



*Daniel F. Caruso*  
*Chairman*

# STATE OF CONNECTICUT

## CONNECTICUT SITING COUNCIL

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July 22, 2010

TO: Parties and Intervenors

FROM: S. Derek Phelps, Executive Director 

RE: **DOCKET 370A-MR** –The Connecticut Light & Power Company application for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project in Manchester, Connecticut.

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By its Decision and Order dated July 20, 2010, the Connecticut Siting Council reconsidered its denial without prejudice and granted a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project Variation in Manchester, Connecticut.

Enclosed are the Council's Findings of Fact, Opinion, and Decision and Order.

SDP/CMW/laf

Enclosures (3)

c: State Documents Librarian

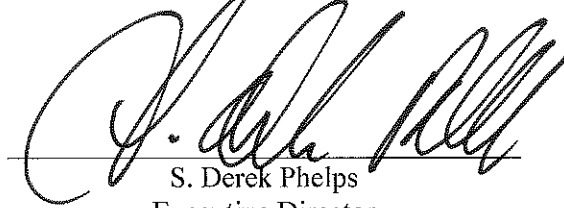
STATE OF CONNECTICUT )

ss. New Britain, Connecticut :

COUNTY OF HARTFORD )

I hereby certify that the foregoing is a true and correct copy of the Findings of Fact, Opinion, and Decision and Order issued by the Connecticut Siting Council, State of Connecticut.


ATTEST:



S. Derek Phelps  
Executive Director  
Connecticut Siting Council

I certify that a copy of the Findings of Fact, Opinion, and Decision and Order in Docket No. 370A\_MR has been forwarded by Certified First Class Return Receipt Requested mail, or personally hand-delivered, on July 22, 2010, to all parties and intervenors of record as listed on the attached service list, dated July 7, 2010.

ATTEST:



Lisa A. Fontaine  
Fiscal Administrative Officer  
Connecticut Siting Council

**LIST OF PARTIES AND INTERVENORS**  
**SERVICE LIST**

Status Granted	Document Service	Status Holder (name, address & phone number)	Representative (name, address & phone number)
<b>Applicant</b>	<input checked="" type="checkbox"/> U.S. Mail	The Connecticut Light & Power Co. P.O. Box 270 Hartford, CT 06141-0270	Robert E. Carberry, Manager NEEWS Projects Siting and Permitting Northeast Utilities Service Company P.O. Box 270 Hartford, CT 06141-0270 (860) 665-6774 <a href="mailto:carbereg@nu.com">carbereg@nu.com</a>
	<input checked="" type="checkbox"/> E-mail		Duncan MacKay, Esq. Legal Department Northeast Utilities Service Company P.O. Box 270 Hartford, CT 06141-0270 (860) 665-3495 <a href="mailto:mackadr@nu.com">mackadr@nu.com</a>
	<input checked="" type="checkbox"/> U.S. Mail		Jeffrey Towle, Project Manager Transmission, NEEWS Northeast Utilities Service Company P.O. Box 270 Hartford, CT 06141-0270 (860) 665-3962 <a href="mailto:towlejm@nu.com">towlejm@nu.com</a>
	<input checked="" type="checkbox"/> U.S. Mail		Anthony M. Fitzgerald, Esq. Brian T. Henebry, Esq. Carmody & Torrance LLP P.O. Box 1950 New Haven, CT 06509 (203) 777-5501 <a href="mailto:afitzgerald@carmodylaw.com">afitzgerald@carmodylaw.com</a> <a href="mailto:bhenebry@carmodylaw.com">bhenebry@carmodylaw.com</a>
<b>Intervenor (granted on February 19, 2009)</b>  <b>Competing Applicant as of 03/19/2009</b>	<input checked="" type="checkbox"/> U.S. Mail	NRG Energy, Inc.	NRG Energy, Inc. c/o Julie L. Friedberg, Senior Counsel – NE 211 Carnegie Center Princeton, NJ 08540
	<input checked="" type="checkbox"/> U.S. Mail		Andrew W. Lord, Esq. Murtha Cullina LLP CityPlace I, 185 Asylum Street Hartford, CT 06103-3469 (860) 240-6180 (860) 240-5723 – fax <a href="mailto:alord@murthalaw.com">alord@murthalaw.com</a>







**LIST OF PARTIES AND INTERVENORS**  
**SERVICE LIST**

Status Granted	Document Service	Status Holder (name, address & phone number)	Representative (name, address & phone number)
<p style="text-align: center;"><b>Party</b> <b>(granted on</b> <b>April 7, 2009)</b></p>	<input checked="" type="checkbox"/> U.S. Mail	City of Meriden	Deborah L. Moore, City Attorney Meriden City Hall Department of Law 142 East Main St. Meriden, CT 06450 (203) 630-4045 (203) 630-7907 – fax <a href="mailto:dmoore@ci.meriden.ct.us">dmoore@ci.meriden.ct.us</a>
	<input checked="" type="checkbox"/> U.S. Mail		Lawrence J. Kendzior, City Manager Meriden City Hall 142 East Main St. Meriden, CT 06450 <a href="mailto:lkendzior@ci.meriden.ct.us">lkendzior@ci.meriden.ct.us</a>
<p style="text-align: center;"><b>Party</b> <b>(granted on</b> <b>April 7, 2009)</b></p>	<input checked="" type="checkbox"/> E-Mail	The United Illuminating Company (UI)	John J. Prete The United Illuminating Company 157 Church Street, P.O. Box 1564 New Haven, CT 06506-1904 (203) 499-3701 (203) 499-3728 <a href="mailto:news-ui@uinet.com">news-ui@uinet.com</a>
	<input checked="" type="checkbox"/> E-Mail		Linda L. Randell Senior Vice President, General Counsel and Corporate Secretary UIL Holdings Corporation 157 Church St., P.O. Box 1564 New Haven, CT 06506-0901 (203) 499-2575 (203) 499-3664 <a href="mailto:Linda.randell@uinet.com">Linda.randell@uinet.com</a>
	<input checked="" type="checkbox"/> E-Mail		Bruce L. McDermott Wiggan and Dana LLP One Century Tower New Haven, CT 06508-1832 (203) 498-4340 (203) 782-2889 <a href="mailto:bmcdermott@wiggan.com">bmcdermott@wiggan.com</a>







<b>DOCKET 370A-MR</b> –The Connecticut Light & Power Company application for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project in Manchester, Connecticut. <b>Petition for Reconsideration under C.G.S. §4-181a(a).</b>	} Connecticut } Siting } Council } July 20, 2010
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**Findings of Fact (Reconsideration)\***  
**Introduction**

1. Pursuant to Connecticut General Statutes (CGS) §16-50g et seq., on October 20, 2008, The Connecticut Light and Power Company (CL&P) applied to the Connecticut Siting Council (Council) for Certificates of Environmental Compatibility and Public Need (Certificate) for the construction, operation and maintenance of the Connecticut portion of “The Connecticut Valley Electric Transmission Reliability Projects.” These projects include the Greater Springfield Reliability Project (GSRP) and the Manchester to Meekville Junction Circuit Separation Project (MMP). The MMP portion of the application was denied without prejudice on March 16, 2010, although MMP Opinion and Decision and Order are dated March 9, 2010. The decision was mailed to the applicant and parties and intervenors on March 24, 2010. (CL&P 1, Vol. 1, p. ES-1; CL&P 44, pp. 1,2; record)
2. During the course of the Docket 370 proceedings, a variation of the MMP was introduced. The variation is referred to as the MMP variation, or MMP-V. (CL&P 44, p. 2)
3. In the MMP Opinion of March 9, 2010 the Council found that although the MMP would cost less than the MMP-V, the MMP-V might make more efficient use of the existing right-of-way (ROW) by significantly improving reliability at a relatively small additional cost. However, at the time of the decision, the Council did not have enough information regarding the MMP-V to make a decision on the project. Information requested by the Council included: a confirmation of reliability improvements; potential additional environmental impact; electric and magnetic field (EMF) levels; clarification and details of the additional cost associated with the MMP-V; and further discussion of ISO-NE’s approach to MMP-V in terms of cost allocation. (Opinion 3/09/10)
4. On March 16, 2010, the Council voted to approve the Greater Springfield Reliability Project (GSRP) portion of Docket 370. In the Findings of Fact and Opinion documents associated with the GSRP, the Council identified that the MMP is needed to prevent overloads on Connecticut electric transmission facilities that could otherwise occur as a result of power flows enabled by the GSRP. (CL&P 44, p. 2)
5. On April 7, 2010, CL&P submitted a “Petition for Reconsideration of the Denial of a Certificate of Environmental Compatibility and Public Need for the Manchester to Meekville Junction Circuit Separation Project” (Petition) to the Council. The Petition requested the Council to reconsider the denial without prejudice and provided additional direct testimony on the MMP and MMP-V. (CL&P 44; record)

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\* These Findings of Fact Supplement the Council’s previous Findings of Fact in Docket 370, dated March 16, 2010, which are incorporated herein by reference. To the extent these Findings of Fact are inconsistent with any of the previous Findings, these Findings shall supersede the earlier Findings.

6. On April 7, 2010, CL&P provided two copies of the Petition to the Town of Manchester. On May 3, 2010, CL&P met with Town of Manchester representatives Mr. Scott Shanley, Manchester's General Manager; Mr. Mark Carlino, Manchester's Director of Public Works and Engineering; and Mr. Mark Pelligrini, Manchester's Director of Neighborhood Services and Economic Development, to discuss the project and CL&P's outreach to abutters of the MMP-V that did not abut the MMP. (CL&P 46, pp. 3, 4)
7. On May 6, 2010, the Council voted to reopen the MMP portion of the Docket 370 application for the limited purpose of considering additional information on the MMP and the MMP-V. CL&P requested that the Council issue a Certificate for either the MMP or the MMP-V. The reopened docket was designated Docket No. 370A-MR. (CL&P 44, p. 5)
8. Pursuant to CGS §16-50j (h), on May 7, 2010, the following state agencies were requested to submit written comments regarding the proposed MMP and MMP-V: Department of Environmental Protection (DEP); Department of Agriculture (DOAg); Department of Public Health (DPH); Council on Environmental Quality (CEQ); Department of Public Utility Control (DPUC); Office of Policy and Management (OPM); Department of Economic and Community Development (DECD); Department of Emergency Management and Homeland Security (DEMHS) and Connecticut Department of Transportation (CDOT). (Record)
9. The Drinking Water Section of DPH responded on May 20, 2010 with a "no comment" letter. (DPH comments dated May 20, 2010)
10. DEP provided comments on the proposed project on June 2, 2010, finding that the environmental impact of the MMP-V is substantially similar to the MMP. (DEP comments dated June 2, 2010)
11. CL&P provided copies of the Petition to the Town of South Windsor on May 17, 2010, which is within 2,500 feet of the MMP and MMP-V. (CL&P 46, pp. 4, 5)
12. Parties and Intervenors to these proceedings include CL&P (the Applicant), NRG Energy Inc., Connecticut Attorney General Richard Blumenthal, Town of East Granby, Town of Suffield, ISO New England Inc. (ISO-NE), Connecticut Office of Consumer Counsel (OCC), ICE Energy, Inc., Town of Enfield, City of Meriden, The United Illuminating Company (UI), the Connecticut Energy Advisory Board (CEAB), CDOT, Farmington River Watershed Association, Citizens Against Overhead Power Line Construction (CAOPLC) and the Massachusetts Municipal Wholesale Electric Company (MMWEC). (Record)
13. CL&P sent a cover letter and the Council's hearing notice to the majority of the property owners with land abutting the Manchester Substation to Meekville Junction ROW on May 11, 2010. The same notice was sent to the remainder of the list on May 20, 2010. A total of 47 notice letters were sent to Manchester residents, 10 of which were returned as undeliverable because they were unoccupied properties, including two CL&P-owned properties. For seven non-CL&P properties, CL&P obtained mailing addresses for the property owners and a second letter was sent on May 19, 2010. On May 24, 2010, CL&P sent notice to the one remaining property owner's fiduciary for the deceased property owner's ancillary estate in Manchester and to the estate's attorney. (CL&P 46, pp. 5, 6)

