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Pamela Monroe, Administrator
New Hampshire Site Evaluation Committee
21 S. Fruit Street, Suite 10
Concord, NH 03301

Dear Ms. Monroe:

It has been brought to our attention that there may have been some confusion regarding the discussion of Northern Pass' preferred route and alternate route that are identified as part of Northern Pass Transmission, LLC's (NPT) application for a Certificate of Site and Facility before the New Hampshire Site Evaluation Committee (SEC). We believe this confusion may have resulted from the evolution of the route design over the past several years and the route evaluations that are being conducted by the Department of Energy (DOE) as it develops its Environmental Impact Statement (EIS) required for a Presidential Permit to cross the United States/Canada border. We would like to take this opportunity to briefly confirm the route requirements under both the SEC and DOE's review processes and that there is a single proposed route for which permitting at the state and federal levels is currently underway.

Evolution of the Route

In 2010, NPT announced its original design and route: a 1200 MW project from the Canadian border at Pittsburg, New Hampshire ("NH") extending 180 miles overhead, including 40 miles of new right of way, to Deerfield, NH. Subsequently, in 2013, the project route was modified to add 8 miles of underground construction in the North and relocate the Northern portion of the route to the West, including 24 miles of overhead construction through the Wagner Forest, extending 187 miles from Pittsburg to Deerfield ("2013 Route"). Finally, in August 2015, the currently proposed design and route were announced: a 1090 MW project using state of the art converter and cable technology to facilitate the addition of 52.3 miles of underground in and around the White Mountain National Forest ("WMNF") for a total of 60.5 miles of underground facilities, extending 192 miles from Pittsburg to Deerfield and consisting of a 158.3 mile HVDC segment and a 33.7 mile AC segment ("Proposed Route").

DOE – Environmental Impact Statement

In evaluating an application for a Presidential Permit to cross the United States/Canada border, the DOE is required to prepare an EIS which analyzes the proposed action and alternatives to the proposed action. This requirement stems from the National Environmental Policy Act and is intended to inform decision-making by applicable federal and state agencies responsible for

issuance of associated permits and approvals. The EIS itself, however, does not constitute a permit or approval.

The draft EIS issued by the DOE in July 2015 was based upon the 2013 Route. As part of the draft EIS, the DOE described and evaluated eleven reasonable alternatives, including NPT's then proposed 2013 Route, identified in the draft EIS as the "Proposed Action" and the "No Action Alternative." It also evaluated underground in the proposed alignment, underground variations in roadways using different converter terminal locations, and underground variations in the vicinity of the WMNF. The DOE also considered, but eliminated from further detailed study, sixteen technology, alignment, and construction alternatives that it determined were not reasonable because they were not practical or feasible from a technical or economic standpoint.

Following the August 2015 route announcement, NPT amended its Presidential Permit Application to reflect the change in the "Proposed Action" to the Proposed Route. The Supplemental Draft EIS, issued in November 2015, identified the Proposed Route as both the "Proposed Action" and "Alternative 7."

NH SEC – Certificate of Site and Facility

An application to the NH SEC for a Certificate of Site and Facility must identify "the applicant's preferred choice and other alternatives it considers available for the site and configuration" of the project facility (*RSA 162-H:7*). When NPT filed its application on October 19, 2015, it identified its preferred choice as the Proposed Route. In addition, NPT identified the 2013 Route as an available alternative. At that time, NPT also made clear that the alternative was not its preferred choice.

As a result of the adoption of new rules by the SEC in December 2015, NPT was required to submit additional information regarding *RSA 162-H:10, VII*, which it did on February 26, 2016. As part of that filing, NPT noted that while the 47-mile overhead segment through the WMNF that was included in the 2013 Route may have been "technically available" it has been replaced with 52.3 miles of underground from Bethlehem to Bridgewater, and therefore is not feasible. In addition, NPT stated unequivocally that it has no intention of pursuing an overhead route in the vicinity of the WMNF and, hence, will not be pursuing the 2013 Route.

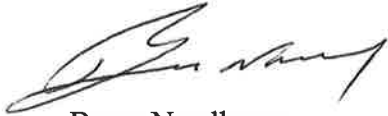
In conclusion, it is important to note that NPT's "preferred choice" described in its SEC application, and the "Proposed Action," also described as "Alternative 7" in the Supplemental Draft EIS issued on November 12, 2015, are one and the same - NPT's Proposed Route.

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We hope this information helps to clarify that both the SEC and the DOE will render permitting decisions on this single Proposed Route.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry Needleman", written in a cursive style.

Barry Needleman

BN:slb

cc: Distribution List