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Also admitted in Massachusetts

August 15, 2023

**VIA ELECTRONIC MAIL**

Luly E. Massaro, Commission Clerk  
Rhode Island Public Utilities Commission  
89 Jefferson Boulevard  
Warwick, RI 02888

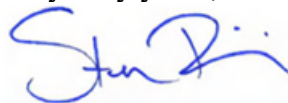
**RE: Docket No. 22-54-NG - FY 2024 Gas Infrastructure, Safety, and Reliability Plan  
Quarterly Update - First Quarter Ending June 30, 2023**

Dear Ms. Massaro:

On behalf of Rhode Island Energy,<sup>1</sup> I have enclosed an electronic version of the Company's fiscal year (FY) 2023 Gas Infrastructure, Safety, and Reliability (ISR) Plan quarterly update for the first quarter ending June 30, 2023.<sup>2</sup> Pursuant to the provisions of the approved FY 2018 Gas ISR Plan, the Company committed to providing quarterly updates on the progress of its Gas ISR program to the Rhode Island Public Utilities Commission and the Rhode Island Division of Public Utilities and Carriers.

Thank you for your attention to this matter. If you have any questions, please contact me at 401-709-3359.

Very truly yours,



Steven J. Boyajian

Enclosures

cc: Docket No. 22-54-NG Service List  
Leo Wold, Esq.  
John Bell, Division  
Al Mancini, Division

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<sup>1</sup> The Narragansett Electric Company d/b/a Rhode Island Energy ("Rhode Island Energy" or the "Company").

<sup>2</sup> Per a communication from Commission counsel on October 4, 2021, the Company is submitting an electronic version of this filing followed by six (6) hard copies filed with the Clerk within 24 hours of the electronic filing.

## **Gas Infrastructure, Safety, and Reliability Plan**

### **The Narragansett Electric Company**

#### **FY 2024 Quarterly Update**

#### **First Quarter – Ending June 30, 2023**

#### **Executive Summary**

Fiscal year (“FY”) 2024 Gas Infrastructure, Safety, and Reliability (“Gas ISR Plan” or the “Plan”) first quarter results (Attachment A) reflect that the Company<sup>1</sup> has spent approximately \$52.79 million of an estimated year-to-date (“YTD”) budget of \$42.99 million, resulting in a first quarter overspending variance of \$9.80 million. The total spending of \$52.79 million (see Attachments A & B) is comprised of \$52.02 million for the Gas ISR Plan, excluding the Southern Rhode Island Gas Expansion Project (“Gas ISR”) and \$0.77 million for the Southern Rhode Island Gas Expansion Project (“Southern RI Gas Expansion Project”). To date, the \$52.79 million of actual spending represents 32 percent of the total FY 2024 annual Gas ISR Plan budget of \$163.42 million. As of June 30, 2023, the forecasted total year-end spend was \$167.91 million, which was \$4.87 million above the total budget of \$163.42 million.

The Gas ISR (excluding the Southern RI Gas Expansion Project) first quarter spending of \$52.02 million includes actual spending of \$9.76 million out of an estimated YTD budget of \$11.97 million for Non-Discretionary work, resulting in a first quarter underspending variance of \$2.21 million. In addition, the first quarter spend includes actual spending of \$42.26 million of an estimated YTD budget of \$30.20 million on Discretionary work, resulting in a first quarter overspending variance of \$12.06 million. As of June 30, 2023, the forecasted year-end spend was \$166.29 million, which was \$6.57 million above the annual budget for Gas ISR (excluding

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<sup>1</sup> The Narragansett Electric Company d/b/a Rhode Island Energy (“Rhode Island Energy” or the “Company”).

the Southern RI Gas Expansion Project). Forecast increases in the Proactive Main Replacement – Leak Prone Pipe, Proactive Main Rehabilitation - Large Diameter LPCI Program (Cast Iron Sealing Robot Joint or “CISBOT”), and Gas System Reliability are the primary drivers of the projected overspend. Increases in those categories are partially offset by forecasted underspend in the Purchase Meter (Replacement), System Automation, Take Station Refurbishment, and Valve Installation/Replacement categories. The Company does anticipate the Gas ISR (excluding the Southern RI Gas Expansion Project) forecast will trend close to the FY 2024 budget by the end of the second quarter as the Public Works – Reimbursements (credits) forecast is anticipated to increase and the forecasts for Transmission Station Integrity – Scott Road, Exeter LNG – Boiloff Compressor Upgrade, and Gas System Reliability are anticipated to decrease.