14. Four homes abut the existing ROW within which the MMP-V would be located that would not abut the existing ROW within which the MMP would be located: two on Mary Drive and two on Botticello Drive in Manchester. On May 11, 2010, CL&P mailed notice of the project and the Council's hearing to each of these residents. On May 20, 2010, a project representative went to each house and reminded residents of the letter of May 11 and informed them of the Council's scheduled hearing. On May 21, 2010, CL&P hand-delivered a copy of the same letter that was mailed on May 11 to three residents that did not recall receiving the notice in the mail. (CL&P 46, p. 6)
15. On May 21, 2010, CL&P put up three signs providing notice of the Council's scheduled hearing. The signs were placed: at the entrance to the ROW access road on Burnham Street Extension, just north of Meekville Junction; on CL&P property at the substation entrance on Olcott Street; and on private property at the corner of Mary Drive and Botticello Drive. (CL&P 46, p. 6)
16. Pursuant to CGS § 16-50m, the Council, after giving due notice thereof, held a public hearing for the reopened proceeding on June 2, 2010, beginning at 11:00 a.m. at Central Connecticut State University, Institute of Technology and Business Development, 185 Main Street, New Britain, Connecticut. A public comment session was held at 1:00 p.m., at which no members of the public spoke. (Transcript 18, June 2, 2010 [Tr. 18], pp. 6, 41)

#### Proposed Route

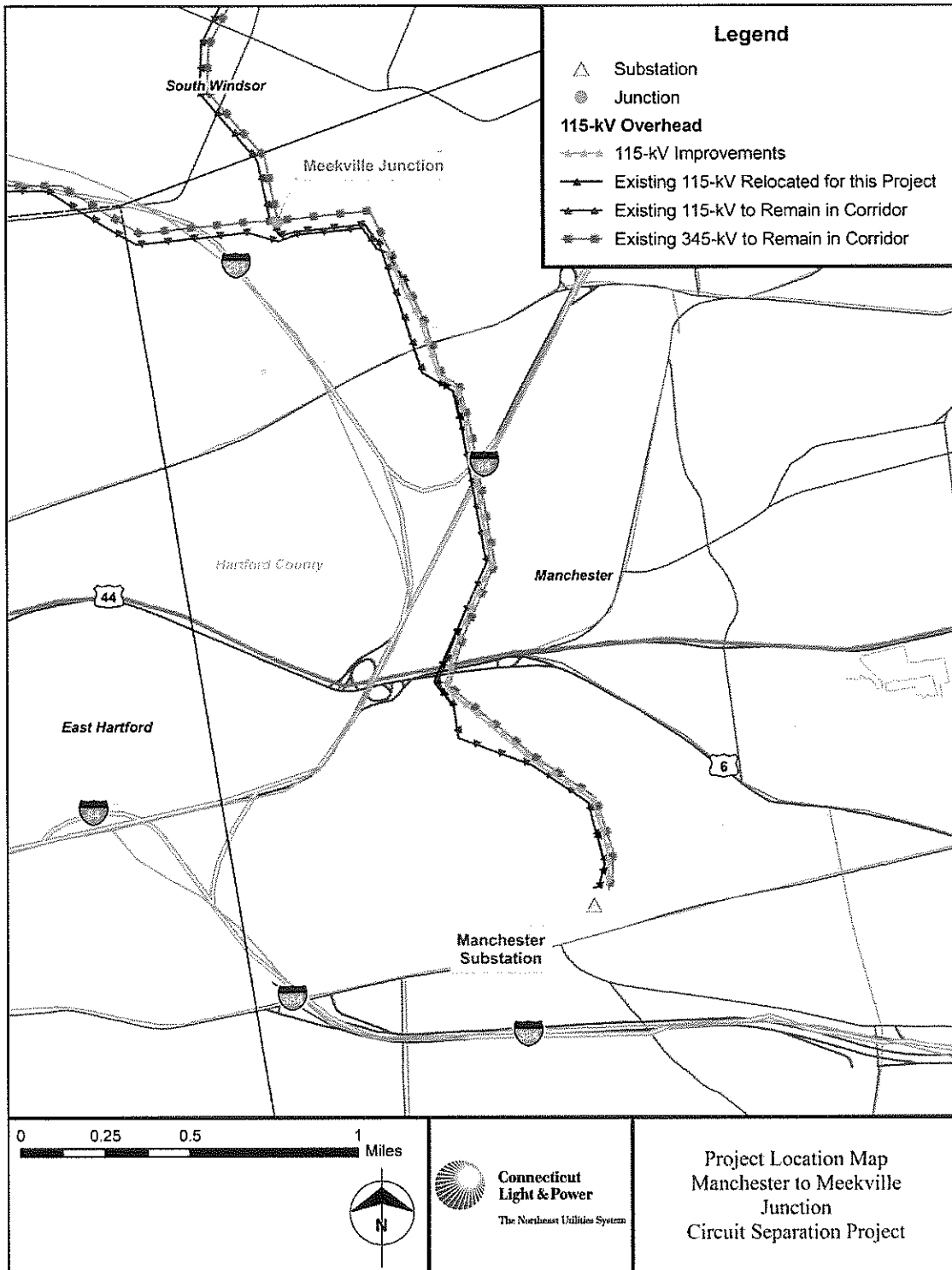
##### **MMP**

17. The MMP would consist of the separation of a 345-kV and a 115-kV circuit for 2.2 miles between Manchester Substation and Meekville Junction, Manchester, Connecticut. New steel monopoles and conductors would be built in the middle of the Manchester-Meekville ROW to accomplish this separation. Refer to Figure 1. (CL&P 1, Vol. 1, p.ES-5)

##### **MMP-V**

18. The MMP-V route would consist of the addition of a new 345-kV circuit for 2.7 miles from within Manchester Substation to approximately 400 feet west of Meekville Junction. The same new steel monopoles and conductors planned for the MMP would be built in the middle of the ROW to establish the new 345-kV circuit but the new construction would be extended north and northwest for 0.4 miles and south 0.1 miles. Also, improvements would be made at the Manchester Substation. Refer to Figures 2 and 3. (CL&P 44, Facilities/Cost, pp. 2, 3)

Figure 1. Meekville Junction to Manchester Substation Project.



(CL&P 1, Vol. 1, p. ES-10)

### Need

19. Since they are considered “critical,” the existing 345-kV and 115-kV circuits (#395 and #1448 respectively) must be placed on separate structures to prevent simultaneous loss of the lines due to a single, common incident. The GSRP transmission line will result in higher power flows on the system that, under contingency conditions, have to be redistributed by the MMP/MMP-V so 115-kV cable circuits in Hartford do not overload. The 345-kV transmission line associated with the GSRP could not be energized until the MMP or MMP-V is also ready to be energized. (CL&P 1, Vol. 1, pp. F-28, F-29; ISO-NE 1, p. 16; CL&P 44, Process, p. 5; CL&P 45, R. 15)
20. Additional power-flow studies confirmed that MMP-V did not solve any criteria violations that are not also solved by MMP. However, the new 345-kV line associated with MMP-V would reduce power flow on the existing 115-kV network between North Bloomfield Substation and Manchester Substation following N-1 and N-1-1 contingency events, thus decreasing stress and improving reliability. (CL&P 44, System Benefits, p. 6; CL&P 45, R. 2)

### System Benefits

21. The MMP-V would result in the elimination of a 3-terminal 345-kV line and the creation of two independent 345-kV circuits on mostly separate ROWs. This creation of two 2-terminal lines would provide robust support to both the Ludlow Substation and Manchester Substation, a benefit that would not be provided by the proposed MMP. (CL&P 44, System Benefits, p. 2)
22. Generally, system planners and operators prefer 2-terminal lines to 3-terminal lines because it is more difficult to design system protection that is reliable under fault conditions for 3-terminal lines, and because a fault on a 3-terminal line would result in the loss of a circuit connection at three terminals, rather than two. (CL&P 44, System Benefits, p. 2)
23. To test and confirm preliminary differential MMP/MMP-V analyses, CL&P performed additional studies concerning a) power flows; b) power transfer; c) system stability; and d) short-circuits. (CL&P 44, System Benefits, p. 3)
24. The purpose of the GSRP is to create the western half of a transmission loop serving a large area in north-central Connecticut and central Massachusetts. However, if the Manchester-North Bloomfield-Barbour Hill 395 circuit were to trip, the connection to Manchester from Barbour Hill and North Bloomfield would be interrupted, thus eliminating one of the benefits of a looped system. This problem would be solved through the construction and operation of the Central Connecticut Reliability Project (CCRP), a future component of NEEWS. If the CCRP is not constructed, CL&P would have to look for another solution, which might be similar to the MMP-V. (CL&P 44, System Benefits, pp. 2, 3)
25. If a contingent outage were to occur on the Manchester-North Bloomfield-Barbour Hill 345-kV circuit, Connecticut would still have a 345-kV connection to Rhode Island via the Killingly-Sherman Road 347 circuit and a 345-kV connection to New York at the Long Mountain Switching Station. There would also still be a 345-kV connection from Massachusetts to Barbour Hill and North Bloomfield Substations. Both substations would be interconnected to the rest of the Connecticut system at 115-kV. A contingency on a Connecticut-New England tie may trigger operator action to enable the system to remain intact following a second contingency. (CL&P 44, System Benefits, p. 5)

