

EXHIBIT 2: LOCATION OF FACILITIES

The discussion of Exhibit 2, Location of Facilities, describes the National Grid and NYSEG Part A Article VII components of the New York Transmission Owners Project.

2.1 General Description of National Grid Facility Location

The primary route for the Edic to Pleasant Valley 345 kV Transmission Line is described below and is intended to be wholly within existing National Grid rights-of-way (ROW).

National Grid is proposing to develop a new 345 kV transmission line from the Edic Substation in Oneida County to the Pleasant Valley Substation in Dutchess County, New York, a total distance of approximately 153 miles. It is the intent of the Applicant to design the proposed transmission lines to be constructed entirely within existing ROWs. However, additional survey, design and engineering analysis needs to be completed to confirm the feasibility of this design approach. The additional analyses include assessment of costs, environmental impacts, cultural impacts, and societal impacts. The description which follows is of the route of the existing National Grid rights-of-way that comprise the primary route proposed for the Project. The Edic to Pleasant Valley 345 kV Transmission Line will share existing electric transmission corridors that are occupied by other National Grid lines and in some locations lines owned and operated by the New York Power Authority (NYPA). The existing transmission ROWs range from approximately 100 feet to 650 feet wide. The existing National Grid electric transmission corridors that comprise the primary route traverse (from west to east) the counties of Oneida, Herkimer, Montgomery, Schenectady, Albany, Rensselaer, Columbia and Dutchess.

The following description of the primary route is provided in terms of individual line segments between substations. Please refer to Exhibit 2 Maps 1 through 25 for the locations of the mileposts referred to below.

2.1.1 Route Descriptions

2.1.1.1 Edic Substation to Knickerbocker Substation

From Edic Substation in the town of Marcy (milepost 0.0), the new 345 kV line will be constructed on new or modified structures to traverse the short distance (approximately 2,000 feet) to the Porter Substation (milepost 0.3) to join the 230 kV Porter to Rotterdam #30 and #31 ROW, which also includes the NYPA Marcy to Coopers Corners and the Edic to Fraser 345 kV lines (Exhibit 2, Map 1). These facilities are located on adjacent double-circuit structures within this shared 200- to 350-foot-wide ROW for a total distance of approximately 12 miles. Between mileposts 0.3 and 12.6, the existing #30 and #31 lines will be retired and the conductors and supporting insulator and hardware will be removed. The new 345 kV line will be installed on the existing double-circuit structures in the line position vacated by the retired #30 line.

Heading southeast past Porter Substation, the primary route crosses State Route 8/12 into the town of Deerfield and continues past and to the north of the Utica Reservoir. After crossing into Herkimer County, the primary route turns

south and crosses the New York State Thruway (I-90), the Erie Canal and the Mohawk River within a distance of approximately 3,000 feet (Exhibit 2, Map 2). The total distance in Oneida County is approximately 4.5 miles; 0.9 mile in the town of Marcy and 3.6 miles in the town of Deerfield.

The primary route continues in a south-southeasterly direction for approximately 8 miles in Herkimer County at which point the 230 kV #31 line separates from the other three circuits and continues to the east along a separate right-of-way beginning at milepost 12.6. The primary route follows the alignment of the 230 kV #30 line which continues to share the right-of-way with the two NYPA 345 kV lines for approximately 1.8 miles. The two NYPA 345 kV lines diverge south from the 230 kV #30 line and the #30 line continues within its own right-of-way in a southeasterly and then easterly direction for approximately 3.0 miles, at which point it rejoins the 230 kV #31 line at milepost 17.4 (Exhibit 2, Map 4). Between mileposts 12.6 and 17.4, both the #31 line along its alternate corridor and the #30 line along the primary route will be retired and removed. The new 345 kV line will be constructed within the right-of-way along the primary route in the line position vacated by the retired #30 line. The primary route continues in a southeasterly-easterly direction along the 200-foot-wide right-of-way of the #30 and #31 lines through Herkimer County. The total distance in Herkimer County is approximately 27.6 miles; 1.7 miles in the town of Schuyler, 8.8 miles in the town of Frankfort, 9.1 miles in the town of German Flatts, 1.0 mile in the town of Little Falls, 6.0 miles in the town of Stark, and 1.0 mile in the town of Danube.