The Southern RI Gas Expansion Project incurred first quarter spending of \$0.77 million out of an estimated YTD budget of \$0.82 million, resulting in a first quarter underspending variance of \$0.04 million. As of June 30, 2023, the forecasted year-end spend was \$1.62 million, which was \$2.08 million below the annual budget for the Southern RI Gas Expansion Project. Forecasted underspending in the Regulator Station Investment category, due to the timing of work, is the primary driver of the projected underspending.

Based upon the results of Q1 FY 2024, the Company is forecasting FY 2024 Capital Additions Placed In-Service of \$144.06 million versus a target of \$155.81 million, which would result in being \$11.76 million under target at fiscal year-end. The primary driver of the under target forecast is that the LNG – Exeter Boil off Compressor project is now forecasted to go in-service in FY 2025 instead of FY 2024 due to the timing of completing the contractor bidding process, finalization of a contract, and the timing of receiving project materials that have recently become long lead materials due to supply chain constraints. The project was originally forecasted to result in capital additions in-service of \$11.46 million in FY 2024.

## **FY 2024 Capital Spending by Category**

### ***Non-Discretionary Work<sup>2</sup>***

#### ***Public Works Program – \$0.56 million variance under year-to-date budget***

Through the first quarter of FY 2024, the Company spent \$4.50 million, net reimbursements, against a projected year-to-date budget of \$5.06 million for the Public Works program, resulting in an underbudget variance of \$0.56 million. To date, for FY 2024, the Company has installed 1.8 miles against a plan of 3.6 miles of new replacement gas main and abandoned 3.2 miles of a plan of 3.0 miles of leak-prone pipe through the Public Works program. As of the end of the first quarter, the Public Works Program category was projected to be overbudget by \$0.34 million at fiscal year-end. However, as noted above, the forecast for Public Works Reimbursements (credits) is anticipated to increase by approximately \$2.00 million in the second quarter, so the overall Public Works program forecast will likely change to a forecasted underspend of approximately \$1.70 million by the end of the second quarter. The Company has seen an increase in the volume of Public Works project requests in FY 2024 and is continuing to assess which projects will commence in FY 2024 or in a future fiscal year.

#### ***Mandated Programs – \$1.65 million underspending variance to budget year-to-date***

Through the first quarter of FY 2024, the Company has spent \$5.26 million of a projected YTD budget of \$6.90 million for Mandated Programs, resulting in an underspending variance of \$1.65 million. The primary drivers of the underspend in the Mandated categories are lower than anticipated costs in the Corrosion and Purchase Meter (Replacement) categories. However, those underspending variances are slightly offset by higher than anticipated YTD costs in the

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<sup>2</sup> Non-Discretionary programs include projects that are required by legal, regulatory code, and/or agreement, or are the result of damage or failure, with limited exceptions.

Reactive Main Replacement – Maintenance category. The Q1 spending for Corrosion was lower than budget as resources have been utilized for higher prioritized work within the Gas ISR Portfolio to start the year, however, the category is still forecasted to be on budget at fiscal year-end. The Purchase Meter (Replacement) Q1 spending was lower than budget as the Company received fewer meters from vendors than were expected through the first quarter; the Company is actively working with its vendors to remedy the lower volume of meter inventories.

In June 2021, the Company, in collaboration with the Rhode Island Division of Public Utilities and Carriers (“Division”), developed and implemented a plan to continuously improve the Company’s tracking of its meter inventory and its purchasing strategies. This was implemented in compliance with the PUC’s Order concerning the Company’s FY 2022 Gas ISR Plan in Docket No. 5099. The first component of the plan is an enhanced process to track meter inventory. The Company is conducting a manual count of the meter lab inventory each month until the Company has validated that the Maximo system, which is used to track meter inventory, is accurately capturing inventory data. The Company conducted a physical inventory count on June 10, 2021 to establish the baseline count. The chart below provides a summary of the meter lab inventory counts on June 10, 2021, and the closest date to the close of each quarter that followed, which were June 30, 2021, September 30, 2021, January 3, 2022, March 31, 2022, June 30, 2022, September 30, 2022, January 3, 2023, March 31, 2023, and June 30, 2023. The Company is continuing to review the variances between the physical counts and the meter inventory tracked in Maximo and working to address factors that contribute to the variance, including the timing of when inventory is counted, when reports are run, and the timing of data cleanup in the Maximo system.