26. The MMP-V may increase the Connecticut import capability by between 20 and 120 MW. (CL&P 44, System Benefits, pp. 2, 7)
27. The stability studies determined that there is no appreciable difference in system dynamic performance between MMP and MMP-V. (CL&P 44, System Benefits, pp. 8, 9)
28. Short-circuit analyses performed showed no criteria violations for either the MMP or the MMP-V. (CL&P 44, System Benefits, p. 9)
29. CL&P repeated testing for voltage criteria violations previously performed, and examined voltage levels under N-1-1 contingency events. In a study including MMP but not the two capacitor banks proposed for Ludlow Substation in Ludlow, Massachusetts, system voltages on the bulk power 345-kv system fall below acceptable levels for N-1-1 contingency events. However, with the MMP-V in place, system voltages do not violate the 345-kV low level limit. This means that if MMP is approved, the Ludlow capacitor banks would be needed to maintain voltage levels at North Bloomfield Substation and Barbour Hill Substation to within acceptable limits; on the other hand, constructing MMP-V would eliminate the need for the Ludlow capacitor banks at this time. The cost of the MMP-V would be offset by elimination of the Ludlow capacitor banks. (CL&P 44, System Benefits, p. 6; Tr. 18, p. 67)
30. Compared to MMP, the MMP-V design would allow transmission lines to be taken out of service for maintenance with less risk of disrupting system operation. During maintenance without MMP-V, generation would have to be dispatched within Connecticut that is more expensive than generation dispatched under normal conditions. The cost of running generation out of merit escalates quickly. Thus, MMP-V offers added benefits in terms of flexibility and cost. (Tr. 18, pp. 22-24)

### Project Description

#### MMP

31. Under the MMP, the 115-kV line segment would be constructed with conductors, spacing, and insulation suitable for use as a 345-kV line segment in the future. (CL&P 44, Facilities/Cost, p. 1)
32. Construction of the MMP would begin immediately north of the Manchester Substation fence on the substation property. The MMP would extend to a point just before the existing ROW makes a sharp westerly turn and splits into two ROWs at Meekville Junction. (CL&P 44, Facilities/Cost, pp. 1, 2)

#### *MMP Route & Design*

33. The two existing circuits to be separated by the proposed MMP are a 115-kV circuit (#1448) and a 345-kV circuit (#395). The separation would take place over a 2.2-mile-long section of CL&P's existing ROW between Manchester Substation and Meekville Junction. (CL&P 1, Vol. 1, pp. E-8, E-9, I-5)
34. Currently, there are two double-circuit lines on the ROW. Along the western portion of the ROW is one line of lattice-steel towers, typically 105 feet tall, supporting two 115-kV circuits. Toward the eastern side of the ROW is another line of similar towers supporting the 115-kV and 345-kV circuits. These towers range between 120 and 195 feet in height, averaging 155 feet. Over some of this distance, in between the two rows of towers on the east and west, lies a row of 40-foot wood poles supporting a distribution circuit. (CL&P 15, Carberry/Newland, p. 56)

35. The proposed circuit separation would include constructing a new line of steel monopoles down the middle of the ROW. These structures would be approximately 155 feet tall, with a vertical configuration of the conductors. The 115-kV circuit segment on the easterly set of towers would be inactivated and then upgraded and reactivated at 345-kV making the existing 345-kV circuit segment a split-phase line. The 115-kV circuit segment replacing it would use bundled 1,590-kcmil aluminum conductors with steel reinforcement placed on the new monopoles. The 345-kV circuit that is also currently on the eastern towers would be left where it is. (CL&P 1, Vol. 1, pp. O-49, O-55, Fig. O-18, O-51; CL&P 15, Carberry/Newland, pp. 56, 57)
36. The MMP would require the installation of a total of 25 new monopole structures at 23 locations. At two locations, a lattice tower supporting a double circuit 115-kV line would be replaced by two monopoles. (CL&P 45, R. 10)
37. The total distance along the ROW between Manchester Substation and Meekville Junction is 2.6 miles. The proposed MMP circuit separation is 0.4 miles shorter than the total distance because the #1448 115-kV circuit is already on separate structures along that section. (CL&P 26, p. 2)
38. The distribution line that currently occupies some of the middle area would be shifted within the ROW toward the existing row of towers on the west. To accommodate this shift, three to four of the western towers would have to be moved. (CL&P, Vol. 1, pp. I-6, O-65, O-66)
39. Most of the existing ROW is sufficiently wide to accommodate the relocated 115-kV line between the existing double-circuit transmission lines. However, CL&P proposes to expand the existing ROW at one 2,400 square-foot area located within a commercial development north of Tolland Turnpike. This area consists of a paved parking lot. (CL&P 1, Vol. 1, p. I-6; CL&P 17, R. OCC-001-SP01)
40. Although the new replacement line would be operated initially at 115-kV, it would be built with the capability to operate at 345-kV, thus facilitating system upgrades in the future. (CL&P 1, Vol. 1, p. I-10)
41. The existing #395 circuit could be reconfigured with a split-phase configuration following the proposed MMP circuit separation. (CL&P 1, Vol. 1, pp. O-66, O-67)
42. Construction of the MMP with a split-phase configuration of the existing #395 circuit would not preclude the future conversion of the ROW to allow the MMP-V or a similar project. The only work that would need to be done would be removing cross connections so that one set of conductors on the structures could be operated again at 115-kV. (CL&P 44, EMF, p. 12)

#### ***MMP Cost***

43. The proposed baseline design of the MMP would cost approximately \$14 million. The split-phase option of the #395 345-kV line would cost an additional \$520,000. See Finding of Fact # 97. (CL&P 1, Vol. 1, p. O-67; Carberry/Newland, p. 55)



## MMP-V

### *MMP-V Route & Design*

44. The MMP-V would construct the same new set of steel monopoles and conductors in the middle of the Manchester-Meekville ROW as proposed in the MMP, but would extend the area involved in construction to include a different configuration. Specifically, the proposed MMP-V would:
  - a. Extend the new structures and conductors the entire distance from Manchester Substation to Meekville Junction;
  - b. Place a new 345-kV circuit on the new structures, configured as a 2-terminal line (Manchester-North Bloomfield);
  - c. Reconfigure the 345-kV line currently existing on the double-circuit lattice towers (#395) to a 2-terminal line instead of a 3-terminal line;
  - d. Make improvements at the Manchester Substation to establish the reconfiguration; and
  - e. Leave the 115-kV circuit currently existing on the double-circuit lattice towers (#1448) as is. (CL&P 26, pp. 2, 3)
45. The existing 345-kV circuit established in the Manchester-Meekville ROW (#395), branches in three different directions, like a Y: it runs from Meekville Junction to Barbour Hill Substation in South Windsor, from Meekville Junction to North Bloomfield Substation in Bloomfield, and from Meekville Junction to Manchester Substation (the branch involved in the proposed MMP). These three 345-kV branches comprise a 3-terminal circuit. The MMP-V would, in effect, split the existing 3-terminal circuit into two 2-terminal circuits, one extending between North Bloomfield Substation and Manchester Substation, and the other extending between Barbour Hill Substation and Manchester Substation. (CL&P 26, p. 3)
46. Construction of the MMP-V would require the same work as the MMP and additional construction at each end of the MMP route. The MMP-V would extend from Manchester Substation to the western end of Meekville Junction. (CL&P 44, Facilities/Cost, p. 2)
47. New equipment within the existing Manchester Substation fenceline under the MMP-V includes: a new 345-kV line terminal structure and associated equipment (consisting of line and breaker disconnect switches, 345-kV circuit breaker, coupling capacitor voltage transformers, wave trap and associated wiring and control equipment); and the relocation of the existing 395 line to the new terminal structure position. Additional line structures would also be needed outside of the substation fence for approximately 0.1 miles from the terminal structure to structure 20001 to accommodate the 345-kV connections. (CL&P 44, Facilities/Cost, pp. 2, 3)
48. At the north end of the proposed MMP, the MMP-V would require an additional 0.4 miles of 345-kV line segment. The 345-kV line would end at proposed Structure # 20027, approximately 400 feet past Meekville Junction, and require the relocation of two spans of existing double circuit 115-kV line (structures 6278 to 6275) to the west within the existing ROW. (CL&P 44, Facilities/Cost, p. 3)
49. New structures for the MMP-V between existing Structure # 10088 and Meekville Junction would include four 345-kV transmission line structures and two double circuit 115-kV line structures. (CL&P 44, Environment, p. 5)
50. The MMP-V would require the installation of a total of 34 new monopole structures at 31 locations. At three locations, a lattice tower supporting a double-circuit 115-kV line would be replaced by two monopoles. (CL&P 45, R. 10)

51. At the southern end, the MMP-V would include four new 345-kV line spans to Manchester Substation, the removal of two existing structures, and construction work within the substation to accommodate a new 345-kV circuit position. (CL&P 44, Facilities/Cost, p. 2)
52. The MMP-V would be operational by mid-2013, if all permitting is completed as expected. Delays in obtaining permits have the potential to cause delays in the schedule. (Tr. 18, p. 45)
53. CL&P prefers the MMP-V to the MMP, assuming delays in permitting could be avoided. (CL&P 45, R. 11)

#### ***MMP-V Cost***

54. The incremental capital cost of MMP-V would be approximately \$9,250,000 more than MMP, or approximately \$23 million. (CL&P 44, Facilities/Cost, p. 5)
55. If the MMP-V were built rather than the MMP, 345-kV capacitor banks that are proposed at Ludlow Substation as part of the GSRP would not be needed. The MMP-V would provide additional voltage support that would have been provided by the capacitors. The cost of the capacitor banks is approximately \$10,000,000. (CL&P 44, System Benefits, p. 6, Facilities/Cost, p. 5)
56. Since the MMP-V may eliminate voltage violations that would otherwise require the installation of the Ludlow capacitor banks, the MMP-V may be eligible for regionalization to be determined by ISO-NE. (CL&P 44, System Benefits, p. 9; Tr. 18, pp. 20, 21)
57. ISO-NE currently has no preference for the MMP or MMP-V. ISO-NE testified in the Council's June 2, 2010 hearing that in determining cost allocation for the MMP-V, it would take into account that the Ludlow capacitor banks would not be needed and, therefore, the overall cost of the project would be reduced. These are amongst those factors that ISO-NE testified it would consider in determining whether the project is suitable for regional cost allocation. (ISO-NE 7, R. CSC-1; Tr. 18, pp. 33-39)
58. ISO-NE is in the process of reviewing the need for future electric projects, including the Interstate Reliability Project (IRP) and Central Connecticut Reliability Project (CCRP). Regardless of the outcome of need for the IRP or CCRP, the MMP or MMP-V would still be needed. (ISO-NE 7, R. CSC-1; Tr. 18, pp. 14, 15)

