kV Section 86 Bucksport – Belfast Line.

CMP-08-X01 – to rebuild 9.2 mi. of the 115 kV Section 86 Bucksport – Belfast Line.

(C. Beveridge's June 9, 2008 cover letter with Applications and one-lines, study reports, STF/FTF Recommendation)

NU-08-T08 – to construct a 6.3-mi. portion of a new 345 kV Line from CMP's Maguire Road Substation, via the Three Rivers Switching Station, to NU's Newington Substation in Newington, NH, with associated relaying.

NU-08-T09 – to rebuild the 115 kV #N-133 Schiller-Three Rivers and 345 kV #307 Three Rivers – Newington Lines in a double circuit tower configuration from Three Rivers to Newington to make room in the existing ROW for the new 345 kV Line.

NU-08-T10 – to modify the 345 kV Newington Substation by adding two 345 kV circuit breakers to accommodate the termination of the new 345 kV Line.

(J. Di Luca Jr.'s June 4, 2008 cover letter with Applications and one-lines)

Dave Conroy presented details on the MPRP project [REDACTED]

There were several questions on the Maine - NH interface. There are several EC's in southern New England that prevent an increase in ME- NH. [REDACTED]

Participants injected many cost comments to this "adverse impact test" the ISO-NE let this go. It should not have been such an issue here today.

The RC voted 82% (this should have been 100%) in favor of the motion.

Motion: It was moved and seconded to recommend to ISO New England Inc. that no significant adverse effect will result from Central Maine Power Company's ("CMP") thirty-seven Transmission Facilities Proposed Plan Applications (CMP-08-103 through CMP-08-139) and Northeast Utilities System Companies' ("NU") three Transmission Facilities Proposed Plan Applications (NU-08-108, CMP-08-109 and CMP-08-110) for the Maine Power Reliability Project ("CMP and NU portions of MPRP"), with the Project's proposed in-service date of June 2012, as detailed in Mr. Curt Beveridge's June 9, 2008 transmittal to Mr. Don Gates, Chairman, Reliability Committee and in Mr. James P. Di Luca Jr.'s June 4, 2008 transmittal to Mr. Donald Gates, Chairman, NEPOOL Reliability Committee, which plans will not have a significant adverse effect on the reliability or operating characteristics of the Central Maine Power Company's ("CMP") transmission facilities, the Northeast Utilities System Companies' ("NU") transmission facilities, the transmission facilities of another Transmission Owner, or the system of a Market Participant, subject to the CMP and NU portions of MPRP including the following:

1. (CMP-08-T03) At the Orrington Substation in Orrington, Maine, add one 345 kV circuit breaker, terminate a new 345 kV line, add two new 115 kV circuit breakers, and terminate a new 115 kV line. The new lines will be constructed of 2-1590 kemil ACSR54/19 Falcon conductor:
 - a. A new 59-mile 345 kV transmission line from Orrington Substation to a new Albion Road Substation in Benton.
 - b. A new 54.8 mile 115 kV transmission line from Orrington Substation to Maxcys Substation in Windsor, designed and built to 345 kV standards but operated at 115 kV.
2. (CMP-08-T04) In Benton, construct a new Albion Road Substation to be located in Benton, Maine, designed to meet the requirements associated with the Northeast Power Coordinating Council ("NPCC") Bulk Power System ("BPS") classification and consisting of:
 - a. A three-breaker 345 kV breaker-and-a-half yard to provide termination for the 345 kV transmission line to Orrington specified in Item 1 above and to provide termination for a new 345 kV line to be constructed from the new Albion Road Substation to Maxcys Substation;
 - i. A new 21-mile 345 kV transmission line from Albion Road to Maxcys constructed of 2-1590 kemil ACSR Falcon conductor;
 - b. One 240/448 MVA, 345/115/13.8 kV, 6.00 percent impedance autotransformer, with two 40 MVAR reactors connected to its 13.8 kV tertiary winding;
 - c. An eleven-breaker 115 kV four-bay breaker-and-a-half yard which shall provide for termination of the autotransformer above, termination for a new 115 kV transmission line to be constructed from Albion Road to Winslow, and termination of five additional 115 kV line Sections. Section 84 (Maxcys to Winslow) will be split into two Sections that will both terminate at the new Albion Road Substation: Section 84 to Winslow Substation and Section 258 to Maxcys Substation. The existing three-terminal line consisting of Section 67 (Detroit to 67A Tap to Maxcys) and 67A (67A Tap to Heywood Road) will be split into three Sections that will each terminate at the new Albion Road Substation: Section 67 to Detroit Substation, Section 257 to Maxcys Substation and Section 259 to Heywood Road Substation.
 - i. A new 4.8-mile 115 kV transmission line from Albion Road to Winslow Substation, constructed of 1113 kemil ACSR 45/7 Bluejay conductor.
3. (CMP-08-T06) At Winslow Substation in Winslow, terminate a new 115 kV transmission line, reference 2.c above, with one new 115 kV circuit breaker at Winslow, and two individually switched 25 MVAR capacitor banks
4. (CMP-08-T05) At Heywood Road Substation, expand the size of the existing capacitor bank from 20 to 25 MVAR and add a second 25 MVAR capacitor bank on opposite ends of the Heywood Road bus, with each bank individually switched by its own circuit switcher and a single circuit breaker to protect both banks.