<b>Meter Lab Inventory</b>				
<b>Measure</b>	<b>Physical Count</b>	<b>Maximo</b>	<b>Variance</b>	<b>Variance %</b>
<b>Inventory as of 6/10/2021</b>	9,943	10,926	983	9%
<b>Inventory as of 6/30/2021</b>	9,156	9,988	823	8%
<b>Inventory as of 9/30/2021</b>	9,568	10,370	802	8%
<b>Inventory as of 1/3/2022*</b>	9,994	10,986	992	9%
<b>Inventory as of 3/31/2022</b>	11,724	12,605	881	7%
<b>Inventory as of 6/30/2022</b>	7,354	8,164	810	10%
<b>Inventory as of 9/30/2022</b>	6,513	7,452	939	13%
<b>Inventory as of 1/3/2023</b>	5,043	5,963	940	16%
<b>Inventory as of 3/31/2023</b>	8,647	9,716	1,069	11%
<b>Inventory as of 6/30/2023</b>	6,293	7,244	951	13%

\*Due to Vacations, the Meter Lab gathered inventory data the first Monday after New Years.

***Damage/Failure Reactive Program – \$0.006 million variance to budget***

Through the first quarter of FY 2024, the Company spent \$0 of a projected YTD budget of \$0.006 million for the Damage/Failure Reactive Program, resulting in an under-budget variance of \$0.006 million. The Company has not experienced any reactive projects that qualify for this program category YTD in FY 2024. At this time, the Damage/Failure Reactive Program is forecasted to be on budget at fiscal year-end.

***Discretionary Work<sup>3</sup>***

***Proactive Main Replacement & Rehabilitation Programs – \$12.62 million over-budget variance***

Through the first quarter of FY 2024, the Company spent approximately \$34.52 million of a projected YTD budget of \$21.91 million for the Proactive Main Replacement programs, resulting in an overspending variance of approximately \$12.62 million. To date, for FY 2024 in the

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<sup>3</sup> Discretionary programs are not required by legal, regulatory code, or agreement, or a result of damage or failure, with limited exceptions.

Proactive Main Replacement (“MRP”) Program, the Company has installed 14.7 miles of new replacement gas main against a plan of 12.4 miles. Across all ISR programs, the Company has installed a total of 17.5 miles of new replacement gas main against a plan of 17.9 miles. In Q1 FY 2024, the Company abandoned 5.0 miles in the MRP Program against a plan of 10.7 miles. Across all programs, the Company has abandoned 8.2 miles of leak prone pipe against an overall plan of 14.0 miles. Through the first quarter, the Company’s actual abandonment is on pace compared to actual abandonment in previous years but is behind on its FY 2024 plan to date due to a concentration early in the construction season on larger diameter pipe, which has a slower rate of production compared to smaller diameters. The Company intends to shift to smaller diameter work later in the season, which will make up for the early shortfall.

Through the first quarter of FY 2024, the Proactive Main Rehabilitation – Large Diameter LPCI Program is ahead of schedule and thus overbudget by \$2.35 million. The Company and its contractor made good progress on two segments of CISBOT jobs on Thames Street in Newport as some of that work was able to start at the end of FY 2023 to get ahead of the busy tourism season in that area. The Company and its contractor also made good progress on a CISBOT job on Early Street in Providence and are well underway with another CISBOT job on Legion Way in Cranston. In total, those four jobs are estimated to rehabilitate approximately 5,470 feet (and 454 joints) of Large Diameter Leak Prone Pipe. Based on Contractor availability, project readiness, and moderate Company resource requirements for this type of work, the Company is pursuing the addition of two CISBOT jobs for FY 2024, which has added approximately \$2.13 million to the Proactive Main Rehabilitation – Large Diameter LPCI Program forecast. The first is the Russell Street CISBOT project in Providence, which was originally scoped as a Lining job in prior fiscal years, but it was determined that lining was not feasible, so it has been transitioned to a CISBOT job. This segment of pipe runs under/through Rhode Island Public Transit Authority (“RIPTA”) property and is near railroad tracks, so it is ideal to rehabilitate versus replace/abandon as it’s a challenging area for crews to access; 17 joints have been fixed over the

past 10 years on this segment related to leak activity. The project will require four access pits and will address approximately 1,730 feet of main and 144 joints. The second project is the Canal Street CISBOT job in Providence. This project will require two pits and will address approximately 540 feet of main and 45 joints; 5 joints have been fixed over the past 10 years on this segment related to leak activity.