#### **MMP-V Route Alternatives**

59. An in-ROW underground alternative to the MMP-V could not be constructed due to significant adverse wetland impacts that would result. (CL&P 46, pp. 7, 8)
60. CL&P investigated an in-road underground alternative to the MMP-V. This alternative would be constructed along a road between Manchester Substation and a new transition station north of Meekville Junction in South Windsor. The route would extend 4.15 miles from Manchester Substation northeast on Olcott Street, turning north onto Adams Street, continuing north on Buckland Street, turning west onto Pleasant Valley Road into South Windsor, then turning south on Clark Street to a potential transition station. (CL&P 46, p. 8)
61. The in-road underground alternative would require upgrades to the Manchester Substation, including equipment additions to create bus-connection positions for each of two sets of 345-kV cables and a 345-kV transition station to connect the cables to an overhead line. (CL&P 46, p. 8)

62. The in-road underground alternative would cost \$124 million. If the overhead MMP-V were approved and regionalized, Connecticut ratepayers would pay 27 percent of \$23 million, which is approximately \$6.2 million. If the in-road underground alternative were approved it would cost \$6.2 million, plus 100 percent of the difference between MMP-V and the alternative, or \$101 million, bringing the total cost of the alternative to \$107.2 million. (CL&P 46, p. 8)

### Environment

63. For portions of MMP-V that are different than MMP, CL&P has aligned the MMP-V structure locations and associated construction support areas, where feasible, in an effort to minimize adverse environmental effects. (CL&P 44, Environment, p. 4)
64. If MMP is approved and converted to 345-kV operation in the future, the environmental impacts of MMP would become similar those of MMP-V. (CL&P 45, R. 22)

### **MMP Wetlands and Watercourses**

65. The MMP route spans five perennial waterbodies, the largest of which is the Hockanum River, and two intermittent watercourses. (CL&P 1, Vol. 1, p. L-61)
66. Existing structures associated with the MMP are within the Stream Channel Encroachment Line (SCEL) of the Hockanum River. The DEP Bureau of Water Protection and Land Reuse's Inland Water Resources Division regulates the placement of structures within a river's SCEL to lessen risk of hazards to property due to flooding. (CL&P 1, Vol. 1, p. L-62)
67. There are 13 wetland systems along the MMP line route. Of the wetlands that exist along the ROW, two areas were identified and confirmed as amphibian breeding habitats/vernal pools. (CL&P 1, Vol. 1, p. L-64)
68. Amphibian species identified within the vernal pools along the MMP include the spotted salamander and wood frog. (CL&P 1, Vol. 1, p. N-28)
69. Approximately nine existing structures along the MMP ROW are located in wetlands. Some new structures would be located in wetlands, requiring permanent fill. Permanently disturbed wetland areas would be compensated for through mitigation efforts, such as wetland creation. (CL&P 1, Vol. 1, pp. N-10, N-17)
70. The MMP would require the conversion of approximately 1.4 acres of forested wetland vegetation along the existing ROW to shrub-scrub or emergent wetland. (CL&P 1, Vol. 1, p. N-11)
71. The MMP route traverses 2.1 miles of the Love Lane/New State Road Aquifer Protection Area. The nearest public water supply well associated with the Aquifer Protection Area is located near Love Lane, approximately 0.5 miles north of the Manchester Substation. (CL&P 1, Vol. 1, pp. L-64, L-65)
72. The proposed MMP line would cross the 100-year FEMA flood boundary of the Hockanum River. (CL&P 1, Vol. 1, p. L-65g)

### MMP-V Wetlands and Watercourses

73. The MMP and MMP-V would use the same alignment for the Hockanum River SCEL, but, unlike the MMP, the MMP-V would require the installation of three 345-kV and one 115-kV line structures within the Federal Emergency Management Agency (FEMA) designated floodway of Hop Brook, reducing the flood storage capacity of the Hop Brook Floodway. (CL&P 44, Environment, pp. 3, 7, 8)
74. The addition of two monopoles and the removal of a lattice tower would result in an increase of water surface elevation ranging from approximately 0.01 to 0.03 feet. Compensatory flood storage mitigation may be required, which would include excavation downstream in areas of increased water elevation. (CL&P 44, Environment, p. 9; CL&P 45, R. 3, R. 4)
75. The additional 0.4 mile segment of the MMP-V to the north would include the crossing of an intermittent stream and associated wetland as well as two other wetlands. The three wetland areas consist primarily of scrub-shrub vegetation; however, small portions of one wetland consist of open water and palustrine vegetation. None of these three wetlands are classified as vernal pools. (CL&P 44, Environment, pp. 5, 6)
76. Vegetation near the northern 0.4 mile MMP-V segment consists of upland shrub and forested areas, palustrine forested and palustrine scrub-shrub wetlands. (CL&P 44, Environment, p. 5)
77. The northern 0.4 mile ROW segment is bordered by commercial and industrial land uses as well as four single-family residences. There are nine transmission structures and two access roads installed within and through wetland areas, within the existing ROW at Meekville Junction. (CL&P 44, Environment, p. 6)
78. One structure, proposed to be installed within a wetland area near Meekville Junction, would be required for MMP-V but not for MMP. (DEP Comments dated June 2, 2010)

### MMP Wildlife

79. No designated wildlife management areas are found in the vicinity of the proposed MMP route; however, the Hockanum River corridor is a state-designated trout management area that is overseen by the DEP. (CL&P 1, Vol. 1, p. L-66)
80. The state-listed endangered species the barn owl (*Tyto alba*) has been documented in the vicinity of the MMP route. During the spring of 2008, an inspection of the entire length of the MMP was performed to search for potential barn owl nesting habitat. No active barn owl nest sites were found at that time; however, two areas along the MMP route were identified as potential foraging habitat for barn owls, one of which was located within the CL&P transmission line ROW. (CL&P 1, Vol. 1, pp. L-67, L-68)
81. The proposed construction activities along the MMP corridor may temporarily disturb potential foraging habitat of the barn owl; however, CL&P expects that re-establishment of vegetation on the ROW following the completion of construction would provide continued foraging habitat for the barn owl. CL&P would perform a nesting tree cavity survey along the ROW prior to removing any trees within the area. (CL&P 1, Vol. 1, pp. N-36, N-37; CL&P 4, R. 14; DEP comments dated July 15, 2009)

#### **MMP-V Wildlife**

82. There is no threatened or endangered species habitat or amphibian breeding habitat within the 0.4 mile MMP-V segment north of the MMP alignment. Also, there are no federal, state, or locally designated recreational areas or state wildlife management areas within the 0.4 mile section. (CL&P 44, Environment, p. 7)
83. No threatened or endangered species would be affected by the 0.1 mile segment of MMP-V northeast of Manchester Substation. (CL&P 44, Environment, p. 8)

#### **MMP and MMP-V Vegetation Removal**

84. Approximately 3.7 acres of forested upland vegetation would be cleared and maintained in shrub or grass cover types along the existing ROW for the MMP. (CL&P 1, Vol. 1, p. N-22)
85. A total of 3.1 acres of additional vegetation removal is required for the MMP-V that is not required for the MMP including approximately 2.4 acres of vegetation removal near Meekville Junction where the center of the 350-foot wide ROW is forested, and an additional ten feet of vegetation removal along both sides of the ROW along the entire 2.7 mile length of MMP-V. The additional clearing is necessary because the 345-kV lines require greater clearances between the conductors and vegetation. (CL&P 44, Environment, p. 9; Tr. 18, pp. 74, 75)

#### **MMP-V Land Use**

86. The ROW segment that would be used for MMP-V is bordered by commercial and industrial land uses, near existing structure numbers 10088 to 10090, and single-family residences on Burnham Street, Botticello Drive, and Mary Drive. NU owns in fee portions of the ROW immediately southeast of Meekville Junction. Along the NU-owned area, four residences are within 300 feet of the proposed MMP-V. The existing 345-kV line is located closer to these residences than the MMP-V line would be. (CL&P 44, Environment, p. 6)

#### **MMP and MMP-V Cultural Resources**

87. Eight Native American sites have been reported within approximately one mile of the proposed MMP route. None of the sites would be eligible to be listed on the National Register of Historic Places. Although no sites have been found within the ROW, there are sites within 500 feet of the MMP. (CL&P 1, Vol. 1, p. L-71)
88. There are no known structures listed on or eligible for the National or State Registers of Historic Places within 0.25 miles of the 0.4 mile segment of ROW associated with the MMP-V north of the MMP alignment. (CL&P 44, Environment, p. 7)
89. The Charles Bunce House, which is eligible for the National Register of Historic Places, is approximately 0.25 miles from the southern portion of the MMP-V and MMP, near the Manchester Substation. However, due to nearby land uses and vegetation in the area, the proposed project would have no effect on the property. (CL&P 44, p. 8)

**MMP-V Visibility**

90. The four homes adjacent to the northernmost 0.4 mile section of ROW have a view of the existing 345-kV structures. The proposed monopoles would also be visible from these four homes, but the new monopoles would be located farther away than the existing 345-kV transmission structures, thus lessening the visual impact of the new structures on these homes. (Tr. 18, pp. 64, 65)

**Comparison of MMP and MMP-V**

91. A comparison of environmental impact of the entire MMP and the MMP-V routes is as follows.

<b>Resources</b>	<b>MMP</b>	<b>MMP-V</b>
Number of Stream Crossings	6 (5 perennial, 1 intermittent)	7 (5 perennial, 2 intermittent)
Number of wetlands within ROW	10	13
Number of vernal pools within ROW	3	3
Temporary impacts on wetlands (from construction)	168,793 sq. ft. (3.9 acres)	210,470 sq. ft. (4.8 acres)
Permanent impacts on wetlands (Fill)	2,221 sq. ft. (0.05 acres)	2,786 sq. ft. (0.06 acres)
Forested wetland clearing	43,568 sq. ft. (1 acre)	65,273 sq. ft. (1.5 acres)
Forested upland clearing	74,502 sq. ft. (1.7 acres)	207,889 sq. ft. (4.8 acres)
Potential threatened and endangered species near ROW	1	1

(CL&P 44, Environment, p. 11)

**Permits**

92. If the MMP-V were approved, CL&P would have to file amendments to the DEP 401 Water Quality Certificate Application and the SCEL Application, as well as the United States Army Corps of Engineers (USACE) application. The amendments would include the additional structures and removal activities that are part of MMP-V and revise the Floodway analysis and hazards report. The amendments would be filed in July 2010. (CL&P 45, R. 1)
93. DEP permits may be issued in October 2010. The USACE permit, typically issued within one month of DEP's permits, may be issued in November 2010. Following this permit schedule, CL&P would commence construction activities in December 2010. (CL&P 45, R. 1)

