NextEra Energy Transmission New York, Inc.

Marcy to Pleasant Valley Project

Exhibit 2

Location of Facilities

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EXHIBIT 2 – LOCATION OF FACILITY

This Exhibit addresses the requirements of 16 New York Codes, Rules and Regulations (NYCRR) Section 86.3 and the New York Public Service Commission's (Commission) orders in Case No. 12-T-0502 on April 22, 2013 and September 19, 2013.

2.1 General Description of Project and Facility Location

NextEra Energy Transmission New York, Inc. (NEETNY) proposes to construct and operate an approximately 148-mile 345-kilovolt (kV) single-circuit alternating current (AC) transmission line paralleling existing transmission lines between the Marcy Substation in Oneida County and the Pleasant Valley Substation in Dutchess County (Marcy to Pleasant Valley Project, or the Project) with an expected in-service date of September 2017. Structures would consist primarily of single-pole spun concrete structures. Where necessary, self-supported structures, steel structures, hybrid concrete/steel structures, or lattice towers would be used.

The Project will run from a dead-end structure located at or adjacent to the existing Marcy Substation to a dead-end structure located at or adjacent to the existing Pleasant Valley Substation. The Project area extends through 9 counties and 28 municipalities:

Oneida County

- Town of Marcy
- Town of Deerfield

Herkimer County

- Town of Schuyler
- Town of Herkimer
- Town of Little Falls
- Town of Manheim

Fulton County

- Town of Oppenheim
- Town of Ephratah
- Town of Johnstown

Montgomery County

- Town of Mohawk
- Town of Glen
- Town of Florida

Schenectady County

- Town of Duanesburg
- Town of Princetown

Albany County

- Town of Guilderland
- Town of New Scotland
- Village of Voorheesville
- Town of Coeymans

Greene County

- Town of New Baltimore
- Town of Coxsackie
- Town of Athens

Columbia County

- Town of Greenport
- Town of Livingston
- Town of Clermont

Dutchess County

- Town of Milan
- Town of Clinton
- Town of Hyde Park
- Town of Pleasant Valley

Figures 2-1 through 2-3 in this Exhibit provide information relating to the Project's proposed rights-of-way (ROW), interconnecting substations and adjacent areas.

2.1.1 Proposed Marcy to Pleasant Valley 345-kV Transmission Line

The Marcy to Pleasant Valley transmission line will begin at a dead-end structure located at or adjacent to the Marcy Substation in the Town of Marcy, Oneida County. Detailed design of the interconnection at this substation, and all subsequent substations, will be determined during the New York Independent System Operator, Inc. (NYISO) review process. From the Marcy Substation, the line will travel south approximately 1.1 miles where it will turn in an easterly direction just south of Church Road (County Route 30). The transmission line will continue east and aerially cross New York State (NYS) Route 12/NYS Route 8 and continue east for approximately 1.9 miles through the Town of Deerfield. Just north of Walker Road (County Road 92) the transmission line will travel southeast for approximately 8.5 miles through agricultural and forested lands within the Town of Deerfield, Oneida County and the Town of Schuyler, Herkimer County. Near Johnson Corners, the transmission line will turn east and continue for approximately 4 miles before aerially crossing NYS Route 28 and the West Canada Creek. The line will continue in an easterly direction for approximately 7 miles, traveling through the Towns of Herkimer, Little Falls and Manheim.

At Burrell Road within the Town of Manheim, the line turns in a southeasterly direction and continues in a southeast direction for approximately 25 miles to the Mohawk River through primarily agricultural lands within the Towns of Manheim, Herkimer County and the Towns of Oppenheim, Ephratah and Johnstown, Fulton County and the Town of Mohawk, Montgomery County. At the border of the Towns of Manheim and Oppenheim the line would aerially cross East Canada Creek. Within the Town of Ephratah the line would aerially cross Caroga Creek.