For the Atwells Avenue Project in FY 2024, the Company has incurred charges of approximately \$0.02 million related to the closeout of invoices for line stripping as part of the final restoration of Segments 1 & 2. Segment 3 of the project is budgeted to be completed in FY 2024, but the project may be deferred into FY 2025 as the Company is continuing to work in close conjunction with Providence Water (replacing water pipe) and the City of Providence (to coordinate the Company's replacement of leak prone pipe with municipal paving) to address the highest priority work. Although Segment 3 of Atwells Avenue has been grouped with Segments 1 & 2 (which ran along the restaurant district) for the overall project scope, the cost and project prioritization of Segment 3 fall more in line with a standard proactive main replacement job, which is a factor in why other segments in Providence are being completed ahead of Segment 3.

***Proactive Service Replacement Program – \$0.20 million underspending variance to budget***

For FY 2024, the Company spent \$0.01 million of a fiscal year budget of \$0.21 million for the Proactive Service Replacement Program, resulting in an underspending variance of \$0.20 million. During the first quarter, the Company replaced 23 services under the Proactive Service Replacement Program. This included the replacement of the final 4 copper services in Cumberland; the Company will begin coordinating the final restoration related to copper services that were replaced on various streets in Cumberland. The Company is currently awaiting 20 road opening permits to perform additional proactive service replacements. The Company is continuing to reach out to customers to schedule and perform proactive service replacements as those services are confirmed to be leak prone services on non-leak prone main.



***Reliability Programs – \$0.36 million underspending variance to budget year-to-date***

Through the first quarter of FY 2024, the Company spent \$7.73 million of a projected YTD budget of \$8.09 million for Reliability programs, resulting in an underspending variance of \$0.36 million for this category. The timing of work is the primary driver of the slight YTD underspending variance. As of June 30, 2023, the Reliability programs were projected to be overbudget by \$5.20 million at fiscal year-end, which is primarily driven by the forecast increase for the Gas System Reliability category. However, the Q1 overbudget forecast may decrease to approximately \$2.31 million overbudget by Q2 with potential decreases to the existing Exeter LNG Boiloff Compressor and Gas System Reliability forecasts.

The LNG category is underbudget YTD primarily based on the timing of receiving finalized bids and awarding a contract for the final phases of the Exeter Boiloff Compressors upgrade, along with the delay in receiving materials to construct a new prefabricated building to house the new compressors; the prefabricated building has now become a long lead material/item. The project is forecasted to be underbudget by approximately \$1.98 million at fiscal year-end as some project activities are shifting into FY 2025, along with the project in-service date, due to availability of materials and winter operation restrictions for the LNG plant. The Valve Installation/Replacement category is underbudget by \$0.23 million and is forecasted to be underbudget by \$0.31 million at fiscal year-end as primarily because one sectionalizing valve on 16-inch diameter pipe in Newport was cancelled due to challenges in the field associated with installing the valve at the original site and attempts to redesign it did not produce feasible alternatives. The result of eliminating the large diameter valve is that two smaller sectionalized zones will remain as one larger zone, but it does not negatively impact the Company's ability to shed load in Newport if it were ever deemed necessary. The Distribution Station Over Pressure Protection category is currently underbudget by \$0.55 million but is forecasted to be on budget at fiscal year-end.

Gas System Reliability is currently underbudget by \$0.43 million, but as of the end of Q1 was forecasted to be overbudget by \$5.51 million at fiscal year-end as the timing of some projects have shifted to support upcoming proactive main replacement projects (incorporating low pressure to high pressure upgrades) and other gas system reliability enhancements. Four projects were included in the original FY 2024 plan but have been deferred or are being redesigned: 1) the Beverly Street project in Lincoln will defer its construction phase until FY 2025, which will allow the planned Reinforcement job on River Road to be completed first; 2) Borah Street in North Providence was planned for development, but is being redesigned to incorporate more low pressure to high pressure upgrades; 3) the Diamond Hill Road-Dewey Street project in Woonsocket is being redesigned to expand the scope of the project, incorporate more low pressure to high pressure upgrades, and coordinate with paving schedules; 4) the Newport 10-to-35 psi system integration project is being deferred and will be reevaluated as a potential Proactive Main Replacement – Leak Prone Pipe project because it would likely have a higher volume of leak prone pipe. The following four projects are still proceeding as planned in FY 2024: 1) Sunbury Street, Providence; 2) Old River Road, Lincoln (Manville); 3) East Avenue/Bald Hill Road, West Warwick; 4) Cannon Street, Cranston.