**EMF**

94. Using Average Annual Load (AAL), both the MMP and the MMP-V would produce magnetic fields generally lower than pre-construction magnetic field (MF) levels. (CL&P 44, EMF, p. 3)

95. The proposed MMP involves changes to the ROW along Cross Section 21. The MMP-V involves changes to the ROW along Cross Section 21 and Cross Section 22. Cross Section 21 extends from a point on the ROW north of the Manchester Substation (proposed structure # 20003) to the point where the 115-kV circuit separates from the structures shared with the 395 circuit (proposed structure # 20018). Cross Section 22 extends from where the ROW turns west (proposed structure # 20020) to the point where the Barbour Hill and North Bloomfield legs of the 395 circuit split apart (proposed structure # 20022). (CL&P 44, EMF, p. 4)
96. Cross Section 22 is typically wider than Cross Section 21 and does not have a distribution line on it. (CL&P 44, Facilities/Cost, p. 5)
97. The Cross Sections do not cover the entire length of the MMP-V because no EMF modeling is done where line conductors transition from a substation to line structures or from one configuration to another on a ROW. (CL&P 44, EMF, p. 4)
98. Along Cross Section 21, the MMP would lower MF at the ROW edges because the new 345-kV circuit between North Bloomfield Substation and Agawam Substation would supply southwest Connecticut load via a future NEEWS project extending from North Bloomfield Substation to Frost Bridge Substation. The future project would draw electricity over that transmission line rather than the lines to Manchester Substation, thereby reducing the loading of the existing 395 line segment from Meekville Junction to Manchester. Also, re-using one set of conductors on the former double-circuit line on the east side of the ROW would result in a split-phase configuration of the 345-kV line, which would further reduce MF along the ROW. (CL&P 44, EMF, p. 5)
99. Along Cross-Section 21, the loading on the existing #395 line would be reduced, with MMP-V, but, the reduction would not be as large as with the MMP. The power flow on the #395 line from the north that turns west at Meekville Junction to North Bloomfield Substation as part of the MMP would change direction with the MMP-V. The MMP-V would require some of the power to first flow south from the Ludlow Substation to Manchester Substation, then back north to Meekville Junction on the new 345-kV line to get to North Bloomfield Substation. This doubling-back results in a longer electrical path from Ludlow to North Bloomfield Substations, which would shift some power flow to the Agawam to North Bloomfield line. This change would increase current on the GSRP line, which, in turn, would increase MF levels along that line by approximately 2.3 % from the modeling provided under the GSRP. (CL&P 44, EMF, pp. 5, 12, 13)
100. No split-phasing opportunity is available for Cross Section 21 with MMP-V because the 345-kV (#395 circuit) and the 115-kV (#1448 circuit) would remain in place. (CL&P 44, EMF, p. 5)

101. Under the MMP-V alternative, no Council Best Management Practices (BMP) configuration is available for Cross Section 21. Calculated MF for the MMP baseline design, MMP split-phase configuration and MMP-V baseline design are shown in the table below.

	<b>Magnetic Fields (mG)</b>		<b>Electric Fields (kV/m)</b>	
	west/south ROW	east/north ROW	west/south ROW	east/north ROW
<b>Pre-const. (2012)</b>	4.6	27.4	0.06	0.15
<b>Post-const. MMP (2017)</b>	3.0	12.2	0.07	0.15
<b>Post-const. MMP split-phase (2017)</b>	2.3	4.8	0.05	0.14
<b>Post-const. MMP-V (2017)</b>	3.0	24.5	0.08	0.16

(CL&P 44, EMF, p. 6)

102. A BMP design could be constructed for Cross Section 22 of the MMP-V. A split-phase configuration of the #395 line could be constructed in this segment of the MMP-V because the existing conductors on the south side of the towers would not otherwise be needed. (CL&P 44, EMF, p. 8)
103. The predicted MF levels for Cross Section 22 with the baseline design and the split-phase configuration are shown in the table below.

	<b>Magnetic Fields (mG)</b>		<b>Electric Fields (kV/m)</b>	
	west/south ROW	east/north ROW	west/south ROW	east/north ROW
<b>Pre-const. (2012)</b>	16.2	47.4	0.63	0.20
<b>Post-const. MMP (2017)</b>	18.1	27.1	0.63	0.20
<b>Post-const. MMP-V (2017)</b>	18.2	29.7	0.61	0.27
<b>Post-const. MMP-V split-phase (2017)</b>	17.0	9.5	0.63	0.20

(CL&P 44, EMF, p. 8)

104. There are three “statutory facilities” immediately east of Cross Section 21 of the MMP and MMP-V. The statutory facilities consist of Howell Cheney Vocational Training School; Leber Field/Playground; and East Catholic High School. The Howell Cheney Vocational Training School is 547 feet from the proposed transmission line and East Catholic High School is 900 feet from the proposed MMP and MMP-V. Therefore, neither facility would experience increased MF levels at AAL following the installation of the project. MF levels at Leber Field, which is 203 feet from the proposed transmission line, would not increase from pre-construction levels. (CL&P 44, EMF, pp. 10, 11)



105. Along Cross Section 22, there are four homes north of the ROW. The homes are adjacent to the existing 345-kV line but not to the proposed 345-kV line, which would be constructed within the interior of the ROW. The homes range from 250 feet to 298 feet from the proposed new MMP-V transmission line. The MF levels at these homes are not expected to increase above pre-construction conditions. (CL&P 44, EMF, p. 11)
  
106. The construction of the split-phase configuration for Cross Section 22 involves changing or making connections between phase conductors at two existing lattice structures. No modifications to existing towers are required. The cost of the split-phase configuration is \$20,000 above the cost of the baseline configuration. (CL&P 45, R. 6)

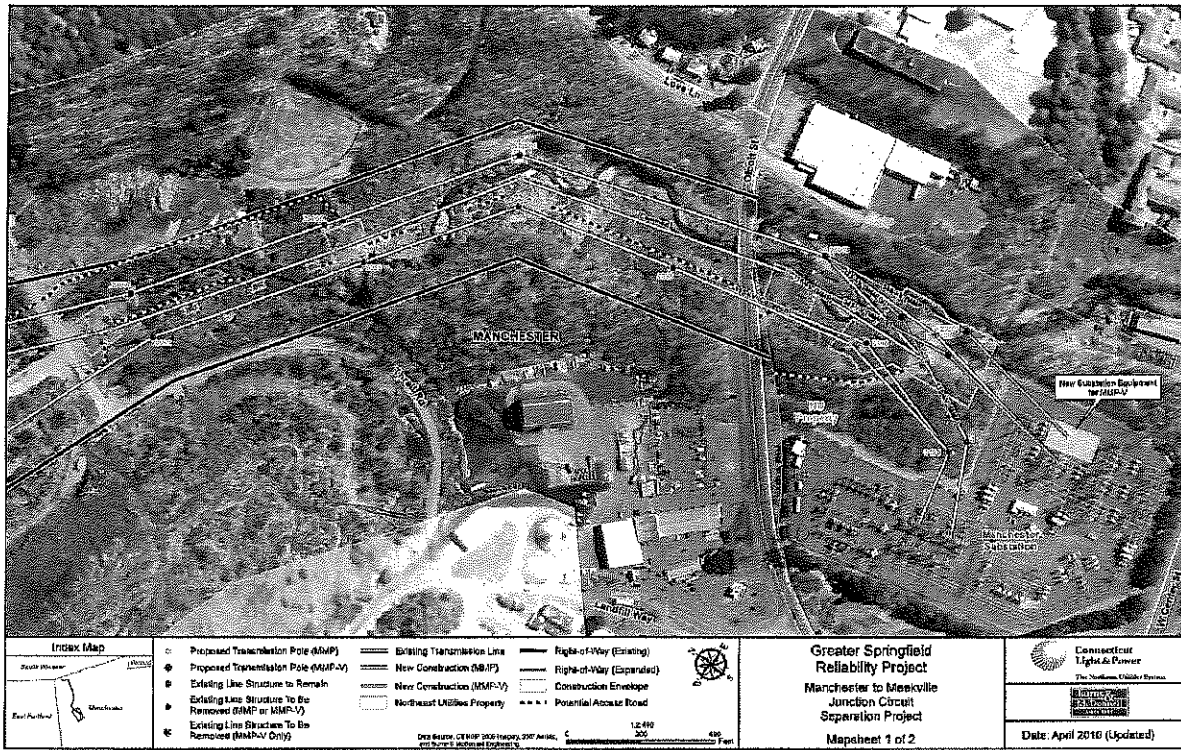


Figure 2. Portion of the MMP-V ROW just north of Manchester Substation. (CL&P 44, Tab 2)

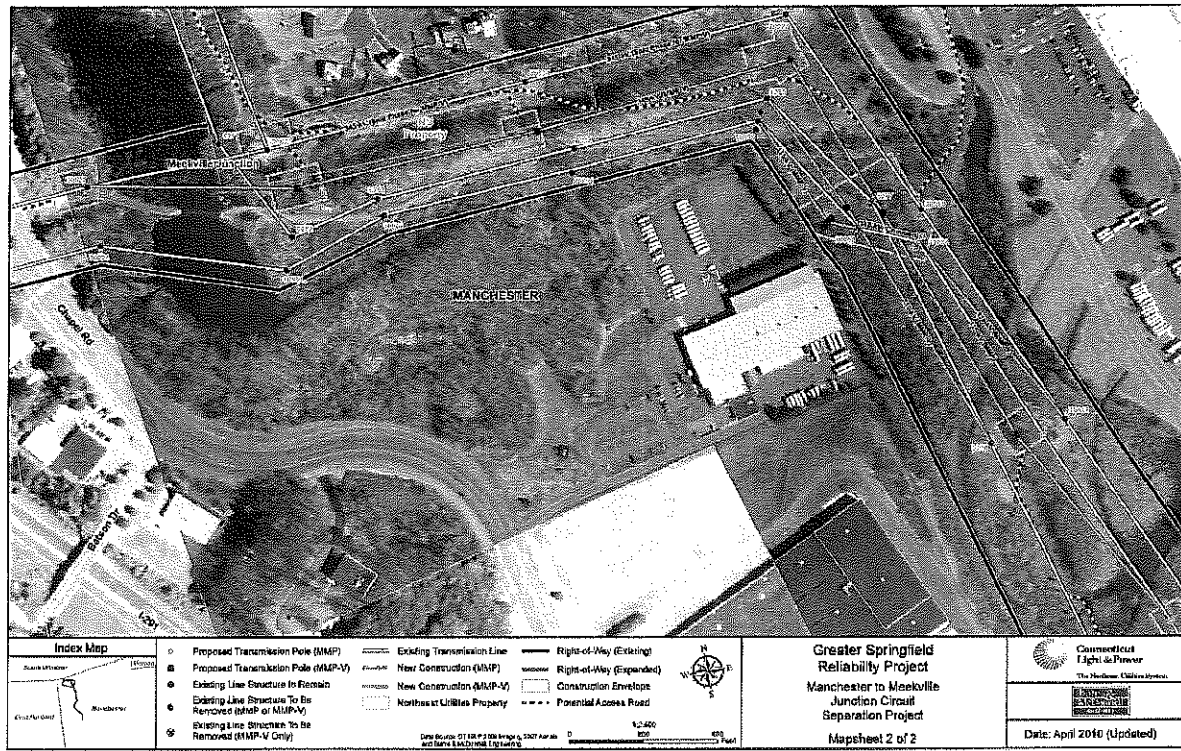


Figure 3. Northern portion of the MMP-V ROW segment. (CL&P 44, Tab 3)

<b>DOCKET 370A-MR</b> –The Connecticut Light & Power Company application for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project in Manchester, Connecticut. <b>Petition for Reconsideration under C.G.S. §4-181a(a).</b>	}	Connecticut
	}	Siting
	}	Council
	}	July 20, 2010

**Opinion (Reconsideration)**

**I. Introduction**

On October 20, 2008, The Connecticut Light and Power Company (CL&P) applied to the Connecticut Siting Council 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 (GSRP) that traverses the municipalities of Bloomfield, East Granby, and Suffield, or potentially including an alternate route 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 (MMP) in Manchester, Connecticut.