Just north of the Mohawk River, the transmission line will aerially cross NYS Route 5 and an operational railroad track; while south of the river the transmission line will aerially cross the New York State Thruway (I-90) and the Erie Canalway bike trail. From the Mohawk River crossing, the transmission line will continue southeast for approximately 2.4 miles and aerially cross NYS Route 30A and continue heading southeast through the Town of Glen, Montgomery County. The transmission line will continue approximately 4.7 miles and aerially cross the Schoharie Creek at the border of the Towns of Glen and Florida. From the Schoharie Creek, the line will continue southeast for approximately 4 miles through the Town of Florida and aerially cross NYS Route 30. At NYS Route 30, the line will turn northeast and then south at Bullshead Road (County Road 151) in the Town of Florida. The line will then continue approximately 5 miles through predominantly agricultural and forested lands of the Town of Florida, Montgomery County and the Towns of Duanesburg and Princetown, Schenectady County.

In the Town of Princetown, the line will turn southeast and continue approximately 6 miles before aerially crossing I-88. The line will continue in a southerly direction approximately 9 miles through the Towns of Princetown, Schenectady County and the Town of Guilderland, adjacent to the Village of Voorheesville. At the border between the Town of Guilderland and the Town of New Scotland, the line will traverse the Black Creek Marsh Wildlife Management Area and will aerially cross Black Creek and an operational Delaware and Hudson Railway track. The line will continue southeast for approximately 5 miles through the Town of New Scotland, Albany County to a dead-end structure located at or adjacent to the New Scotland Substation.

From a dead-end structure located at or adjacent to the New Scotland Substation, the line will travel southwest for approximately 1.4 miles before it will turn and continue southeast for approximately 10.1 miles through rural and agricultural lands of the Towns of New Scotland and Coeymans, Albany County. The line will then cross into the Town of New Baltimore, Greene County and travel south approximately 5.3 miles before aerially crossing US Highway 9W and the New York State Thruway (I-87). Upon entering the Town of Coxsackie, the line would continue south a distance of approximately 1.8 miles before turning in a southwest direction and continuing a distance of approximately 3.3 miles. The line will continue into the Town of Athens and aerially cross US Highway 9W before continuing south a distance of approximately 2.5 miles. The line will then turn east for approximately 0.3 miles aerially crossing an operational railroad to a dead-end structure located at or adjacent to the existing Leeds Substation on Leeds Road in the Town of Athens, New York.

The line will continue from another dead-end structure located at or adjacent to the Leeds Substation and travel east for approximately 0.7 miles before turning southeast towards the Hudson River. The Project will require an approximately 0.5-mile crossing of the Hudson River adjacent to existing overhead transmission lines and a submarine natural gas pipeline. NEETNY is evaluating both underground/submarine and aerial crossings of the Hudson River from the Town of Athens on the west bank to the Town of Greenport, Columbia County on the east, crossing under an operating railroad track along the eastern bank of the river.

From the eastern Hudson River crossing point, the line will continue south in an overhead configuration to the Pleasant Valley Substation. The transmission line will travel southeast approximately 1.2 miles and turn south for approximately 2.79 miles through the Town of Greenport aerially crossing NYS Route 23B/9G and NYS Route 23. The line will continue south for approximately 4.8 miles through the Town of Livingston before aerially crossing US Highway 9. As the line continues in a generally southerly direction through the Town of Livingston, it traverses predominately agricultural lands and some residential properties. The line weaves above Roeliff Jansen Creek and between the Town of Claremont and the Town of Livingston before entering the Town of Milan, Dutchess County. The line will then continue southeast for approximately 9.2 miles through the Town of Milan through areas generally characterized by rural forest lands. The line will continue southwest for approximately 7.74 miles traversing the Town of Clinton. Upon entering the Town of Pleasant Valley, the line will turn south for approximately 1.5 miles then west for approximately 0.8 miles before following the border between the Towns of Pleasant Valley and Hyde Park for approximately 2.4 miles. At this point, the line will turn east and travel a distance of approximately 1.1 miles before terminating at a dead-end structure located at or adjacent to the existing Pleasant Valley Substation on Main Street, NYS Route 44, in the Town of Pleasant Valley.

2.1.2 Interconnection Substations

The Project will run from a dead-end structure located at or adjacent to the existing Marcy Substation to a dead-end structure located at or adjacent to the existing Pleasant Valley Substation. The transmission line would also interconnect to the existing New Scotland and Leeds Substations via dead-end structures located at or adjacent to the facilities.

