



Richard V. Kowalski
Director, Transmission Strategy and Services

September 12, 2011

Mr. Bill Locke, Jr.
Manager, Transmission Services
Florida Power & Light Company
4200 W. Flagler Street
Miami, FL 33134

Re: TCA Application NHT-11-TCA-01 dated June 30, 2011

Dear Mr. Locke:

ISO New England Inc. ("ISO-NE") is reviewing the subject Transmission Cost Allocation ("TCA") application for the construction of the Seabrook Substation (the "Project"), submitted by the New Hampshire Transmission Company ("NHT"). To assist us in completing our review, please provide the following additional clarifications.

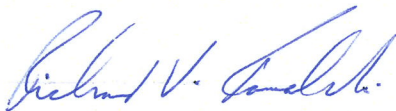
1. PP-9 states on page 5 that a load serving transformer may be terminated on a main bus of a breaker-and-a-half configuration as long as it has its own 345 kV circuit breaker and protective relaying. Explain why a circuit breaker could not have been installed between the Reserve Auxiliary Transformer(s) (RATs) and the main bus instead of terminating the RATs in a bay position as shown (represented as a capacitor) in Figure A, page 7, of PP-9.
 - a. It is stated in page 12 of Appendix 5 of the TCA application that having the RATs directly off bus 2 is inconsistent with FPL standards. Does FPL currently have any other stations that match this topology (RATs installed off a main bus)?
2. It is unclear from the one-line diagrams, that were provided as part of the TCA application, if the station has been built to install a series breaker as shown in Figure A, page 7, of PP-9. Has the provision been made? If no, explain why not.
3. Would it have been possible to move the 369 Newington line to the spare bus 4 position and replace breakers 692 and 169 in place? What would the time required and costs for this work have been?
4. Do the substation ratings, which are currently the thermal limits for transmission terminating at the Seabrook substation, increase with the work that has been done? Provide any changes in substation ratings.

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5. Was it possible for NHT to procure breakers that would have matched the existing breakers and simply replace the existing breakers?
6. Is there an updated Summary of UHF Partial Discharge since completion of the Project? If so, include that with the rest of the responses.
7. Would it have been possible to relocate the RATs to the position between breaker 22 and 294? Explain why or why not.

ISO-NE would appreciate a response to these questions within 30 calendar days. The requested information will facilitate our rendering a final determination under Schedule 12C of the ISO-NE Tariff as to whether the Project includes any localized costs. If you have any further questions about this matter, please do not hesitate to contact Michael Drzewianowski at 413.540.4419 or via e-mail at mdrzewianowski@iso-ne.com.

Sincerely,



Richard V. Kowalski
Director, Transmission Strategy and Services

cc: TCApps
Reliability Committee