The MMP would consist of the separation of an existing 345-kV and a 115-kV circuit (#395 and #1448, respectively) for 2.2 miles between Manchester Substation and Meekville Junction, both in Manchester, Connecticut.

On March 9 and March 16, 2010, the Council voted to deny without prejudice the MMP portion of the application due to lack of information regarding a potential variation to the MMP known as MMP-V. On April 7, 2010, CL&P submitted a “Petition for Reconsideration of the Denial of a Certificate of Environmental Compatibility and Public Need for the Manchester to Meekville Junction Circuit Separation Project” to the Council providing relevant information about MMP and MMP-V, and allow the Council to more thoroughly consider the merits of the two.

Balancing all the considerations in the subsequent sections, the Council finds that the MMP-V would provide the transmission grid with the most robust solution compared to the MMP at a minimal cost. Most of the additional environmental impact associated with MMP-V, including minimal visual impact, could be avoided or mitigated. The Council notes that CL&P prefers the MMP-V to the MMP, assuming no delays in the U.S. Army Corps of Engineers and Department of Environmental Protection (DEP) permitting schedules. Furthermore, the Council expects that the cost offsets and maintenance benefits afforded by the MMP-V will result in regional cost allocation of the project.

**II. Need**

Either MMP or MMP-V would be integral to GSRP, the need for which has already been established in Council decisions of March 9 and 16, 2010.

The GSRP and either MMP or MMP-V are part of a comprehensive long-range regional plan for expansion that addresses electric transmission concerns in New England. Consistent with the state’s energy policy under Connecticut General Statute §16a-35k, the proposed GSRP will: provide an interconnected utility system serving the interests of electric system economy and reliability; increase the reliability of energy resources vulnerable to interruption; and help develop and utilize renewable energy resources. Either the MMP or the MMP-V will allow the GSRP to work more efficiently, without causing disruptions on the existing 115-kV transmission lines in the Hartford area.

### **III. Route and Design**

The MMP would consist of the separation of a 345-kV circuit (#395) and a 115-kV circuit (#1448) for 2.2 miles between Manchester Substation and Meekville Junction, Manchester, Connecticut. New steel monopoles and conductors would be built in the middle of the Manchester-Meekville ROW to accomplish this separation. The 115-kV circuit that is currently on the shared structures would be relocated to the new monopoles. The 345-kV circuit would remain in place.

The MMP-V would differ slightly in route by significantly in circuit design. It would add a new 345-kV circuit for 2.7 miles from Manchester Substation to approximately 400 feet west of Meekville Junction. The same new steel monopoles and conductors planned for the MMP would be built in the middle of the ROW to establish the new 345-kV circuit, but the new construction would be extended north and northwest for 0.4 miles and south 0.1 miles; also, improvements would be made at the Manchester Substation.

Since they are considered “critical,” under MMP the existing 345-kV and 115-kV circuits (#395 and #1448, respectively) must be placed on separate structures to prevent simultaneous loss of the lines due to a single, common incident. Under MMP-V, the #395 and #1448 circuits would no longer be critical to the system and could remain on double circuit structures.

The 345-kV transmission line associated with the GSRP could not be energized until the MMP or MMP-V is also ready to be energized.

There are no feasible underground route alternatives to the MMP-V. A cable installed underground within the existing ROW would cause extensive damage to wetland areas, while a cable installed underground within the road ROW would be a large expense to Connecticut ratepayers. Whether installed within the ROW or within roads, the excess cost of an underground alternative would impose an unreasonable economic burden on the ratepayers of the state. Therefore, the Council’s view is that the entire MMP-V should be constructed overhead.

### **IV. Benefits**

The MMP-V was developed to address potential reliability issues with the existing #395 circuit, which is a 3-terminal 345-kV circuit connecting the North Bloomfield Substation in Bloomfield, Manchester Substation in Manchester, and Barbour Hill Substation in South Windsor. While the MMP-V would require the same new set of steel monopoles and conductors in the Manchester-Meekville ROW as proposed for MMP (see Route and Design above), it would extend the area involved in construction so as to create more reliable 345-kV transmission resources in this area overall, which is a benefit not provided by the proposed MMP.

Generally, system planners and operators prefer 2-terminal lines to 3-terminal lines because it is more difficult to design system protection that is as reliable under fault conditions for 3-terminal lines, and because a fault on a 3-terminal line would result in the loss of a circuit connection at three terminals, rather than two.

For MMP-V, CL&P repeated testing for voltage criteria violations previously performed for MMP, and examined voltage levels under N-1-1 contingency events. In a study including MMP but not the two capacitor banks proposed for Ludlow Substation in Ludlow, Massachusetts, system voltages on the bulk power 345-kV system were shown to fall below acceptable levels for N-1-1 contingency events. However, with the MMP-V in place, system voltages do not violate the 345-kV low-level limit. This means that if MMP were to be approved the Ludlow capacitor banks would be needed to maintain voltage levels at North Bloomfield Substation and Barbour Hill Substation to within acceptable limits; on the other hand, constructing MMP-V would eliminate the need for the Ludlow capacitor banks at this time.

The total cost of the MMP-V would be approximately \$23 million, compared with \$14 million for MMP. However, the cost of the Ludlow capacitor banks is \$10 million. By eliminating the need for these, MMP-V would offset its added costs.

Compared to MMP, the MMP-V design would allow transmission lines to be taken out of service for maintenance with less risk of interrupting system operation. During maintenance without MMP-V, generation would have to be dispatched within Connecticut that is more expensive than generation dispatched under normal conditions. The cost of running generation out of merit escalates quickly. Thus, the maintenance flexibility offered by MMP-V also has a cost advantage.

## V. Environment

Since the MMP-V follows primarily the same route as the MMP, the environmental impact of both projects is similar. Along the total 0.5 mile distance where MMP-V increases the route and thus adds environmental impacts, the Council will order CL&P to align structures so as to minimize such impacts.

### Wetlands and Watercourses

There are numerous wetlands and watercourses along the MMP-V route. Two of the wetlands are vernal pools that support amphibian breeding habitat. Nine existing structures are currently located in wetlands and new structures would be located in wetland areas, requiring permanent fill.

The MMP-V would use the same alignment for the Hockanum River Stream Channel Encroachment Line (SCEL), but, unlike the MMP, the MMP-V would require the installation of three 345-kV and one 115-kV line structures within the Federal Emergency Management Agency (FEMA) designated floodway of Hop Brook, reducing the flood storage capacity of the Hop Brook Floodway. The addition of two monopoles and the removal of a lattice tower would result in an increase of water surface elevation ranging from approximately 0.01 to 0.03 feet. Compensatory flood storage mitigation may be required, which would include excavation downstream in areas of increased water elevation.

The additional 0.4 mile segment of the MMP-V to the north would include the crossing of an intermittent stream and associated wetland, as well as two other wetlands. The three wetland areas consist primarily of scrub-shrub vegetation; however, small portions of one wetland consist of open water and palustrine vegetation. None of these three wetlands are classified as vernal pools. Additionally, this segment of the ROW is an area that has been previously disturbed by development of the transmission ROW, residences, and commercial and industrial areas.

Approximately one additional transmission line structure would be installed within a wetland area for the MMP-V that is not part of the MMP.

### Wildlife

No designated wildlife management areas are in the vicinity of the proposed MMP-V route; however, the Hockanum River corridor is a state-designated trout management area that is overseen by the DEP.

One state-listed endangered species - the barn owl (*Tyto alba*) - has been documented in the vicinity of the MMP-V route. In the spring of 2008, during an inspection of the MMP route for potential barn owl nesting habitat, no active barn owl nest sites were found; however, two areas along the route were identified as potential foraging habitat for barn owls, one of which was located within the CL&P transmission line ROW. The proposed construction activities along the MMP-V corridor may temporarily disturb potential foraging habitat of the barn owl; however, CL&P expects that re-establishment of vegetation along the ROW following the completion of construction would restore such habitat.

CL&P would conduct a nesting tree cavity survey prior to the removal of any trees along the ROW.

#### Habitat and Vegetation

Construction of the MMP-V would require 3.1 acres of vegetation removal added to the 3.7 acres of forested upland vegetation that would have been removed for MMP. The increment would include approximately 2.4 acres of vegetation removal near Meekville Junction where the center of the 350-foot wide ROW is forested, and an additional ten feet of vegetation removal along both sides of the ROW along the entire 2.7 mile length of MMP-V. The additional clearing is necessary because the 345-kV lines require greater clearances between the conductors and vegetation.

Conversion of upland forest into shrub or grass ground cover could result in a benefit to certain wildlife, since much of the Connecticut landscape is forested or developed.

#### Visual Resources

The Council recognizes that views of the additional transmission line structures for MMP-V from the surrounding area will occur, just as they would have for MMP; however, the new structures would be installed in the center of the ROW with existing transmission structures on either side.

Although the MMP-V would be near four residences that would not have been impacted by MMP, the visual impact to these homes is minimal. The existing transmission line structures are already visible from these homes and the line and structures associated with MMP-V would be even farther away.

#### Historic and Cultural Resources

Eight Native American sites have been reported within approximately one mile of the proposed MMP-V route. None of the sites are eligible to be listed on the National Register of Historic Places. Although none of the sites are within the ROW, there are sites within 500 feet of it. The c. 1835 Charles Bunce House, which is eligible for the National Register of Historic Places, is located approximately 0.25 miles from the MMP-V route, but no impact to the property is expected. The MMP-V is not near any additional cultural or historic resources.