2.1.3 Alternate Route Options

NEETNY is evaluating various alternate routes, some of which require new substations that offer the potential to mitigate and/or avoid sensitive resources and environmental areas of concern, as well as provide opportunities to reduce construction and operational costs and to ensure that the optimal comprehensive solution is delivered. NEETNY will conduct further analyses of alternative routes as part of developing its Part B Application. An alternate route would run from Marcy to Princetown to New Scotland, with a new substation at Princetown and new 230-kV lines to Rotterdam. Another alternate includes a route that would replace the New Scotland to Pleasant Valley portion of the line with a 345-kV transmission line running from a new 345-kV Knickerbocker Substation in the Town of Schodack, Rensselaer County, to the Pleasant Valley Substation. NEETNY is evaluating both underground/submarine and aerial crossings for the 0.2-mile crossing of the Hudson River and crossing under an operational railroad line under this alternative. Other alternate routes are under review as well. The route selected will best meet the objectives of the New York Energy Highway Blueprint (the Energy Highway Blueprint) and the Commission directives—including maximizing the use of existing facilities and ROW to the extent practicable, minimizing the creation of new ROW, minimizing impacts to environmentally/ecologically sensitive resources and landowners, upgrading the transmission system to improve reliability—all while providing the most benefit at the least cost to ratepayers.

The alternative route options between the Marcy Substation and the Pleasant Valley Substation being evaluated by NEETNY are identified in Table 2-1 and described below.

Table 2-1. NEETNY Marcy to Pleasant Valley Project Preferred and Alternative Route Options				
Routing Option	**Line Segments**	**Approximate Length (miles)**	**New Substations**	**Other Facilities**
Preferred Route	Marcy to New Scotland 345-kV New Scotland to Leeds 345-kV Leeds to Pleasant Valley 345-kV	84 25 39	N/A	N/A
Alternative 1	Marcy to New Scotland 345-kV Knickerbocker to Pleasant Valley 345-kV	84 54	New 345-kV Knickerbocker Substation	New Knickerbocker Substation; will loop the existing New Scotland to Alps 345-kV line; no new Hudson River crossing would be required
Alternative 2	Marcy to Knickerbocker 345-kV Knickerbocker to Pleasant Valley 345-kV	99 54	New 345-kV Knickerbocker Substation	New Knickerbocker Substation
Alternative 3	Marcy to Princetown 345-kV Princetown to New Scotland 345-kV Princetown to Rotterdam 2 x 230-kV New Scotland to Leeds 345-kV Leeds to Pleasant Valley 345-kV	67 20 5 25 39	New 345/230-kV Princetown Substation	New Princetown Substation connects to new lines Retire existing Porter to Rotterdam 230-kV lines
Alternative 4	Marcy to Princetown 345-kV Princetown to New Scotland 345-kV Princetown to Rotterdam 2 x 230-kV Knickerbocker to Pleasant Valley 345-kV	67 20 5 54	New 345/230-kV Princetown Substation New 345-kV Knickerbocker Substation	New Princetown Substation connects to new lines Retire existing Porter to Rotterdam 230-kV lines New Knickerbocker Substation
Alternative 5	Marcy to Princetown 345-kV Princetown to Knickerbocker 345-kV Princetown to Rotterdam 2 x 230-kV Knickerbocker to Pleasant Valley 345-kV	67 35 5 54	New 345/230-kV Princetown Substation New 345-kV Knickerbocker Substation	New Princetown Substation connects to new lines New Knickerbocker Substation Retire existing Porter to Rotterdam 230-kV lines
Alternative 6	Marcy to Knickerbocker 345-kV Princetown to Rotterdam 2 x 230-kV Knickerbocker to Pleasant Valley 345-kV	102 5 54	New 345-kV Princetown Substation New 345-kV Knickerbocker Substation	New Princetown Substation taps the existing Marcy to New Scotland 345-kV line Retire existing Porter to Rotterdam 230-kV lines New Knickerbocker Substation

Alternative 1

Alternative 1 consists of an approximately 84-mile 345-kV transmission line from the Marcy Substation to the New Scotland Substation along the same route as previously described in the Preferred Route. Alternative 1 would interconnect to the New Scotland Substation via a new dead-end structure located at or adjacent to the substation. Alternative 1 would then involve the construction of a new substation, called the Knickerbocker Substation, that would be built and from which a new 345-kV line would run approximately 54 miles to the Pleasant Valley Substation.

