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October 1, 2026

The Honorable Chris Wright
Secretary, U.S. Department of Energy
1000 Independence Ave.
SW, Washington, DC 20585

Dear Secretary Wright,

On several occasions we have discussed our mutual desire to get more U.S. natural gas into New England to reduce reliance on higher-cost imported fuel and lower costs for customers. From our discussions, you know that my criteria for any proposed energy infrastructure project is whether it will be a good deal for Massachusetts customers and communities. I have supported projects that meet these criteria and opposed projects that do not.

I write today to urge the Trump Administration to join with Massachusetts and focus your efforts to increase gas supply in New England on viable projects that can be built quickly and that bring real savings to customers. You can demonstrate your commitment to this effort by moving quickly on the federal review of the Algonquin Reliable Affordable Resilient Enhancement (RARE) Project.

RARE would add approximately 73,500 dekatherms per day of capacity to the existing Algonquin Gas Transmission (Algonquin) system, expanding the amount of gas that can come into Massachusetts. This addition, together with other recent expansions, would have provided enough gas capacity on this line to meet total household heating needs this past January. As an expansion, most of the work will involve upgrading infrastructure already in place. FERC accepted RARE into its pre-filing environmental review process in February 2026 and has since conducted public scoping.

Massachusetts is doing its part. On January 30, 2026, the Massachusetts Department of Public Utilities (DPU) approved two 10-year firm transportation agreements between Eversource utilities and Algonquin tied to RARE. Those agreements begin November 1, 2029. According to the DPU record, the additional supply would reduce the need for higher-priced imported LNG, directly saving 600,000 Eversource customers approximately \$40 million annually.

Those savings, however, depend on the infrastructure being ready when those contracts begin. That makes the project's planned 2028 in-service date critical. Any federal delay could put those consumer benefits at risk.

I ask that you work across the Administration to ensure that the federal reviews and permits needed for RARE move without delay; that agencies establish clear schedules and coordinate their work wherever legally permissible; and that sufficient staff and resources are dedicated to completing the required reviews in time to preserve the project's planned 2028 in-service date.

Moving quickly does not mean cutting corners. Major infrastructure projects deserve appropriate environmental review, transparency, and meaningful engagement with affected communities. But thorough and timely review are not competing goals.

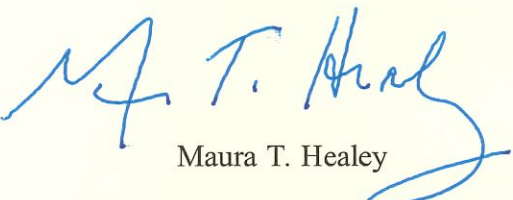
Massachusetts has shown that energy and infrastructure projects can receive robust public scrutiny and careful analysis while still moving on a defined schedule. For example, state MEPA review is subject to strict statutory deadlines for issuance of certificates; a scoping document for RARE has been issued and will be subject to these statutory deadlines. I ask the federal government to bring that same sense of urgency and accountability to RARE.

New England and Massachusetts have done this before. Earlier expansions of the Algonquin system added significant capacity to the region. Algonquin Incremental Market added 342,000 dekatherms per day of firm transportation capacity, while Atlantic Bridge added approximately 132,705 dekatherms per day.

There may be more opportunities ahead. Enbridge has proposed Project Beacon, another potential expansion of the Algonquin system. According to Enbridge, Project Beacon could add approximately 310,000 dekatherms per day— a capacity increase approaching 10 percent on the Algonquin system — with service targeted for late 2030.

I urge you to join with Massachusetts in moving expeditiously to deliver savings to customers.

Sincerely,



Maura T. Healey
Governor of Massachusetts