### **VI. EMFs**

The Council's "*Electric and Magnetic Field Best Management Practices for the Construction of Electric Transmission Lines in Connecticut*" (EMF BMPs) were issued in December 2007 to address concerns regarding potential health risks from exposure to EMF from transmission lines. The Council's EMF BMPs support the use of effective no-cost and low-cost technologies and management techniques to reduce magnetic fields (MF) exposure to the public while allowing for the development of electric transmission line projects.

There is no new evidence that might alter the scientific consensus articulated in the Council's 2007 EMF BMP document.

The MMP-V involves changes to the ROW along Cross Section 21 and Cross Section 22. Cross Section 21 extends from the Manchester Substation (proposed structure # 20003) to the point where the 115-kV circuit separates from the structures shared with the 395 circuit (proposed structure # 20018). Cross Section 22 extends from where the ROW turns west (proposed structure # 20020) to the point where the Barbour Hill and North Bloomfield legs of the 395 circuit split apart (proposed structure # 20022).

Along Cross-Section 21, MMP-V would reduce the loading on the existing #395 line. The loading would not be reduced as much as with the MMP, because of the distances of power flows in the overall GSRP project determined by the new MMP-V circuit design. Also, there would be no opportunity to reconfigure the proposed MMP-V Cross Section 21 transmission lines to reduce MF further, because the existing #395 and #1448 circuits would remain in place, eliminating the available space for an additional set of conductors. Nonetheless, following the installation of MMP-V, MF levels would be lower than they are now.

Along Cross Section 22 there is a BMP option that includes a split-phase configuration of the #395 line because the existing conductors on the south side of the ROW would no longer be needed. This split-phase option would cost an additional \$20,000. In the Council's opinion, the additional expense is not necessary since the magnetic fields at the four nearby residences would remain unchanged after the construction of the MMP-V.

## VII. Conclusions

The facility approved by this Council in the Opinion, Decision and Order will be reliable.

The nature of the probable environmental impact, including EMF of the facility alone and cumulatively with other existing facilities, has been reviewed by this Council in approving this facility. Included in the review of the probable environmental impact was a review of EMF fields. The Council has examined the policies of the state concerning the natural environment, ecological balance, public health and safety, air and water purity, and fish, aquaculture and wildlife, together with all other environmental concerns, and balanced the interests in accordance with Conn. Gen. Stat. § 16-50p(a)(3)(B) and Conn. Gen. Stat. § 16-50p(a)(3)(C).

The environmental effects that are the subject of Conn. Gen. Stat. § 16-50p (a)(3)(B) can be sufficiently mitigated and do not overcome the public need for the facility approved by the Council in the Opinion, Decision and Order.

Conn. Gen. Stat. § 16-50p(a)(3)(D)(i) requires that the Council specify what part, if any, of the facility approved shall be located overhead. That is designated in this Opinion, Decision and Order.

The facility approved by this Council in the Opinion, Decision and Order conforms to a long-range plan for expansion of the electric power grid of the electric systems serving the State of Connecticut and its people and interconnected utility systems and will serve the interests of electric system economy and reliability.

The overhead portions of the facility approved by this Council in its Opinion, Decision and Order are cost-effective and the most appropriate alternative based on a life-cycle cost analysis of the facility and underground alternatives to the facility and complies with the provisions of Conn. Gen. Stat. § 16-50p. The overhead portions of the facility as approved by this Council in its Opinion, Decision and Order are consistent with the purposes of Chapter 227a of the General Statutes of Connecticut, and with Council regulations and standards adopted pursuant to Conn. Gen. Stat. § 16-50t, including the Council's EMF BMPs for electric lines and with the Federal Energy Regulatory Commission's "Guidelines for the Protection of Natural Historic Scenic and Recreational Values in the Design and Location of Rights-of-Way and Transmission Facilities," or any successor guidelines and any other applicable federal guidelines.

The overhead portions of the facility approved by this Council in its Opinion, Decision and Order are contained within a buffer zone that is described under CGS § 16-50p(a)(3)(O), no less in area than the existing right-of-way that protects the public health and safety. In establishing this buffer zone, the Council took into consideration, among other things, residential areas, private or public schools, licensed child daycare facilities, licensed youth camps or public playgrounds adjacent to the proposed overhead route of the overhead portions and the level of voltage of the overhead portions and any existing overhead transmission lines on the approved route.

This proceeding was held under a consolidated hearing process with other applications that were common to a request for proposal. The facility proposed in the subject application represents the most appropriate alternative among such applications based on the findings and determinations pursuant to Conn. Gen. Stat. § 16-50p(a)(3). The Council's ultimate decision reflects the balance required by Connecticut law to protect the environment, protect public health and safety, and to secure Connecticut's energy future for generations to come.

In order to verify consistency with the Council's Decision and Order, the Council will require the Certificate holder to retain an independent inspector(s), subject to Council approval, to document compliance with environmental requirements, prepare status reports, and act as a liaison between the Council and the Certificate holder's environmental inspector and contractors. This independent inspector will provide bi-weekly progress reports in writing to the Council and to the chief elected official, or their representative, of each municipality affected by the proposed project, describing all significant construction activities and all associated environmental effects. This independent inspector shall have formal training and experience in civil and environmental engineering and have sufficient oversight and authority to stop construction practices that are inconsistent with the Council's Decision and Order; the approved D&M Plan; or that may cause significant damage or disruption to the environment.

To ensure that the proposed project is properly developed, the Council will require the applicant to submit a D&M Plan that will include, among others, provisions for public comment and review; detailed site plans identifying structure locations; an erosion and sediment control plan consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control; a Spill Prevention, Control, and Countermeasures Plan; provisions for revegetation and maintenance of the proposed ROW; provisions for inspection and monitoring of the proposed ROW; pre-construction and post-construction measurements of electric and magnetic fields. There is a public need for the facility approved by this Council in the Opinion, Decision and Order.

With the conditions listed above, the Council will issue a Certificate of Environmental Compatibility and Public Need for the construction of an overhead 345-kV electric transmission line along the Manchester Substation to Meekville Junction Route and related construction at the Manchester Substation in Manchester, Connecticut.



<b>DOCKET 370A-MR</b> –The Connecticut Light & Power Company	}	Connecticut
application for a Certificate of Environmental Compatibility and Public	}	Siting
Need for the Manchester Substation to Meekville Junction Circuit	}	
Separation Project in Manchester, Connecticut. <b>Petition for</b>	}	Council
<b>Reconsideration under C.G.S. §4-181a(a).</b>	}	

July 20, 2010

**Decision and Order (Reconsideration)**

Pursuant to the foregoing Findings of Fact and Opinion for the Manchester Substation to Meekville Junction Circuit Separation Project (MMP), the Connecticut Siting Council (Council) finds that the effects associated with the construction of a variation of the MMP (MMP-V) including a new 345-kV electric transmission line and associated facilities between Manchester Substation and Meekville Junction both in Manchester, Connecticut and modifications to the Manchester Substation, including effects on the natural environment; ecological integrity and balance; forests and parks; scenic, historic, and recreational values; air and water purity; fish and wildlife; and public health and safety are not disproportionate either alone or cumulatively with other effects compared to need, are not in conflict with the policies of the State concerning such effects, and are not sufficient reason to deny the application. Therefore, the Council directs that a Certificate of Environmental Compatibility and Public Need, as provided by Connecticut General Statutes §16-50k, be issued to The Connecticut Light and Power Company (CL&P), for the construction, operation and maintenance of such facilities along the MMP-V Route.

Unless otherwise approved by the Council, the facilities shall be constructed, operated, and maintained substantially as specified in the Council’s record in this matter, and as subject to the following conditions:

1. The Certificate Holder shall construct the proposed transmission line overhead along the MMP-V Route.
2. The Certificate Holder shall prepare a Development and Management (D&M) Plan for this site in compliance with Sections 16-50j-60 through 16-50j-62 of the Regulations of Connecticut State Agencies. The D&M Plan shall be served on the Town of Manchester for comment, and all parties and intervenors as listed in the service list, and submitted to and approved by the Council prior to the commencement of facility construction and shall include:
  - a. A detailed site plan showing the placement of the access roads, structure foundations, equipment and material staging area for the overhead route;
  - b. An erosion and sediment control plan, consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control as amended;
  - c. A spill prevention and countermeasures plan;
  - d. Provisions for crossing inland wetland and watercourses for the route;
  - e. Vegetative clearing plan;
  - f. A wetland restoration plan;
  - g. Invasive species management plan;
  - h. Provisions to manage the discovery of undocumented Native American archaeological resources;
  - i. A post-construction electric and magnetic field monitoring plan;
  - j. A schedule of construction hours during nights and/or weekends and mitigation of lighting and noise;
  - k. A blasting plan;
  - l. Identification of developed areas for staging and equipment lay down, field office trailers, sanitary facilities and parking before establishing a new area; and
  - m. Plans and strategies to prevent the use of the right-of-way by all-terrain vehicles.

3. The Certificate Holder shall comply with the Department of Environmental Protection recommendations, or coordinate with the Department of Environmental Protection, for construction of the route in the area of the barn owl.
4. The Certificate Holder shall conform to the Council’s Best Management Practices for Electric and Magnetic Fields.
5. The Certificate Holder shall comply with all future electric and magnetic field standards promulgated by State or federal regulatory agencies. Upon the establishment of any new standards, the facilities granted in this Decision and Order shall be brought into compliance with such standards.
6. The Certificate Holder shall obtain necessary permits from the United States Army Corps of Engineers and the Connecticut Department of Environmental Protection prior to the commencement of construction.
7. The Certificate Holder shall hire an independent environmental inspector, subject to Council approval, to monitor and report on the installation of the overhead transmission system and provide bi-weekly progress reports in writing to the Council and the Chief Elected Official of Manchester.
8. The Certificate Holder shall provide to the Council an operating report within three months after the conclusion of the first year of operation of all facilities herein, and annually thereafter for a period of three years, with information relevant to the overall condition, safety, reliability, and operation of the transmission systems.
9. This Decision and Order shall be void if all construction authorized herein is not completed within four years of the effective date of the Decision and Order, or within four years after all appeals to this Decision and Order have been resolved.

We hereby direct that a copy of the Findings of Fact, Opinion, and Decision and Order be served on each person listed below, and notice of the Decision published in the Hartford Courant, and The Journal Enquirer.

By this Decision and Order, the Council disposes of the legal rights, duties, and privileges of each party named or admitted to the proceeding in accordance with Section 16-50j-17 of the Regulations of Connecticut State Agencies.

