



Northern Pass Transmission LLC  
Docket No. DE 15-459

Date Request Received: 01/22/2016  
Request No. OCA 1-006  
Request from: Office of Consumer Advocate

Date of Response: 02/08/2016  
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Witness: Michael J. Ausere

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**Request:**

Auseré Testimony, Page 7 of 10, lines 7-18. Please indicate whether the cost of Eversource's financing will be reflected in PSNH's transmission charges after NPT becomes operational. If yes, please explain how and show what will be the expected impact on NH ratepayers? If not, explain why?

**Response:**

Eversource's costs to finance the project will not be reflected in PSNH's transmission charges, and more generally, PSNH will not be charged for costs of the Northern Pass Transmission Line. Northern Pass Transmission LLC is a separate corporate subsidiary of Eversource, and financing of the NPT project is separate and apart from financing conducted on behalf of PSNH.

Northern Pass Transmission LLC

Docket No. DE 15-459

Date Request Received: 01/22/2016

Request No. OCA 1-007

Request from: Office of Consumer Advocate

Date of Response: 02/08/2016

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Witness: Michael J. Ausere

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**Request:**

Auseré Testimony, Page 8 of 10, lines 22-28. If the response to OCA 1-6 is in the negative, are there possible future circumstances under which NPT's transmission service over Northern Pass could require Eversource to recover associated costs from its PSNH ratepayers directly through transmission charges? If yes, please explain those circumstances. If no, clearly explain why.

**Response:**

NPT's commitment is that New Hampshire customers will not bear any costs of, or associated with, the construction, maintenance and operation of the NPT facilities and will not be charged directly or indirectly through transmission rates for any of the project costs.

As presently configured, the NPT facilities (the HVDC and 345kV AC lines) are considered radial extensions from the Canadian border to the Deerfield Substation. As a result, and in keeping with NPT's commitment to NH customers, the costs for these facilities are not recoverable, in whole or in part, from NH ratepayers.

It is possible that ISO-NE could, at some future date, reconfigure the regional transmission network to include the 345 kV AC portion of the NPT line as a regional network facility needed for system reliability. If that were to occur before the costs of the NPT Project were fully depreciated, any remaining costs associated with that segment would be placed into regional transmission rates by FERC and New Hampshire ratepayers would pay their regional share (approximately 9%) of such undepreciated costs for the 345 KV AC portion of the NPT Project. It should be clearly understood, however, that ISO-NE has not identified a need for a reliability upgrade in its latest 10-year transmission forecast that would lead to such a scenario.