5. (CMP-08-T11) At Maxcys Substation in Windsor, replace the existing 345 kV three-breaker ring bus arrangement with a new nine-breaker, breaker-and-a-half configuration, by adding six new 345 kV circuit breakers; terminate a new 345 kV transmission line from Maxcys Substation to the new Albion Road Substation (reference 2.a. above); construct and terminate a new 345 kV transmission line from Maxcys Substation to a new Gulf Island (Merrill Road) Substation (see Item 6.a below); and add two 40 MVAR reactors to the tertiary winding of the existing 240/448 MVA 345/115/13.8 kV autotransformer. Convert the existing 115 kV straight bus to a 14-breaker five-bay breaker-and-a-half configuration which provides for termination of a new 115 kV transmission line to Orrington Substation (see Item 1 above); provides for termination of a new 115 kV transmission line to Highland Substation (see Item 20 below); provides for termination of existing line Sections 84, 67, 80, 60, 68, and 88; provides for termination of existing 115/34.5 kV transformer; and provides for relocation and termination of the two existing 50 MVAR switched capacitor banks.
 - i. A new 34.3-mile 345 kV transmission line from Maxcys Substation to a new Gulf Island (Merrill Road) Substation in Lewiston.
 - ii. A new 23-mile 115 kV transmission line from Maxcys Substation to Highland Substation, constructed of 1113 kcmil ACSR 45/7 Bluejay conductor.
6. (CMP-08-T19) At Gulf Island (Merrill Road) Substation in Lewiston, construct a new 345 kV Substation which shall be constructed and operated to meet the requirements associated with the NPCC BPS classification and will include:
 - a. A six-breaker 345 kV ring bus (configured for a future full breaker-and-a-half layout) to provide termination for the new 345 kV transmission line to Maxcys Substation (see Item 5 above), to provide for termination of a new 345 kV transmission line to be constructed to Surowiec Substation (see Item 9 below), and termination of a new 345/115 kV autotransformer specified below:
 - i. A new 17-mile 345 kV transmission line from Merrill Road Substation to Surowiec Substation to be constructed with 2-1590 kcmil ACSR 54/19 Falcon conductor.
 - b. One 240/448 MVA, 345/115/13.8 kV, 6.00 percent impedance autotransformer, with two 40 MVAR reactors on its 13.8 kV tertiary winding;
 - c. A ten-breaker 115 kV four-bay breaker-and-a-half Substation which provides for termination of the autotransformer above, provides for termination of a new 115 kV transmission line to be constructed from Livermore Falls (see Item 15 below), and provides for termination of four additional 115 kV lines. NOTE: As currently proposed, the 115 kV Substation will intersect Section 64 and Section 201. Both lines will be split into two sections and terminate at the new Merrill Road Substation.
 - ii. A new 24.1-mile 115 kV transmission line from Gulf Island Substation to Livermore Falls Substation, constructed of 1113 kcmil ACSR 45/7 Bluejay conductor.
7. (CMP-08-T18) At the existing Gulf Island Substation, in Lewiston, add one 115 kV circuit breaker and construct a new 115 kV transmission line (see Item 21 below).
 - i. A new 4.3-mile 115 kV transmission line from the existing Gulf Island Substation to Lewiston Lower Substation, approximately 4.3 miles in length and constructed of 1113 kcmil ACSR 45/7 Bluejay conductor.
8. (CMP-08-T12) At Maine Yankee Substation in Wiscasset, add a third bay to the existing breaker-and-a-half substation, with two new 345 kV circuit breakers, and re-termination of line Sections 378 and 392.
9. (CMP-08-T13) At Surowiec Substation in Pownal, replace the existing 345 kV three-breaker ring bus arrangement with a new eleven-breaker, breaker-and-a-half configuration, with a total of eight new 345 kV circuit breakers, terminate a new 345 kV transmission line from Surowiec to the new Gulf Island (Merrill Road) Substation (reference 6.a. above); construction of a new 345 kV transmission line from Surowiec Substation to a new Elm Street Substation (see Item 10 below); split line Section 375 into Sections 375 and 3038, and terminate both line Sections into the new Surowiec bus arrangement. In addition, circuit breaker K374/377 must be upgraded to have Independent Pole Tripping (IPT) capability.
 - i. Construction of a new 345 kV transmission line from Surowiec Substation to a new Elm Street Substation, approximately 12.4 miles in length to be constructed with 2-1590 kcmil ACSR 54/19 Falcon conductor.

