



Distribution Bridging for Transmission Related Work

BUSINESS PRACTICE

Distribution Load Serving Entities (LSE) are responsible for all switching, maintenance and operating costs associated with bridging the distribution system to preserve electric service during situations, as required, when ATC performs construction or maintenance activity on the transmission system. If a Distribution LSE requires isolation from the transmission system to accommodate construction or maintenance activity on the distribution system, ATC will be responsible for the costs of switching activities on the transmission system to meet that request. Any redispatch costs incurred from portable generation as a result of an LSE request for isolation from the transmission system will be the responsibility of that LSE. These practices apply to both planned and unplanned outages.

SCOPE AND APPLICABILITY

Distribution bridging is the ability to electrically reconfigure the distribution system to allow a specific Transmission to Distribution interconnection to be de-energized without interrupting service to the end use customers served through that connection. This is typically accomplished by closing in a normally open "bridging" switch on the distribution system and opening a normally closed switch for the normal source. Portable generation is another option to maintain service to the load, but is not considered distribution bridging.

Distribution Load Serving Entities (LSE) are responsible for all switching, maintenance and operating costs associated with bridging the distribution system to preserve electric service when ATC performs construction or maintenance activity on the transmission system that causes a scheduled outage of electric transmission service to a Distribution LSE interconnection.

When transmission service nodes are taken out of service to support construction or maintenance activity on the ATC transmission system and such activity results in the need for a Load Serving Entity (LSE) to provide distribution system bridging in order to preserve their electric service during the period of time required to perform the construction or maintenance activity on the ATC transmission system, the LSE must bear the cost associated with the bridging function. The LSE is responsible for maintaining and operating distribution bridging capability or other means to allow any single point of distribution

interconnection to be removed from service for maintenance and construction on the transmission system if they choose to maintain electric service in this way. This situation may apply to, but is not limited to, radial transmission to distribution substations (Radial T/D), single bus sections feeding a Radial T/D node, Gang Operated Air Break (GOAB) and other switching devices where physical clearance requires de-energizing of transmission sources to a single Radial T/D interconnection node. LSE costs may include but are not limited to crew mobilization, time, material, vehicle use, installation and use of portable transformers, portable generation, etc.

Planned construction and/or maintenance activities that require the interconnection point to be removed from service will be targeted for load periods where the forecasted load is 75% or less of the historic ATC peak demand (as a whole) established the previous year. In situations where forecasted load is expected to exceed 75% of the historic ATC peak demand and construction or maintenance is required, ATC will work with the LSE to schedule the work using Good Utility Practice criteria.

There are locations, normally rural, where bridging capability does not exist. At these locations the cost for the use of portable substations, or portable generation to serve load for transmission maintenance and construction at these points of interconnection will be the cost responsibility of the LSE. Use of portable generation will not be considered as a part of redispatch costs.

SUPPORTING INFORMATION

Distribution bridging and associated activities related to or impacting ATC operations must be coordinated with ATC operations for both planned and unplanned outages. Each LSE or the appropriate ATC operations center must initiate communications with the other affected party to insure the safe, reliable, and efficient operation of the interconnected system. Both parties will make good faith efforts to coordinate plans and communicate procedures before, during, and after these operations.

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