A new Hudson River crossing would not be required as, from an electrical perspective, the existing New Scotland to Alps 345-kV line would be in between the two new segments.

The new Knickerbocker Substation would be built in the Town of Schodack, Rensselaer County, located between Knickerbocker Road and Muitzeskill Road adjacent to an existing transmission line corridor. The substation would occupy an approximately seven-acre site, currently an existing agricultural and semi-forested land. The topography is nearly flat and would require minimal grading. The land surrounding the Project site is characterized by forested and agricultural land. There are two railroad lines west of the Knickerbocker Substation site, located at approximately 0.75 miles and 1.2 miles west of the site. The New York State Thruway Berkshire Bypass is located approximately 0.1 miles to the north of the site.

From the Knickerbocker Substation, the line would run approximately 54 miles and interconnect to the existing Pleasant Valley Substation in the Town of Pleasant Valley, Dutchess County. The transmission line would be located on a new corridor up to 100 feet wide adjacent to and parallel to an existing transmission line corridor. From the Knickerbocker Substation, the line would travel southwest and then south for approximately 2.3 miles through predominantly rural forest and agricultural land of the Town of Schodack along the eastern edge of the existing ROW. The line would continue south for approximately 8.3 miles through the Town of Stuyvesant, Columbia County crossing rural forest and agricultural land. Upon entering the Town of Stockport, the line would turn in a southeast direction for approximately 0.85 miles, aerially crossing U.S. Highway 9 and Kinderhook Creek, and traverse a corner of the Town of Stuyvesant before entering back into the Town of Stockport and continuing southeast for approximately 0.8 miles. The line would continue south for approximately 2.4 miles traversing rural and agricultural lands within the Town of Stockport and traverse the Town of Ghent for approximately 1 mile. From here, the line would continue in a southwest direction into the Town

of Claverack to the aerial crossing of NYS Route 66. South of NYS Route 66, the line would traverse residential properties and continue south a distance of approximately 1.4 miles through agricultural and forested lands. The line would turn southwest and continue in the Town of Claverack for approximately 1.1 miles and then aerially cross an operational railroad track and NYS Route 23B. From here, the line would continue southeast through agricultural lands within the Town of Claverack and aerially cross NYS Route 9H/NYS Route 23.

Upon entering the Town of Livingston, the line would turn in a southwest direction and travel approximately 1.3 miles through agricultural lands before aerially crossing NYS Route 82. Just north of the aerial crossing of NYS Route 82, the line would continue in a southwest direction a distance of approximately 4.7 miles before turning in a more southerly direction a distance of approximately 2.2 miles. The line traverses the Town of Gallatin for approximately 1.3 miles before aerially crossing Roeliff Jansen Kill and entering the Town of Clermont for approximately 0.7 miles.

The line would continue south through predominantly rural forest land of the Town of Milan, Dutchess County, a distance of approximately 8.3 miles. Within the Town of Clinton, the line would continue south and then southwest for approximately 8 miles. The area along the northern portion of the existing ROW in the Town of Clinton is characterized by forest land while the southern area is characterized by more residential and agricultural land. Just south of Clinton Hollow, the line would aerially cross Little Wappinger Creek. The line would then continue south for approximately 3.8 miles through the Town of Pleasant Valley and aerially cross NYS Route 115/Salt Point Turnpike before continuing south to the existing Pleasant Valley Substation. The line would terminate at a dead-end structure located at or adjacent to the Pleasant Valley Substation.

Alternative 2

Alternative 2 consists of an approximately 99-mile line from the Marcy Substation that interconnects to a new Knickerbocker Substation, then continues approximately 54 miles and interconnects to the Pleasant Valley Substation.