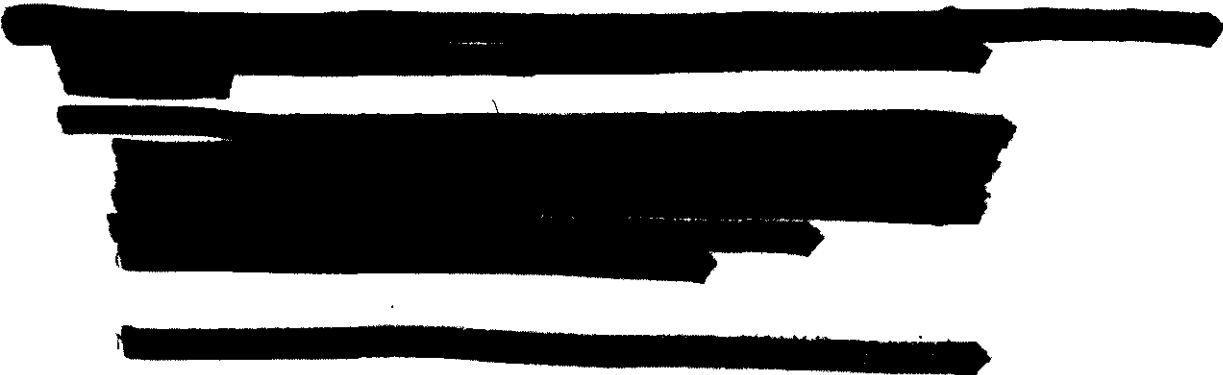
10. (CMP-08-T14) At the new Elm Street Substation to be located in Yarmouth, construct a new 345 kV Substation designed to meet the NPCC BPS requirements and consisting of:
 - a. A five-breaker 345 kV ring bus (configured for a future full breaker-and-a-half layout) to provide termination for the new 345 kV transmission line to Surowiec Substation (see Item 9 above): split Line Section 386 (South Gorham to WF Wyman) into Sections 3040 to South Gorham Substation and 3039 to WF Wyman Station and terminate both line Sections into the new Elm Street bus arrangement, and provide termination of a new 345/115 kV autotransformer specified below:
 - b. One 240/448 MVA, 345/115/13.8 kV, 6.00 percent impedance autotransformer;
 - c. Construction of a new eleven-breaker 115 kV four-bay breaker-and-a-half Substation with provision for terminating the autotransformer above, terminating a new 115 kV transmission line to be constructed from the new Elm Street Substation to East Deering Substation (see Item 13 below), and terminating existing line Sections 164S to Spring Street, 164N and 165N to WF Wyman, 165S to Moshers, and 164A to the existing Elm Street load.
 - i. A new 10-mile 115 kV transmission line from Elm Street Substation to East Deering Substation, constructed of 1113 kemil ACSR 45/7 Bluejay conductor.
11. (CMP-08-T15) At the South Gorham Substation in South Gorham, construct a new 345 kV Substation which shall be designed to meet the NPCC BPS requirements and consisting of:
 - a. An eight-breaker 345 kV three-bay breaker-and-a-half bus configuration to provide termination for a new 345 kV transmission line to be constructed from South Gorham Substation to Maguire Road Substation (see Item 12 below), to provide for termination of the existing line Sections 386 to Elm Street and 386 to Buxton, and termination of one existing 240/448 MVA 345/115/13.8 kV autotransformer (T1) and a second new 345/115 kV autotransformer (T2) specified below:
 - i. A new 21-mile 345 kV transmission line from South Gorham Substation to Maguire Road Substation, constructed of 1113 kemil ACSR 45/7 Bluejay conductor.
 - b. Add a new 240/448 MVA, 345/115/13.8 kV, 6.00 percent impedance autotransformer (T2) with a new 115 kV low-side breaker.
 - c. Upgrade five (5) 115 kV circuit breakers at South Gorham to have IPT capability (circuit breakers K162/219, K169/220, K223/231, K231-1 and K169-3).
12. (CMP-08-T16) At Maguire Road Substation in Kennebunk, construct a new 345 kV Substation which shall be designed to meet the NPCC BPS requirements and consisting of:
 - a. A six-breaker 345 kV ring bus (configured for a future full breaker-and-a-half layout) to provide termination for a new 345 kV transmission line to South Gorham Substation (see Item 11 above), to provide for termination for a new 345 kV transmission line to be constructed from Maguire Road to Newington Substation in the PSNH service territory (see Item 22 below), and termination for a new 345/115 kV autotransformer specified below:
 - i. A 20.7-mile portion of a new 345 kV transmission line from Maguire Road Substation to the Northeast Utilities portion of the line originating at Newington Substation, to be constructed with 2-1590 kemil ACSR 54/19 Falcon conductor.
 - b. One 240/448 MVA, 345/115/13.8 kV, 6.00 percent impedance autotransformer;
 - c. Addition of two (2) new 115 kV circuit breakers in the existing Maguire Road 115 kV Substation to terminate the autotransformer above.
13. (CMP-08-T10) At East Deering Substation in Portland, construct a new five-breaker 115 kV ring bus for terminating a new 115 kV transmission line to Elm Street (see Item 10 above) and for terminating a new 115 kV transmission line to be constructed to the existing Cape Substation, and for providing a 20/37 MVA 115/34.5 kV transformer to serve the local area transmission system.
 - i. A new underground 115 kV transmission line from East Deering Substation to Cape Substation in South Portland will be approximately 4.0 miles in length and constructed of a conductor to be determined.
14. (CMP-08-T23) At the Cape Substation in South Portland, add a new 115 kV circuit breaker for terminating the new 115 kV line from East Deering Substation (see Item 13 above).
15. (CMP-08-T22) At Livermore Falls Substation in Livermore Falls, construct a new eight-breaker 115 kV three-bay breaker-and-a-half configuration Substation with provision for terminating a new 115 kV transmission line to the new Gulf Island (Merrill Road) Substation (see Item 6.c above), provision for

