

January 23, 2009

CENTRAL MAINE POWER COMPANY and	)	
PUBLIC SERVICE OF NEW HAMPSHIRE	)	
Request for Certificate of Public Convenience	)	CMP'S SUPPLEMENTAL FILING ON
and Necessity for the Maine Power Reliability	)	MPRP SCOPE AND PROJECT
Program Consisting of the Construction of	)	MANAGEMENT
Approximately 350 Miles of 345 kV and 115 kV	)	
Transmission Lines ("MPRP")	)	

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Central Maine Power Company ("CMP" or "the Company") hereby submits this supplemental filing to provide the Commission with the Transmission Cost Allocation ("TCA") application CMP recently made to ISO-NE for the Maine Power Reliability Program ("MPRP") and to update the record on the changes in the scope and management team for the MPRP project that have occurred since the Petition for a Certificate of Public Convenience and Necessity was filed on July 1, 2008 and the Company filed its Scope Changes Update on September 26, 2008. These changes are described below and, in the case of the scope changes, in the attached documents.

**I. Transmission Cost Allocation Filing**

On January 15, 2009, in accordance with Schedule 12C of the ISO-NE Open Access Transmission Tariff, CMP submitted its TCA application and supporting information to ISO-NE, seeking cost recovery for the MPRP as a Regional Benefit upgrade. CMP now submits the TCA filing to the Commission in its entirety.<sup>1</sup> Because these materials contain Critical Energy

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<sup>1</sup> The TCA application includes the Needs Assessment (Petition Exh. I-1), Transmission Alternatives Assessment (Petition Exh. I-2), the Non-transmission Alternatives Report (Petition Exhibit I-3) and Proposed Plan Application Analyses Final Report (Petition Exhibit J). Given their length and existence already in the record, CMP does not reproduce them here.

Infrastructure Information (“CEII”), they are confidential and are submitted subject to the terms of Protective Order No. 2, issued in this proceeding on August 28, 2008. In addition, Exhibits N and P of the TCA filing, which discuss and set forth the updated probabilistic cost estimate for the MPRP, contain confidential and proprietary business information and are submitted subject to the terms of Protective Order No. 7, issued in this proceeding on November 21, 2008.

**II. Known Scope Changes**

The TCA application identifies several changes in the scope of the MPRP that have occurred since June, 2008. These scope changes are the result of several factors, including: engineering and design work, real estate issues, siting, licensing and costs. Many of the MPRP changes impact the design of 345 kV and 115 kV substations by minimizing breaker requirements and modifying line terminations.

Some of the scope changes discussed in the TCA application have already been submitted to the Commission in the MPRP Scope Changes Update filed on September 26, 2008. For the convenience of the parties, scope changes reflected in the TCA that may not have been fully captured in the September 26, 2008 filing are listed below, along with brief descriptions and cross-references to where they are discussed in the TCA filing:

<b>Scope Change</b>	<b>Description</b>	<b>Location in TCA filing</b>
Termination at Three Rivers Substation	Terminating the MPRP at Three Rivers rather than at Newington. Among the scope impacts, a rebuild of the 115 kV N133 line is no longer required.	TCA Exhibit J at 2

115 kV scope reduction at Heywood, Winslow and Albion Substations	Recent amendment to the Proposed Plan Application (“PPA”) for the Heywood Road Project reduces the MPRP scope, by eliminating, among other things: new 115 kV Section 245; rebuild of 115 kV Section 67; 30 MVAR of capacitors at Heywood; and 25 MVAR of capacitors at Winslow.	TCA Exhibit J at 2-3
Riley and Rumford IP Substations	Due to space constraints, a single 115 kV circuit will be built from Livermore Falls to a tap point along Section 243, and line switches will be added at the tap location.	TCA Exhibit J at 3
Larrabee Road Substation	The location of new substation has changed from Merrill Road to Larrabee Road. The Gulf Island substation will be reduced in size, with the new Larrabee Road substation configured to accommodate the termination of eight 115 kV lines, the 345/115 kV autotransformer and the capacitor bank.	TCA Exhibit J at 3
Belfast Substation	The 115 kV Belfast bus will be expanded, Section 86 will be extended 0.25 miles and the 0.25 miles of Section 86A will be rebuilt.	TCA Exhibit J at 4
Highland Substation	Minor design modification; provided here for information only.	TCA Exhibit J at 4
Coopers Mills Substation (new Maxcy’s Substation)	Revision of substation layout to change terminal locations for five of eight 115 kV lines.	TCA Exhibit J at 4

Raven Farm Substation (new Elm Street Substation)	Redesign from a five breaker configuration to a more cost effective four breaker configuration.	TCA Exhibit J at 5
Spring Street Substation	Reconfigure Spring Street bus to create a modified ring bus and swap two 115 kV line terminations.	TCA Exhibit J at 5
Rebuild Section 160	Reconductor approximately 2 miles (from Cape to Hinkley Pond) to prevent overloads during outage of the new Raven Farm 345/115 kV autotransformer.	TCA Exhibit J at 5
East Deering Substation	Redesign from a five breaker configuration to a more cost effective three breaker configuration.	TCA Exhibit J at 5
Surowiec Substation	Addition of a second breaker to improve operability and reduce the number of stuck breaker contingencies.	TCA Exhibit J at 5
Rebuild Sections 238 and 250	Rebuild a portion of Section 238 and Section 250 to create space for new Sections 3021 and 3022.	TCA Exhibit J at 5
Middle Street Substation	Design change to include ring bus	TCA Exhibit J at 4-5

The updated probabilistic estimate of project costs provided in TCA Exhibit P reflects all of these scope changes and the cost impacts of many of these scope changes are discussed generally in TCA Exhibit N at pp. 31-35.

### **III. Lewiston Loop**

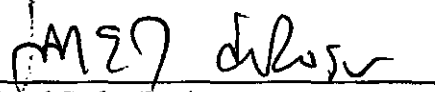
As a result of the changes to the Gulf Island and Larrabee Road substations as well as some of the other scope changes listed above, changes have occurred to the design of the Lewiston Loop. Updates to Petition Exhibit I-4 are attached reflecting those changes.

### **IV. Project Management**

In addition to the scope changes described above, CMP and Energy East have made several changes in the management oversight of MPRP in preparation for detailed engineering, procurement and construction of MPRP during 2009. To address the changing project requirements as the project moves from the initial phase of need determination, basic design and regulatory approvals, to the next stage of detailed engineering, procurement and construction, CMP sought additional external resources with proven project management expertise in these areas. As a result, CMP has contracted with the firm Burns & McDonnell, a company with an established record of managing large transmission projects of size and scope similar to MPRP. *Project management responsibilities will transition from Cianbro to Burns & McDonnell over the course of the next several months.*

In addition to the engagement of Burns & McDonnell, Energy East has appointed Michael McClain, Senior Vice President and Chief Development and Integration Officer, to be the Energy East officer with overall responsibility for MPRP. Mr. McClain will be assisted by Stephen Robinson, Vice President of Technical Services for CMP, who will be the program manager with focus on engineering, procurement and construction activities, and Mary Smith of CMP, who remains the project manager with current focus on obtaining regulatory approvals for the project. CMP will provide additional information on the new project management structure in its rebuttal testimony.

Respectfully submitted,



Jared S. des Rosiers  
Perce Atwood LLP  
One Monument Square  
Portland, ME 04101  
(207) 791-1390

*Counsel for Central Maine Power  
Company*