The route follows the previously described Preferred Route from the Marcy Substation, however it would bypass the New Scotland Substation, and follow existing transmission lines and new greenfield ROW to the new Knickerbocker Substation, an additional approximately 15 miles. From the area of the New Scotland Substation, the line would continue south adjacent to and parallel to the existing 345-kV transmission corridor for approximately 5.3 miles. The line

would turn east in a new ROW to be acquired, traversing agricultural and forested lands within the Town of Bethlehem, Albany County for approximately 3.6 miles. The line would continue south/southeast adjacent to existing transmission line ROW for approximately 1.4 miles before turning east. From there, the line would continue approximately 2.5 miles in new ROW to be acquired aerially crossing an operational railroad and the New York State Thruway (I-87). The line would require an approximately 0.2-mile crossing of the Hudson River north of the New York State Thruway Berkshire Spur and a railroad bridge. NEETNY is evaluating both underground/submarine and aerial crossings of the Hudson River. From the eastern bank of the Hudson River, the line would continue south and southeast for a distance of approximately 2 miles through the Town of Schodack, Rensselaer County to the location of the new Knickerbocker Substation.

From the new Knickerbocker Substation, this alternative would continue south to the Pleasant Valley Substation a distance of approximately 54 miles along the same route as previously described under Alternative 2.

Alternative 3

Alternative 3 would include the construction of approximately 87 miles of new transmission line between the existing Marcy Substation and the existing New Scotland Substation, and would involve the construction of a new 345/230-kV Princetown Substation in the Town of Princetown, Schenectady County. From the new Princetown Substation, two 230-kV lines extending to Rotterdam Substation will be rebuilt while the 345-kV line would continue to the New Scotland Substation and ultimately the Pleasant Valley Substation. To support construction of this alternative, the retirement of the existing #30 and #31 Porter to Rotterdam 230-kV transmission lines would be required and NEETNY would utilize, to the extent practical, the existing transmission ROW made available by the retirement of the Porter to Rotterdam lines between the Marcy Substation and the new Princetown Substation. Some areas of this alternative route would require a new transmission corridor up to 100 feet wide located adjacent to and parallel to the existing transmission corridors.

Alternative 3 would begin at a dead-end structure located at or adjacent to the Marcy Substation in the Town of Marcy, Oneida County. From the Marcy Substation the line would travel south approximately 1.7 miles along the eastern edge of the existing transmission ROW to the area of the existing Porter Substation, located on Edic Road in the Town of Marcy. From the area of the Porter Substation, the line would continue southeast for approximately 1 mile and

aerially cross NYS Route 12/NYS Route 8. The line would continue southeast a distance of approximately 3.2 miles through the Town of Deerfield, Oneida County before turning south. From this point, the line would travel approximately 2.9 miles along the eastern edge of the existing ROW traversing the Towns of Schuyler and Frankfort, Herkimer County, and aerially cross the New York State Thruway (I-90), the Erie Canal, and the Mohawk River. Just south of the Mohawk River, the line would aerially cross an operational railroad track and NYS Route 55.

The 345-kV line would then turn southeast and continue approximately 4.4 miles through a rural area along the northern edge of the existing ROW in the Town of Frankfort passing just south of the Pine Hills Golf Course. The transmission line would continue in a more southeast-easterly direction through the Town of Frankfort traversing predominantly agricultural and forested lands. As the line enters the Town of German Flats, it would travel through a residential area along Hidden Pond Road and Applewood Drive, and pass just south of the Doty's Public Golf Course near Ilion. From this point, the line would continue traveling southeast approximately 4.9 miles through agricultural and forested lands within the Town of German Falls. The line would continue in an east/south-east direction through the Town of Stark for approximately 11.3 miles through primarily agricultural and forested lands. The line would then cross into the Town of Minden, Montgomery County and travel a distance of approximately 5.7 miles and continue through the Town of Canajoharie another approximately 6.3 miles aerially crossing NYS Route 10. Upon entering the Town of Root, the transmission line would turn slightly east and travel approximately 4.2 miles. At this point, the transmission line would zigzag a distance of approximately 10.2 miles around the Yatesville Falls State Forest, the Rural Grove State Forest and the Charlestown State Forest and aerially crossing NYS Route 30A to the Schoharie Creek. The transmission line would aerially cross the Schoharie Creek and continue east for approximately 8.75 miles through the Town of Florida, Montgomery County and the Town of Princetown, Schenectady County to the proposed Princetown Substation to be located in the Town of Princetown.