terminating a new 115 kV transmission line to Riley Substation (see Item 18 below), and with provision for terminating existing line Sections 200, 89, and 63 and the local distribution load.

- i. Construction of a new 115 kV transmission line from Livermore Falls Substation to Riley Street Substation approximately 8.2 miles in length and constructed of 1113 kcmil ACSR 45/7 Bluejay conductor.
16. (CMP-08-T07) At Wyman Hydro Substation, add a 25 MVAR capacitor bank, to be coordinated with a pre-existing requirement for Kibby Wind.
17. (CMP-08-T21) At Rumford Industrial Park Substation, terminate a new 115 kV transmission line to Riley Substation (see Item 18 below), and add two new 115 kV breakers and a second capacitor bank at Rumford Industrial Park.
18. (CMP-08-T20) At Riley Substation in Jay, terminate a new 115 kV transmission line to Livermore Falls Substation (see Item 15 above), terminate a new 115 kV transmission line to be constructed to Rumford Industrial Park Substation (see Item 17 above), and addition of three new 115 kV circuit breakers.
 - i. A new 115 kV transmission line from Riley Street Substation to Rumford Industrial Park Substation approximately 15.6 miles in length and constructed of 1113 kcmil ACSR 45/7 Bluejay conductor.
19. (CMP-08-T08) At Belfast 115 kV Substation, add a 10.8 MVAR capacitor bank and associated circuit breaker to the 115 kV bus.
20. (CMP-08-T09) At Highland Substation, add a new 115 kV breaker at Highland Substation to terminate the new 115 kV transmission line from Maxcys Substation (refer to Item 5 above).
21. (CMP-08-T17) At the Lewiston Lower Substation, add a new 115 kV circuit breaker to terminate the new 115 kV transmission line from the existing Gulf Island Substation (see Item 7 above).
22. In New Hampshire, provide the following upgrades:
 - a. At Newington Substation in Newington, New Hampshire, expand the Newington 345 kV Substation by adding two new 345 kV breakers to accommodate a new 345 kV transmission line from the new Maguire Road 345 kV Substation (see Item 12.a above) (NU-08-T10)
 - i. Construct a new 6.3-mile 345 kV transmission line from Newington Substation to CMP portion of the line originating at Maguire Road Substation. (NU-08-T08)
 - b. Rebuild the 115 kV N133 Line from Schiller Substation to Bolt Hill Substation to Three Rivers Substation in a double circuit tower configuration to make room in the existing right-of-way for a new 345 kV line (NU-08-T09).
23. Separate Lines with Double Circuit Tower configurations:
 - a. 345 kV Kennebec River Crossing for the 375 Line and 377 Line
 - b. 345 kV Maine Yankee 375 Line and 392 Line
 - c. 115 kV Bucksport 65 Line and 205 Line
 - d. Retire NPCC #141 Maine Yankee Double circuit Tower Type 1 Special Protection System (SPS)(CMP-08-X01)
24. Re-Rate Existing Transmission Lines
 - a. Section 378 (345 kV Maine Yankee to Mason)
 - b. Section 204 (115 kV Mason to Newcastle)
 - c. Section 83B (115 kV tap to Lakewood)
 - d. Section 83C (115 kV tap to SAPPi Hinkley)
 - e. Section 167A (115 kV tap to Prides Corner)
 - f. Section 67A (115 kV tap Heywood Road to Rice Rips)
 - g. Section 61A (115 kV tap to Hotel Road)
 - h. Section 88 (115 kV Maxcys to Augusta East Side)
25. Re-Build Existing 115 kV Transmission Lines to create space in the Right-of-Way to facilitate construction of new facilities (all rebuilds will use 1113 kcmil ACSR conductor):

