

STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

Phone: (860) 827-2935 Fax: (860) 827-2950

E-Mail: siting.council@ct.gov

www.ct.gov/csc

May 10, 2010

TO: Parties & Intervenors

FROM: S. Derek Phelps, Executive Director

RE: **DOCKET No. 370** – Consolidated proceeding pursuant to the Connecticut Energy Advisory Board (CEAB) Request for Proposal (RFP) process under C.G.S. §16a-7c. **Original application:** The Connecticut Light & Power Company application for Certificates of Environmental Compatibility and Public Need for the Connecticut Valley Electric Transmission Reliability Projects which consist of (1) The Connecticut portion of the Greater Springfield Reliability Project that traverses the municipalities of Bloomfield, East Granby, and Suffield, or potentially including an alternate portion that traverses the municipalities of Suffield and Enfield, terminating at the North Bloomfield Substation; and (2) the Manchester Substation to Meekville Junction Circuit Separation Project in Manchester, Connecticut. **Competing application:** NRG Energy, Inc. application pursuant to C.G.S. §16-50/(a)(3) for consideration of a 530 MW combined cycle generating plant in Meriden, Connecticut.

In accordance with Conn. Gen. Stat. § 4-181a (c), which provides that an agency “may, without further proceedings, modify a final decision to correct any clerical error”, the Connecticut Siting Council (Council) hereby issues the enclosed errata sheet in connection with the above-referenced proceeding.

Please remove the old page and insert the corrected one. If you have any questions, please do not hesitate to contact me.

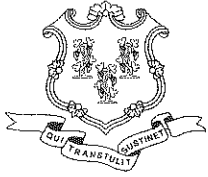
SDP/CMW

This errata sheet corrects the fourth paragraph of page 13 of the Greater Springfield Reliability Project Opinion document. The paragraph previously read:

The Council finds that approximately 2.1 miles of the 3.2 mile section of Segment 2 has few homes adjacent to the ROW compared to the 1.1-mile section of the ROW between proposed structure number 3191 to structure number 3201, which have more homes adjacent to the ROW. The baseline cost of the 3.2 mile segment is approximately \$11.3 million. Constructing the line in a delta configuration along the same 3.2 mile section would cost an additional \$2.2 million. Further, constructing the line in a split-phase configuration over the 3.2 mile section would cost an additional \$13.5 million. While the split-phase configuration would dramatically reduce MF levels at the edges of the ROW, the increase to cost is also significant. The Council considered approving the lines in a split-phase configuration along the 1.1 mile portion of the ROW where homes are nearby to provide some MF mitigation while keeping costs low. The installation of a split-phase configuration along 1.1 miles of the ROW would cost an additional \$6.5 million above the baseline H-frame configuration. Therefore, the Council will order that the line configuration over this 1.1 mile section of ROW be constructed using split-phase from proposed structure number 3191 to proposed structure number 3201 in East Granby as shown in Figure 1 of this document.

The paragraph now reads (with corrected language underlined):

The Council finds that approximately 2.1 miles of the 3.2 mile section of Segment 2 has few homes adjacent to the ROW compared to the 1.1-mile section of the ROW between proposed structure number 3191 to structure number 3201, which have more homes adjacent to the ROW. The baseline cost of the 3.2 mile segment is approximately \$11.3 million. Constructing the line in a delta configuration along the same 3.2 mile section would cost an additional \$2.2 million. Further, constructing the line in a split-phase configuration over the 3.2 mile section would cost an additional \$13.5 million. While the split-phase configuration would dramatically reduce MF levels at the edges of the ROW, the increase to cost is also significant. The Council considered approving the lines in a split-phase configuration along the 1.1 mile portion of the ROW where homes are nearby to provide some MF mitigation while keeping costs low. The installation of a split-phase configuration along 1.1 miles of the ROW would cost an additional approximately \$4.64 million above the baseline H-frame configuration. Therefore, the Council will order that the line configuration over this 1.1 mile section of ROW be constructed using split-phase from proposed structure number 3191 to proposed structure number 3201 in East Granby as shown in Figure 1 of this document.



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NOTICE OF SERVICE

I hereby affirm that a photocopy of this document was sent to each Party and Intervenor on the service list dated November 13, 2009 with method of service to each party and intervenor listed via either e-mail or hard-copy on or before May 11, 2010.

Dated: May 11, 2010

Lisa Fontaine
Custodian of Docket No. 370