As previously indicated, Alternative 3 would require the development of a new Princetown 345-kV Substation in the Town of Princetown, Schenectady County. The site for the proposed Princetown Substation is located near the between Ennis Road and Reynolds Road. The new Princetown Substation would occupy an approximately 11-acre site, characterized as agricultural and forested lands. The topography is relatively flat and would require minimal grading to provide a level development site. The area surrounding the proposed Princetown Substation is largely characterized as agricultural and forested land. The nearest residential

house is located approximately 0.2 miles from the proposed site. The nearest public airport is the Duanesburg Airport, which is approximately 5.5 miles south of the proposed substation site.

Alternative 3 would also require the reconstruction of two 230-kV transmission lines between the proposed Princetown Substation and the existing Rotterdam Substation. These lines would replace the existing two Porter to Rotterdam 230-kV lines that would be retired. The two new Princetown to Rotterdam 230-kV lines would span a distance of approximately 5 miles and would be wholly located within existing transmission ROW that traverses predominately forested lands. The lines would aerially cross the New York State Thruway (I-90) approximately 0.6 miles west of the Rotterdam Substation.

In the Town of Princetown, the Alternative 3 345-kV line would turn southeast and continue approximately 6 miles before aerially crossing I-88. The line would continue in a southerly direction approximately 9 miles through the Towns of Princetown, Schenectady County and the Town of Guilderland. At the border between the Town of Guilderland and the Town of New Scotland, the line would traverse the Black Creek Marsh Wildlife Management Area and aerially cross Black Creek and an operating Delaware and Hudson Railway track. The line would continue southeast for approximately 5 miles adjacent to the Village of Voorheesville and within the Town of New Scotland, Albany County to a dead-end located at or adjacent to the New Scotland Substation. From the dead-end located at or adjacent to the New Scotland Substation, this alternative would continue south to a dead-end structure at the Leeds Substation, cross the Hudson River and terminate at a dead-end structure located at or adjacent to the Pleasant Valley Substation a distance of approximately 64 miles along the same route as previously described under the Preferred Route.

Alternative 4

Alternative 4 would consist of the use of the corridor between the Marcy Substation and the new Princetown Substation a distance of approximately 67 miles as previously described under Alternative 3. This alternative would involve the construction of two new substations, the 345/230-kV Princetown Substation and the 345-kV Knickerbocker Substation as well as the rebuild of the two 230-kV lines a distance of approximately 5 miles between the new Princetown Substation and the existing Rotterdam Substation. From the new Princetown Substation, this alternative would involve the construction of a new 345-kV line between the new Princetown Substation and the New Scotland Substation, a distance of approximately 20 miles along the same route as previously described under Alternative 3, and the construction of a new 345-kV

line between the new Knickerbocker Substation and the Pleasant Valley Substation a distance of approximately 54 miles as previously described under Alternative 1.

Alternative 5

Alternative 5 would consist of the use of the corridor between the Marcy Substation and the new Princetown Substation a distance of approximately 67 miles as previously described under Alternative 3. This alternative would involve the construction of two new substations, the 345/230-kV Princetown Substation and the 345-kV Knickerbocker Substation as well as the rebuild of the two 230-kV lines a distance of approximately 5 miles between the new Princetown Substation and the existing Rotterdam Substation. From the new Princetown Substation, this alternative would involve the construction of a new 345-kV line between the new Princetown Substation and the new Knickerbocker Substation, a distance of approximately 35 miles.

From the new Princetown Substation, the Alternative 5 345-kV line would turn southeast and continue approximately 6 miles before aerially crossing I-88. The line would continue in a southerly direction approximately 9 miles through the Towns of Princetown, Schenectady County and the Town of Guilderland. At the border between the Town of Guilderland and the Town of New Scotland, the line would traverse the Black Creek Marsh Wildlife Management Area and aerially cross Black Creek and an operating Delaware and Hudson Railway track. The line would continue southeast for approximately 5 miles adjacent to the Village of Voorheesville and within the Town of New Scotland, Albany County to the area of the New Scotland Substation.