- a. Section 66 – Rebuild the first 1.8 miles out of Detroit Substation (CMP-08-T24).
 - b. Section 67 – Rebuild the first 1.8 miles out of Detroit Substation (CMP-08-T25).
 - c. Section 203 – Rebuild the first 25 miles out of Detroit Substation (CMP-08-T26).
 - d. Section 84 – Rebuild the entire 25.7 mile length (21 miles from Maxcys to Albion Road to be designated Section 258 and 4.7 miles for Albion Road to Winslow to continue to be designated Section 84) (CMP-08-T27).
 - e. Section 67A – Rebuild the entire 3.6 mile length (Albion Road to Heywood Road) and to be designated Section 259 (CMP-08-T28).
 - f. Section 80 – Rebuild the entire 23.0 mile length (Maxcys – Highland) (CMP-08-T29).
 - g. Section 166 – Rebuild the first 2.6 miles out of Surowiec Substation (Surowiec – Spring Street Line) (CMP-08-T30).
 - h. Section 167 – Rebuild the first 2.6 miles out of Surowiec Substation (Surowiec – Moshers Line) (CMP-08-T31).
 - i. Section 60 – Rebuild entire 12.4 mile length of the Maxcys—Bowman Street Line (CMP-08-T32).
 - j. Section 88 – Rebuild first 4.9 miles out of Maxcys Substation (Maxcys – Augusta East Side Line) (CMP-08-T33).
 - k. Section 89 – entire 8.2 miles Livermore Falls Substation to Riley Substation (CMP-08-T34).
 - l. Section 229 – entire 15.6 miles Riley to Rumford IP Substation (CMP-08-T35).
 - m. Section 212 – entire 22.5 miles Bowman Street to Gulf Island Substation (CMP-08-T36).
 - n. Section 86 – Rebuild 9.2 mile portion between Bucksport Substation and Belfast Substation for thermal capacity upgrade (CMP-08-T37).
26. Re-Classify the following Substations as BPS:
- a. Existing Gulf Island (only if new Merrill Road Substation doesn't get built)
 - b. Moshers
 - c. Spring Street
 - d. Westbrook
 - e. WF Wyman (not a direct requirement of this Project, inadvertently left off BPS list)
27. Provide the following System Protection Upgrades:
- a. Reduce breaker failure clearing times to 17 cycles on 115 kV lines terminating at Surowiec Substation associated with the K62/81, K64/167, K166/69, and K62-2 transmission lines
 - b. Reduce breaker failure clearing times to 17 cycles on Orrington-Bucksport 115 kV line Sections 65 and 205
 - c. Add two high-speed protection systems with 7 cycle clearing time for
 - o Albion Road Substation – Section 84 (Winslow), Section 259 (Heywood Road), and Section 245 (Winslow)
 - o Elm Street Substation – new Section to East Deering, Section 260 (Yarmouth), and Section 261 (Yarmouth)
28. Provide the following Short Circuit Upgrades:
- a. Replace 15 overdutied transformer 115 kV circuit switchers:
 - o Branch Brook KT1H
 - o Crowleys KT1H
 - o Hotel Road KT1H
 - o Lakewood KT1H
 - o Norway KT1H and KT2H
 - o Pleasant Hill KT1H

- o Prides Corner KT1H
 - o Puddledock KT1H
 - o Rice Rips K11H
 - o Sewall Street KT1H and KT2H
 - o Winslow KT1H, KT2H, and K13H
- b. Install eleven (11) new transformer 115 kV circuit switchers to replace overdutied 115 kV fusing:
- o Browns Crossing T1
 - o Crowleys T2
 - o Lewiston Lower T1 and T3
 - o Livenmore Falls T1 and T2
 - o Pratt and Whitney T1
 - o Prides Corner T2
 - o Runford 115 T2, T3 and T4
- c. Replace two overdutied 115 kV circuit breakers at WF Wyman Station (K164-1 and K165-1)
- d. Replace ten (10) overdutied 115 kV circuit breakers at South Gorham Substation
- e. Replace two overdutied 115 kV circuit switchers at South Gorham (KC1 and KC2) with high momentary rated circuit breakers
- f. Replace four overdutied 115 kV circuit breakers at Westbrook 115 (K233/GT2, K233/GT3, K231/232, and K232/GT3)