The Parties and Intervenors in this proceeding are:



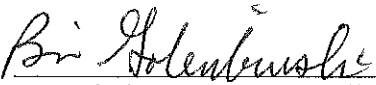
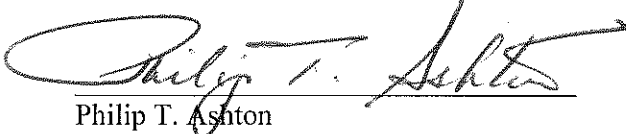
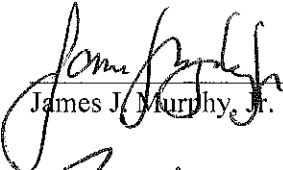

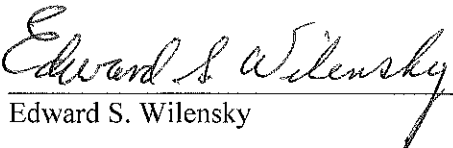
<b>Applicant</b>	The Connecticut Light and Power Company	Anthony M. Fitzgerald, Esq. Brian T. Henebry, Esq. Carmody & Torrance LLP P.O. Box 1950 New Haven, CT 06509
<b>Competing Applicant</b>	NRG Energy Inc.	Andrew W. Lord, Esq. Diana Kleefeld, Esq. Murtha Cullina LLP CityPlace I, 185 Asylum Street Hartford, CT 06103-3469

<b>Party</b>	Richard Blumenthal Connecticut Attorney General	Michael C. Wertheimer Assistant Attorney General Attorney General's Office 10 Franklin Square New Britain, CT 06051
<b>Party</b>	Town of East Granby	Donald R. Holtman, Esq. Katz & Seligman, LLC 130 Washington Street Hartford, CT 06106
<b>Party</b>	Town of Suffield	Edward G. McAnaney, Esq. McAnaney & McAnaney Suffield Village 68 Bridge Street Suffield, CT 06078
<b>Intervenor</b>	ISO-New England, Inc.	Anthony M. Macleod Whitman Breed Abbott & Morgan LLC 500 West Putnam Avenue, P.O. Box 2250 Greenwich, CT 06830-2250
<b>Party</b>	Connecticut Office of Consumer Counsel	Mary J. Healey Bruce C. Johnson Victoria Hackett Consumer Counsel Ten Franklin Square New Britain, CT 06051
<b>Intervenor</b>	ICE Energy, Inc.	Stephen J. Humes, Esq. McCarter & English LLP 185 Asylum Street, CityPlace I Hartford, CT 06103
<b>Party</b>	Town of Enfield	Kevin M. Deneen, Town Attorney Office of the Town Attorney 820 Enfield Street Enfield, CT 06082-2997
<b>Party</b>	City of Meriden	Deborah L. Moore, City Attorney Meriden City Hall Department of Law 142 East Main St. Meriden, CT 06450

<b>Party</b>	The United Illuminating Company	<p>Linda L. Randell Senior Vice President, General Counsel and Corporate Secretary UIL Holdings Corporation 157 Church St., P.O. Box 1564 New Haven, CT 06506-0901</p> <p>Bruce L. McDermott Wiggin and Dana LLP One Century Tower New Haven, CT 06508-1832</p>
<b>Intervenor</b>	The Connecticut Energy Advisory Board	<p>Michele S. Rivero Assistant Attorney General 110 Sherman Street Hartford, CT 06105</p>
<b>Party</b>	Connecticut Department of Transportation	<p>Eileen Meskill Assistant Attorney General Office of the Attorney General 55 Elm Street P.O. Box 120 Hartford, CT 06141-0120</p>
<b>Intervenor</b>	Farmington River Watershed Association	<p>Eileen Fielding Farmington River Watershed Association 749 Hopmeadow Street Simsbury, CT 06070</p>
<b>Party</b>	Citizens Against Overhead Power Line Construction	<p>Citizens Against Overhead Power Line Construction c/o Richard Legere 1204 Newgate Road West Suffield, CT 06093</p> <p>Matthew C. McGrath Attorney at Law 4 Richmond Road West Hartford, CT 06117</p>
<b>Intervenor</b>	Massachusetts Municipal Wholesale Electric Company (MMWEC)	<p>Nicholas J. Scobbo, Jr. Craig P. Ramsdell Ferriter Scobbo &amp; Rodophele, PC 125 High Street Boston, MA 02110</p>

**CERTIFICATION**

The undersigned members of the Connecticut Siting Council (Council) hereby certify that they have heard this case, or read the record thereof, in **DOCKET 370A-MR** –The Connecticut Light & Power Company application for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project in Manchester, Connecticut, and voted as follows to approve the Manchester Substation to Meekville Junction Circuit Separation Project Variation in Manchester, Connecticut:

<u>Council Members</u>	<u>Vote Cast</u>
 Daniel F. Caruso, Chairman	Yes
 Colin C. Tait, Vice Chairman	Yes
_____ Commissioner Kevin M. DelGobbo Designee: Larry P. Levesque	Abstain
 Commissioner Amey Marrella Designee: Brian Golembiewski	Yes
 Philip T. Ashton	Yes
_____ Daniel P. Lynch, Jr.	Abstain
 James J. Murphy, Jr.	Yes
 Dr. Barbara Currier Bell	Yes
 Edward S. Wilensky	Yes

Dated at New Britain, Connecticut, July 20, 2010.



Daniel F. Caruso  
Chairman

# 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](mailto:siting.council@ct.gov)

Internet: [ct.gov/csc](http://ct.gov/csc)

July 22, 2010

Anthony M. Fitzgerald, Esq.  
Brian T. Henebry, Esq.  
Carmody & Torrance LLP  
P.O. Box 1950  
New Haven, CT 06509

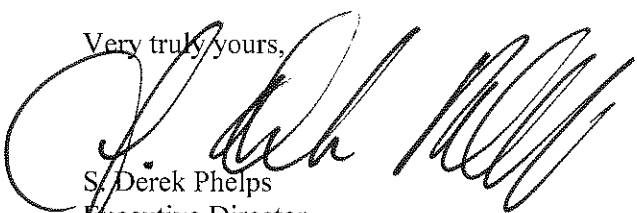
RE: **DOCKET 370A-MR** –The Connecticut Light & Power Company application for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project in Manchester, Connecticut.

Dear Attorney Fitzgerald and Attorney Henebry:

By its Decision and Order dated July 20, 2010, the Connecticut Siting Council (Council) reconsidered its denial without prejudice, dated March 9, 2010, and granted a Certificate of Environmental Compatibility and Public Need (Certificate) for the Manchester Substation to Meekville Junction Circuit Separation Project Variation in Manchester, Connecticut.

Enclosed are the Council's Certificate, Findings of Fact, Opinion, and Decision and Order for the Manchester Substation to Meekville Junction Circuit Separation Project portion of Docket 370.

Very truly yours,

  
S/ Derek Phelps  
Executive Director

SDP/CMW/laf

Enclosures (4)



Daniel F. Caruso  
Chairman

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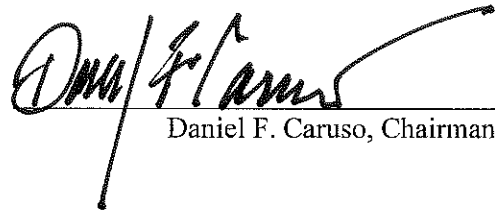
**CERTIFICATE  
OF  
ENVIRONMENTAL COMPATIBILITY AND PUBLIC NEED**

**DOCKET NO. 370A\_MR**

**MANCHESTER SUBSTATION TO MEEKVILLE JUNCTION CIRCUIT SEPARATION  
PROJECT IN MANCHESTER, CONNECTICUT**

Pursuant to General Statutes § 16-50k, as amended, the Connecticut Siting Council hereby issues a Certificate of Environmental Compatibility and Public Need to The Connecticut Light & Power Company for the Manchester Substation to Meekville Junction Circuit Separation Project Variation in Manchester, Connecticut. This Certificate is issued in accordance with and subject to the terms and conditions set forth in the Decision and Order of the Council on July 20, 2010.

By order of the Council,



Daniel F. Caruso, Chairman

July 20, 2010



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Internet: [ct.gov/csc](http://ct.gov/csc)

*Daniel F. Caruso*  
Chairman

July 22, 2010

The Honorable Denise L. Nappier  
State Treasurer  
Office of the Treasurer  
55 Elm Street  
Hartford, Connecticut 06106

RE: **DOCKET 370A-MR** –The Connecticut Light & Power Company application for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project in Manchester, Connecticut.

Dear Ms. Nappier:

Pursuant to Connecticut General Statutes § 16-50(bb), please be advised that the Connecticut Siting Council (Council) rendered a final decision in the above reference proceeding on July 20, 2010.

The Town of Manchester was not a participant in this proceeding, therefore, they are not eligible to request funds.

The Municipal Fund Money for this docket should be returned to the applicant as stated below:

Northeast Utilities Service Company  
Attn: Robert E. Carberry, Manager  
P.O. Box 270  
Hartford, CT 06141-0270

Thank you for your attention to this matter. If I may be of further service to you in this or any other matter, I hope you will not hesitate to call upon me.

Very truly yours,

S. Derek Phelps  
Executive Director

SDP/CMW/laf

c: Daniel F. Caruso, Chairman  
Parties and Intervenors  
The Honorable Louis Spadiccini, Mayor, Town of Manchester  
Lisa Fontaine, Fiscal Administrative Officer





Daniel F. Caruso  
Chairman

# STATE OF CONNECTICUT

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Internet: [ct.gov/csc](http://ct.gov/csc)

July 22, 2010

TO: Classified/Legal Supervisor  
**370A\_MR100602**  
The Hartford Courant  
285 Broad St.  
Hartford, CT 06115

Classified/Legal Supervisor  
**370A\_MR100602**  
The Journal Inquirer  
306 Progress Drive, P.O. Box 510  
Manchester, CT 06045-0510

FROM: Lisa A. Fontaine,  Fiscal Administrative Officer

RE: **DOCKET 370A-MR** –The Connecticut Light & Power Company application for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project in Manchester, Connecticut.

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Please publish the attached notice as soon as possible, but not on Saturday, Sunday, or a holiday.

Please send an affidavit of publication and invoice to my attention.

Thank you.

LAF



*Daniel F. Caruso*  
*Chairman*

# STATE OF CONNECTICUT

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### NOTICE

Pursuant to General Statutes § 16-50p (e), the Connecticut Siting Council (Council) announces that, on July 20, 2010, the Council reconsidered its denial without prejudice and issued Findings of Fact, an Opinion, and a Decision and Order approving the application from The Connecticut Light & Power Company for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project Variation in Manchester, Connecticut. This application record is available for public inspection in the Council's office, Ten Franklin Square, New Britain, Connecticut.