From the area of the New Scotland Substation, the line would continue south adjacent to and parallel to the existing 345-kV transmission corridor for approximately 5.3 miles. The line would turn east in a new ROW to be acquired, traversing agricultural and forested lands within the Town of Bethlehem, Albany County for approximately 3.6 miles. The line would continue south/southeast adjacent to existing transmission line ROW for approximately 1.4 miles before turning east. From there, the line would continue approximately 2.5 miles in new ROW to be acquired aerially crossing an operational railroad and the New York State Thruway (I-87). The line would require an approximately 0.2-mile crossing of the Hudson River north of the New York State Thruway Berkshire Spur and a railroad bridge. NEETNY is evaluating both underground/submarine and aerial crossings of the Hudson River. From the eastern bank of the Hudson River, the line would continue south and southeast for a distance of approximately 2

miles through the Town of Schodack, Rensselaer County to the location of the new Knickerbocker Substation.

This alternative would also involve the construction of a new 345-kV line between the new Knickerbocker Substation and the Pleasant Valley Substation a distance of approximately 54 miles as previously described under Alternative 1.

Alternative 6

Alternative 6 would consist of the use of the corridor between the Marcy Substation and the new Knickerbocker Substation as previously described under Alternative 5, with the exception that Alternative 6 would not interconnect to the new Princetown Substation. This alternative would involve the construction of two new substations, the 345/230-kV Princetown Substation and the 345-kV Knickerbocker Substation as well as the rebuild of the two 230-kV lines a distance of approximately 5 miles between the new Princetown Substation and the existing Rotterdam Substation. While this alternative does not connect to the new Princetown Substation, it will tap the existing Marcy to New Scotland 345-kV line and connect the two new 230-kV lines being rebuilt between Princetown and Rotterdam. From the new Knickerbocker Substation, this alternative would involve the construction of a new 345-kV line between the new Knickerbocker Substation and the Pleasant Valley Substation a distance of approximately 54 miles as previously described under Alternative 1.

2.2 Location Maps

NEETNY has prepared detailed mapping in accordance with the requirements of 16 NYCRR Section 86.3 and the Commission orders in Case No. 12-T-0502 on April 22, 2013 and September 19, 2013.

Figure 2-1 (Sheets 1 through 13) shows the Marcy to Pleasant Valley Project on New York State Department of Transportation (NYSDOT) base 1:24,000 topographic maps for the transmission line route. These maps also illustrate any known archaeological, historical or scenic area, and parks within three miles of the Project route. These resources are preliminarily identified in Appendix A, Preliminary Scoping Statement and Schedule. Further analysis and review of these resources will be included in the Article VII Part B Application (Part B Application).

Figure 2-2 (Sheets 1 through 3) is at 1:250,000 scale and shows the general Marcy to Pleasant Valley Project corridor. This Figure also shows the location of the proposed facilities in

conjunction with the other components of the existing transmission and pipeline systems in the vicinity of the Project corridor. The existing 345-kV transmission lines are shown parallel to the Project corridor.

Figure 2-3 (Sheets 1 through 219) show at least 1,200 feet on each side of the Project corridor on color aerial photographs such that identification of all natural features can be seen. The aerial images were taken from 2009 to 2012 by the New York State Digital Orthoimagery Program. This aerial photography reflects the current conditions along the Project corridor as required by 16 NYCRR Section 85-2.9(c) (4).

Figure 2-4 (Sheets 1 through 15) show the locations of the alternative route options being considered by NEETNY on NYSDOT base 1:24,000 topographic maps.

2.3 Supplemental Right-of-Way Information

Project siting efforts have been made to minimize impacts to existing residences, community facilities and ecologically sensitive resources. Construction of the new transmission line will require up to approximately 100 feet of land clearing adjacent to and parallel to existing transmission ROWs. Additional easements may also be required to facilitate construction access and for the laydown of materials and at angles where guyed structures may be proposed. These areas will be identified as the Project design progresses. Detailed plan and profile drawings showing any temporary and/or permanent access areas will be provided as part of the Environmental Management and Construction Plan (EM&CP). The EM&CP and profile drawings will also identify any tree clearing rights agreements required before any construction.

2.4 Roadways, Railroads, Airports, and Right-of-Way Access

Construction and maintenance access will maximize use of existing roads and access roads to the existing transmission corridors. Temporary construction areas, including laydown areas and storage yards, will be identified as part of the final engineering and design effort. Existing roads that may serve as potential access roads are generally shown on the aerial photographs.

There are several railroads within the Project corridor that NEETNY will coordinate with to ensure construction of the Project does not interfere with railway activities. There are no public airports within one mile of the Project corridor.