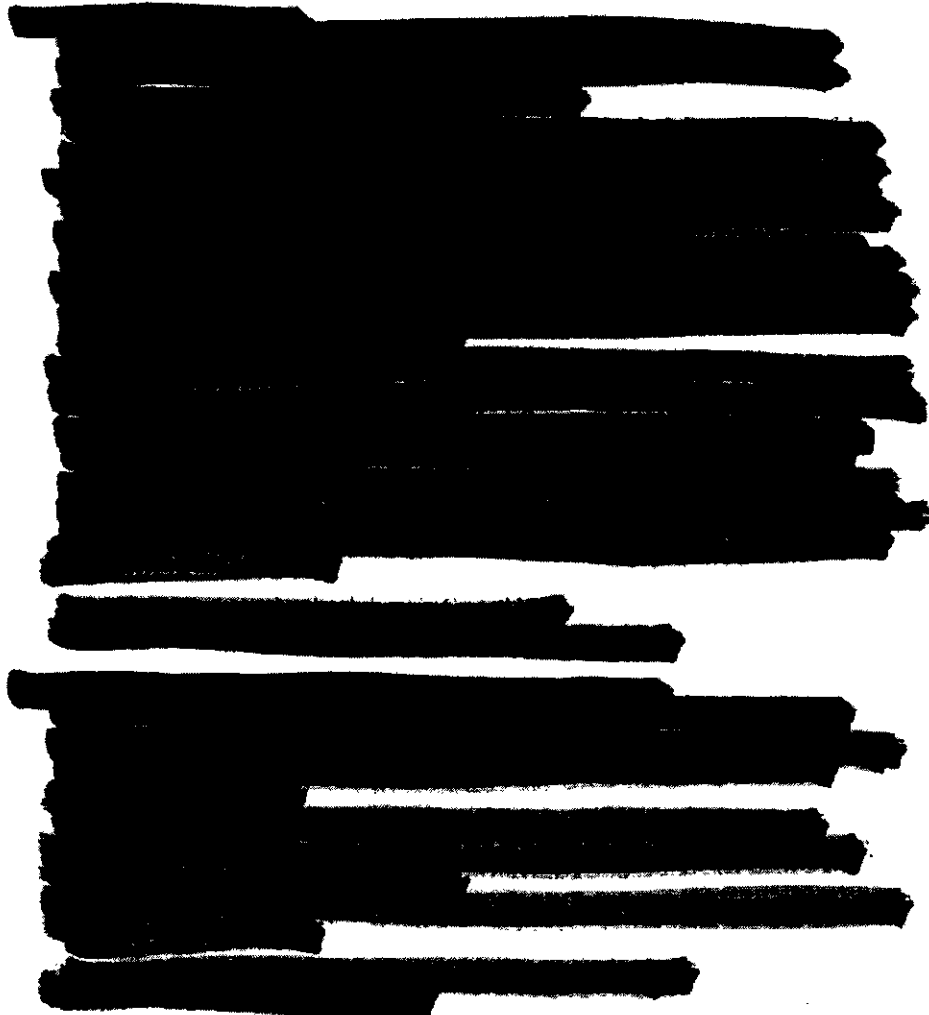


- AGENDA -
NEPOOL RELIABILITY COMMITTEE
TUESDAY, JUNE 17, 2008
Revision 1

CalBowie Notes

TIME: 9:30 a.m. – 3:00 p.m.
LOCATION: DoubleTree Westborough Hotel, Westborough, Massachusetts
DIAL IN NUMBER: 1-866-732-6066; Access Code 8401218

Item	Description	Time Allotted
1.0	Chair's Remarks	9:30 – 9:40
2.0	Proposed Plan Applications (PPAs) (Level III) Present Applications, receive task force and ISO staff recommendations, discuss motions to recommend determination of no adverse effect and vote the following Proposed Plan Applications.	9:40 – 11:00



2.3 Maine Power Reliability Program Projects – CMP's 36 transmission PPAs to enhance the reliability of the 115 kV and 345 kV system in the State of Maine and NU's three supporting transmission PPAs. (All have proposed in-service dates of June 2012.) (Presentation)(D. Conroy)
CMP-08-T03 – to construct a new 345 kV line of approx. 59 mi. from Orrington Substation in Orrington through Detroit to the new Albion Road Substation in Benton and to construct a new 115 kV line of approx. 54.8 mile from Orrington to Maxcys Substation in Windsor designed for 345 kV operation and initially operated at 115 kV.

and add one new 345 kV breaker and 2 new 115 kV breakers to accommodate the termination of the new lines.

CMP-08-T04 – to construct a new 21-mi. 345 kV line from Maxcys Substation and to terminate the line at a 3-breaker 345 kV ring bus to be constructed as part of a new Albion Road Substation in Benton that will conform to NPCC BPS requirements and will include a new 240/448 MVA 345/115/13.8 kV transformer to be terminated at an 11-breaker 115 kV ring bus that will also terminate several lines, including a new 4.8 mi. 115 kV line from Winslow Substation and the looped segments of Sections 67 and 84.

CMP-08-T05 – to expand the existing cap bank to 25 MVAR and add a second 25 MVAR cap bank on the opposite end of the Heywood Road bus, with each bank switched by its own circuit switcher, plus to add a single breaker to protect both banks.

CMP-08-T06 – to add one new breaker to terminate the new 115 kV line and to add two 25 MVAR switched capacitor banks at Winslow Substation.

CMP-08-T07 – to add a 25 MVAR cap bank on the 115 kV bus (in coordination with the Kibby Wind Project) and associated relaying at the Wyman Hydro Substation in Bingham.

CMP-08-T08 – to add a 10.8 MVAR cap bank and associated breaker and relaying at Belfast 115 kV Substation for the Section 86 Line.

CMP-08-T09 – to add a new 115 kV breaker at the Highland 115 kV Substation in Warren for terminating the new 115 kV line from Maxcys Substation.