The primary route continues to follow the alignment of the 230 kV #30 and #31 lines in a southeasterly direction through Montgomery County, crossing Canajoharie Creek in the town of Canajoharie (Exhibit 2, Map 7). In the town of Charleston just west of State Route 30A at milepost 54.2, the #30 and #31 lines separate with the #31 line heading northeast before turning to the southeast and rejoining the #30 line just west of Schoharie Creek at milepost 57.9. The primary route continues to follow the alignment of the #30 line due east through this area, across Schoharie Creek before continuing into Schenectady County (Exhibit 2, Map 10). Between mileposts 17.4 and 54.2, both the #30 and #31 lines within the shared right-of-way will be retired and removed. The new 345 kV line will be constructed within this vacated right-of-way. Between mileposts 54.2 and 57.9 both the #31 line along its alternate corridor and the #30 line along the primary route will be retired and removed. The new 345 kV line will be constructed within the right-of-way along the primary route in the line position vacated by the retired #30 line. The total distance in Montgomery County is approximately 29.8 miles; 5.7 miles in the town of Minden, 6.3 miles in the town of Canajoharie, 6.0 miles in the town of Root, 2.4 miles in the town of Glen, 5.3 miles in the town of Charleston, and 4.1 miles in the town of Florida.

The primary route continues due east along the right-of-way of the #30 and #31 lines in Schenectady County to the vicinity of the proposed Princetown Substation at milepost 66.8, which will be located near the intersection of the right-of-way for the #30 and #31 lines and the right-of-way for the 345 kV Marcy to New Scotland #18 line and the 345 kV Edic to New Scotland #14 line (Exhibit 2, Map 11). Between mileposts 57.9 and 66.8, both the #30 and #31 lines within the shared right-of-way will be retired and removed. The new 345 kV line will be constructed within this

vacated right-of-way. In addition, approximately 5 miles of the #30 and #31 lines will be rebuilt between the proposed Princetown Substation and the Rotterdam Substation within existing ROW.

The primary route continues to the southeast along the 370-foot-wide right-of-way for the 345 kV Marcy to New Scotland #18 line and the 345 kV Edic to New Scotland #14 line. The primary route crosses Interstate 88 (I-88) about 5 miles south of the proposed Princetown Substation, just west of where I-88 ends at the New York State Thruway (I-90) (Exhibit 2, Map 11). About 1 mile south of the I-88 crossing, the Rotterdam to New Scotland 115 kV #13 line joins the 590-foot-wide right-of-way and the primary route turns due south and continues into Albany County. The total distance in Schenectady County is approximately 12.4 miles; 3.8 miles in the town of Duanesburg and 8.6 miles in the town of Princetown.

In Albany County the primary route crosses U.S. Route 20 in the town of Guilderland, continues due south just to the east of the Orchard Creek Golf Club, then turns southeast and continues along the existing 345 kV corridor, which is reduced to a 450-foot-wide right-of-way for a distance of approximately 2 miles in the town of Guilderland. The primary route follows this corridor to the New Scotland Substation in the town of New Scotland at milepost 86.5 (Exhibit 2, Map 14). Between mileposts 66.8 and 86.5, the new 345 kV line will be constructed within right-of-way occupied by the 345 kV Marcy to New Scotland #18 line and the 345 kV Edic to New Scotland #14 line. The new 345 kV line bypasses the New Scotland Substation and heads east for a distance of approximately 3.4 mile along the corridor that includes several 115 kV lines and the 345 kV New Scotland to Alps #2 line. This section of right-of-way ranges between 400 feet and 620 feet wide. The primary route turns south continuing along the existing 250-foot-wide 345 kV right-of-way, crosses a major railroad corridor and CSX siding complex, then crosses U.S. Route 9W and the New York State Thruway (I-87) just west of the Hudson River (Exhibit 2, Map 17). The total distance in Albany County is approximately 23.1 miles; 6.7 miles in the town of Guilderland, 6.5 miles in the town of New Scotland, 8.0 miles in the town of Bethlehem and 1.9 miles in the town of Coeymans (total is greater than the sum due to rounding).

The primary route follows the 345 kV New Scotland to Alps #2 alignment across the Hudson River into Rensselaer County, parallel and to the south of an existing CSX railroad bridge and the New York Thruway-Berkshire Connector bridge. At the crossing location the Hudson River is approximately 1,800 feet wide. On the east side of the Hudson River these three facilities continue an aerial crossing of the Schodack Island State Park for a distance of approximately 1,200 feet. From the Hudson River the primary route continues east for approximately 1.6 miles to the proposed Knickerbocker Substation, which will be located at the intersection of the New 345 kV Scotland to Alps #2 line and the 115 kV Schodack to Churchtown #14 line and the 115 kV Greenbush to Hudson #15 line in the Town of Schodack at milestone 99.3 (Exhibit 2, Map 17 and Map 18). Between mileposts 86.5 and 99.3, the new 345 kV line will be constructed within right-of-way occupied by the 345 kV New Scotland to Alps #2 line.