CMP-08-T10 – to construct a new 5-breaker ring bus at East Deering Substation in Portland for terminating a new line from Elm Street Substation and to construct and terminate a new 4 mi. underground 115 kV line from Cape Substation in South Portland, with associated relaying and to add a 20/37 MVA 115/34.5 kV transformer.

CMP-08-T11 – to construct a 9-breaker 345 kV breaker-and-a-half configuration at the Maxcys Substation in Windsor and to add fourteen 115 kV breakers to convert the 115 kV bus to a five-bay breaker-and-a-half configuration. Additionally, construct a new 34.3-mi 345 kV transmission line to a new Gulf Island (Merrill Road) Substation, re-terminate several lines and relocate and re-terminate 2 existing cap banks.

CMP-08-T12 – to add a third bay to the Maine Yankee Substation in Wiscasset, with two new 345 kV breakers, and re-terminate the line Sections 378 and 392.

CMP-08-T13 – to add 8 new 345 kV breakers to create a breaker-and-a-half configuration at the Surowiec Substation in Pownal, to terminate new 345 kV Line to the new Gulf Island/Merritt Road Substation in Lewiston, and to construct approx. 12.4 mi. of new 345 kV line to the Elm Street Substation in Yarmouth, with associated relaying. Additionally, to split the existing 345 kV Buxton-Maine Yankee Section 375 and to re-terminate the lines at this substation, plus to upgrade breaker K374/377 for Independent Pole Tripping (IPT) capability.

CMP-08-T14 – to construct a new Elm Street Substation in Yarmouth conforming to NPCC BPS requirements with a 5-breaker 345 kV ring bus and a new 240/448 MVA 345/115/13.8 kV transformer and with an 11-breaker 115 kV ring bus for terminating a new E. Deering – Elm Street line and for looping and re-terminating the existing Sections 164 and 165.

CMP-08-T15 – to construct a new 345 kV Substation in South Gorham conforming to NPCC BPS requirements at the site of the existing S. Gorham tap, with an 8-breaker 345 kV breaker-and-a-half configuration for terminating a new S. Gorham- Maguire Line, the existing 345/115/13.8 kV autotransformer designated T1, and a new 345/115/13.8 autotransformer to be designated T2 with a new 115 kV breaker, and to split the existing Section 386 Line and to upgrade five 115 kV breakers to IPT.

CMP-08-T16 – to construct a new 345 kV Maguire Road Substation in Kennebunk, conforming to NPCC BPS requirements, with a 6-breaker ring bus and including a new 240/448 MVA 345/115/13.8 kV autotransformer and a new 20.7-mi. portion of a 345 kV line from Maguire Road to Newington Substation, plus add 2 new 115 kV circuit breakers at the 115 kV Substation.

CMP-08-T17 – to a new 115 kV circuit breaker at Lewiston Lower Substation. Proposed in-service date: June 2012.

CMP-08-T18 – add one 115 kV breaker and construct a new 4.3-mi 115 kV line from Gulf Island Substation to Lewiston Lower Substation.

CMP-08-T19 – to construct a new 345 kV Merrill Road Substation in Lewiston, conforming to NPCC BPS requirements, with a 6-breaker ring bus and a new 240/448 MVA 345/115/13.8 kV autotransformer with two 40 MVAR reactors, plus a 10-breaker 115 kV ring configuration.

CMP-08-T19 – to construct a new 345 kV Merrill Road Substation in Lewiston, conforming to NPCC BPS requirements, with a 6-breaker ring bus and a new 240/448 MVA 345/115/13.8 kV autotransformer with two 40 MVAR reactors, plus a 10-breaker 115 kV ring configuration.

CMP-08-T20 – to add three 115 kV breakers and terminate new 115 kV lines to Livermore Falls and Rumford Substations.