Additionally, the existing #14 Edic to New Scotland 345 kV line will tie in and out of the new Princetown Substation.

The total distance from the Edic Substation to the proposed Knickerbocker Substation is approximately 99 miles.

2.1.1.2 Knickerbocker Substation to Pleasant Valley Substation

The primary route for the new 345 kV line departs from the proposed Knickerbocker Substation at milepost 99.3 and proceeds to the south along the 100-foot-wide right-of-way of the double-circuit 115 kV Schodack to Churchtown #14 and 115 kV Greenbush to Hudson #15 lines. A National Grid 10-inch high pressure natural gas distribution pipeline (known as “E21”) that runs from Greenbush to the Hudson Substation occupies a position along the western edge of this right-of-way. Approximately 2.2 miles south of the proposed Knickerbocker Substation, the primary route passes into Columbia County and continues in a nearly straight line due south through the town of Stuyvesant for a distance of approximately 8 miles. After crossing into the town of Stockport, the primary route turns to the southeast, crosses U.S. Route 9, and Kinderhook Creek and again turns due south. The primary route continues in a southerly direction generally parallel to and approximately 1 mile to the east of U.S. Route 9. The primary route crosses a small portion of the town of Ghent less than 1 mile west of the Columbia County Airport. The primary route continues to follow the 115 kV right-of-way through the town of Claverack, passing about 2 miles to the east of the City of Hudson. After crossing Route 9H the double-circuit 115 kV La Farge to Pleasant Valley #8 and 115 kV North Catskill to Milan #T7 lines join the right-of-way just north of the Churchtown Substation at milepost 121.2. The 150-foot-wide right-of-way that constitutes the primary route remains with this configuration of parallel double-circuit 115 kV lines for the next 12 miles through the town of Livingston (8.3 miles), the town of Gallatin (1.2 miles) and the town of Clermont (0.7 mile). The total distance in Columbia County is approximately 30.7 miles.

The primary route continues south into the town of Milan in Dutchess County, and about 1 mile south of the county line the right-of-way is joined at milepost 133.6 from the west by the 345 kV Leeds to Pleasant Valley #91 and #92 lines in parallel, single-circuit configuration. Between mile posts 99.3 and 133.6, the new 345 kV will be constructed within the right-of-way presently occupied by the double-circuit 115 kV structures supporting the Schodack to Churchtown #14, Churchtown to Pleasant Valley #13, Greenbush to Hudson #15, Hudson to Pleasant Valley #12, La Farge to Pleasant Valley #8 and North Catskill to Milan #T7 lines. The primary route continues along this 400-foot-wide right-of-way for approximately 6 miles to milepost 139.5, at which point the two 345 kV lines leave this joint right-of-way to the west. Between mile posts 133.6 and 139.5, the new 345 kV will be constructed within the right-of-way presently occupied by the double-circuit 115 kV structures supporting the Churchtown to Pleasant Valley #13, Hudson to Pleasant Valley #12, La Farge to Pleasant Valley #8, North Catskill to Milan #T7 and Milan to Pleasant Valley #10 lines, as well as the 345 kV Leeds to Pleasant Valley #91 and #92 lines. The primary route continues due south along the 115 kV right-of-way, passing to the east of Silver Lake in the town of Clinton. The primary route continues south in the town of Clinton and continues along this 150-foot-wide 115 kV right-of-way in the town of Pleasant Valley to the Pleasant Valley Substation at milepost 153.5. Between mile posts 139.5 and 153.5, the new 345 kV will be constructed within the right-of-way presently occupied by the double-circuit 115 kV structures supporting the Churchtown to Pleasant Valley #13, Hudson to Pleasant Valley #12, La Farge to Pleasant Valley #8 and Milan to Pleasant Valley #10 lines. The total distance in Dutchess County is approximately 20.8 miles, including 8 miles in the town of Milan, 8 miles in the town of Clinton and 4.8 miles in the town of Pleasant Valley.

South of Churchtown Substation the primary route roughly parallels the Taconic State Parkway which is located approximately 2 to 3 miles to the east. The total distance from the proposed Knickerbocker Substation to the existing Pleasant Valley Substation is approximately 54 miles. Along this entire portion of the route between mileposts 99.3 and 153.5, some reconfiguring of the existing 115 kV lines and supporting structures will be required to accommodate the new 345 kV line.

Table 2-1 provides a list of jurisdictions and line segment lengths crossed by the primary route.