CMP-08-T21 – to add two 115 kV breakers, and a second 25 MVAR cap bank, and to terminate new 115 kV lines to Riley Substation.
CMP-08-T22 – to construct an 8-breaker configuration for terminating new and existing lines and to construct a new 8.2-mi. 115 kV line from Livermore Falls Substation to Riley Street Substation.
CMP-08-T23 – to add a new 115 kV breaker at the Cape Substation and to terminate a new 115 kV line from East Deering.
CMP-08-T24 – to rebuild 1.8 mi. of the 115 kV Section 66 Detroit – Hartland Tap Line.
CMP-08-T25 – to rebuild 1.8 mi. of the 115 kV Section 67 Detroit – Heywood Road Tap Line.
CMP-08-T26 – to rebuild 25 mi. of the 115 kV Section 203 Detroit – Bucksport Line.
CMP-08-T27 – to rebuild 25.7 mi. of the 115 kV Section 84 Maxcys – Albion Road – Winslow Line.
CMP-08-T28 – to rebuild 3.6 mi. of the 115 kV Section 67A Albion Road – Heywood Road Line.
CMP-08-T29 – to rebuild 23 mi. of the 115 kV Section 80 Maxcys – Highland Line.
CMP-08-T30 – to rebuild 2.6 mi. of the 115 kV Section 166 Surowiec – Spring Street Line.
CMP-08-T31 – to rebuild 2.6 mi. of the 115 kV Section 166 Surowiec – Moshers Line.
CMP-08-T32 – to rebuild 12.4 mi. of the 115 kV Section 60 Maxcys – Bowman Street Line.
CMP-08-T33 – to rebuild 4.9 mi. of the 115 kV Section 88 Maxcys – Augusta East Side Line.
CMP-08-T34 – to rebuild 4.9 mi. of the 115 kV Section 89 Riley – Livermore Falls Line.
CMP-08-T35 – to rebuild 15.6 mi. of the 115 kV Section 229 Riley – Rumford Industrial Park Line.
CMP-08-T36 – to rebuild 22.5 mi. of the 115 kV Section 212 Bowman Street – Gulf Island Line.
CMP-08-T37 – to rebuild 9.2 mi. of the 115 kV Section 86 Bucksport – Belfast Line.
CMP-08-X01 – to rebuild 9.2 mi. of the 115 kV Section 86 Bucksport – Belfast Line to retire the Type 1 SPS for the Maine Yankee Double Circuit Tower.
(C. Beveridge's June 9, 2008 cover letter with Applications and one-lines, study reports, STF/TTF Recommendation)
NU-08-T08 – to construct a 6.3-mi. portion of a new 345 kV Line from CMP's Maguire Road Substation, via the Three Rivers Switching Station, to NU's Newington Substation in Newington, NH, with associated relaying.
NU-08-T09 – to rebuild the 115 kV #N-133 Schiller-Three Rivers and 345 kV #307 Three Rivers – Newington Lines in a double circuit tower configuration from Three Rivers to Newington to make room in the existing ROW for the new 345 kV Line.
NU-08-T10 – to modify the 345 kV Newington Substation by adding two 345 kV circuit breakers to accommodate the termination of the new 345 kV Line.
(J. Di Luca Jr.'s June 4, 2008 cover letter with Applications and one-lines)
There was a lot of discussion about these PPAs. Regulators wanted to know what the estimated cost of this project. Dave Conroy said he believed the latest estimate was \$1.5 billion. Bruce McKinnon said CMP is doubling the amount of 345 and 115 kV currently in service.

The motion passed. (See RC actions for opposition and abstentions.)

3.0 TCA Applications Pursuant To ISO OATT Schedule I2C & Planning Procedure 4 (PP 4)
Present and discuss Application, review motion to recommend approval and vote on the TCA Applications.

11:00 – 11:30

[REDACTED]



MAINE POWER RELIABILITY PROGRAM

A CENTRAL MAINE POWER COMPANY PROGRAM

ISO-NE MPRP MANAGEMENT MEETING

Date: Tuesday, November 18, 2008

Time: 10:00 a.m. to 1:00 p.m.

Location: ISO-NE, Holyoke, MA

Attendees: Vamsi Chadalavada – ISO-NE
Steve Rourke – ISO-NE
Ray Hepper – ISO-NE
Rich Kowalski – ISO-NE
Brent Oberlin – ISO-NE
Carissa Sedlacek – ISO-NE
Kevin Flynn – ISO-NE

Mary Smith – CMP
Steve Robinson – CMP
Dave Conroy – CMP
Geoff Thomas - Cianbro
Steve Walker – Powers
Thorn Dickinson – Energy East

~ AGENDA ~

1. Overview of Route Selection
2. @Risk Model Development
3. Deterministic Estimate
4. Probabilistic Estimate
5. Project Cost Estimate & Confidence Level
6. PTF / Non-PTF Delineation
7. N5 vs. N1 Justification
8. TCA Application
 - o Process
 - o Schedule
 - o Packaging
 - o Path Forward

11/18/08

506 miles ISO-NE Management

Stakeholder - 30 DAY

Documentation letter - 30 DAY Post pay

Mail Post letter

Stakeholder Mtgs - 2 major

2 RC Mtgs - Present + Vote

Carissa has a template
TPA Diagram → TCA - consistent diagrams
and tables

Draft to ISO 1st of ^{correlation} table

Explain the qualitative + quantitative to
justify the NI/N5 Δ
"Cost Effectiveness" solution

NEPCO Process vs OUP Process?

10% is on Grand Total. However, any
material scope changes in the individual
components should be reviewed w/ ISO

Example: 6/6 one piece - even if
within 10% of 1.55, would
need to come back.
Do good bookkeeping!

Does it want perception to be
over TCA process is closed - ~~Keep open~~

Build in some of the working group's
recommendations into MPRP
4 Parts → Address each in MPRP
Only PAC updates?

Mid Dec Call?

Correlation table - important
Get on agenda → Wilma
Can do ^{on} Draft
Will Target Stakeholder Mtg ^{Late Jan/Feb} POST
Formal Silence 7-10 wks Days B4
90 DAYS In RC Action

Cannot consider TCA until RC has
taken action on PPA's