Four projects have been exchanged into the portfolio for FY 2024 to directly support upcoming proactive main replacement projects and other gas system reliability enhancements that were identified during the FY 2025 planning process. These projects are the drivers of the forecasted spending increase for this category because each project will be in the construction phase during FY 2024. These projects are:

- 1) Greenwich Avenue, East Providence – This project will support multiple projects within the Proactive Main Replacement – Leak Prone Pipe that will also convert existing low pressure customers to high pressure. This improves overall system reliability by replacing aged infrastructure with new materials and installation procedures governed by modern construction codes and standards. Additionally, new high-pressure services include multiple layers of over-

pressure protection using excess flow valves (“EFV”) and pressure regulators upstream of the meter to improve customer safety if an unplanned event were to affect the pipeline network.

This project will also provide a future back feed on the 99 pounds per square inch (“#”) system between the Wampanoag Trail and Dey Street stations. Please note that approximately 0.4 mile of this Gas System Reliability project is being re-evaluated and may reduce the project scope by \$0.75 million or more in the Q2 forecast.

2) 99# System Integration (Phase 1) – This project involves the installation of main on Pawtucket Avenue in East Providence and will create a reliability loop to connect the single feed East Shore 99# system from the Wampanoag Trail Gate Station with the larger Rhode Island 99# system fed from the Dey Street Gate Station. It will also provide a critical main installation that will enable low pressure to high pressure service conversions (as part of main replacements) in East Providence.

3) Mason Street, Woonsocket – This project will extend a high pressure feeder main into a low pressure area to enable Proactive Main Replacement – Leak Prone Pipe projects in FY 2024 and FY 2025 that will also convert customers to high pressure. This Gas System Reliability project and the associated Proactive Main Replacement projects are being expedited in order to also abandon, and avoid replacing, a problematic regulator station on the existing low pressure system.

4) Bypass Installation - Allens Avenue Regulator Station, Providence – This project will allow for proper back feeding procedures when the Wampanoag Trail Gate Station needs to be offline for maintenance or emergency operations. During a shutdown, the Providence 200# system requires 99# gas to back feed east across the Providence River to maintain pressure at regulator stations in East Providence normally fed by 200# gas from the Wampanoag Trail Gate Station. The current infrastructure at the Allen’s Avenue Regulator Station requires back feeding through the regulators from the Allen’s Avenue 99# station and is not viewed as a long-term strategy.

The YTD underspending variances in the Reliability categories were offset by spending above the YTD budget in the categories of System Automation, Heater Installation Program, Pressure Regulating Facilities, and Take Station Refurbishment. The Take Station Refurbishment is currently overbudget by \$0.37 million but is forecasted to be underbudget by \$0.40 million at fiscal year-end as the Smithfield Gate Station project is experiencing delays pending the Town's (Water Department) review of project designs. The Tiverton Gate Station Ownership Transfer (Heater) project is underbudget by \$0.06 million but is forecasted to be overbudget by \$0.50 million at fiscal year-end due to the timing of work on the project, which was originally scheduled to reach completion in FY 2023, and additional site work and closeout costs that are required for the project

### **FY 2024 Southern Rhode Island Gas Expansion Project Spending by Category**

#### ***Pipeline & Other Upgrades/Investments Categories***

For FY 2024, there is no budget allocated the Pipeline and Other Upgrades/Investments categories and there is currently no YTD spending or FY 2024 forecast to report in either category.

#### ***Regulator Station Investment***

***Updates to Cranston Regulator Station Upgrades, Cranston Take Station Upgrades, Cowesett Regulator Station Upgrades, and New Regulator Station Near Cowesett – \$0.04 million underspending variance to budget***

Through the first quarter of FY 2024, the Company spent \$0.77 million of a projected YTD budget of \$0.82 million for the Regulator Station Investment category, resulting in an underspending variance of \$0.04 million for this category. The YTD focus of this category has been Cranston Regulator Station Upgrades and Cowesett Regulator Station Upgrades. The

Regulator Station Investment category is forecasted to be underbudget by \$2.08 million at fiscal year-end as 1) bids for the Cranston Regulator Station Upgrades came in lower than anticipated, and 2) the materials purchasing for the New Regulator Station near the Cowesett Regulator Station project will be deferred into FY 2025 as the Company is continuing the process of identifying a desired location(s) and then survey and design work will follow.

### ***Plant-in-Service Forecast***

As stated above, incorporating the FY 2024 forecast as of the end of Q1 FY 2024, the Company is forecasting FY 2024 Capital Additions Placed In-Service of \$144.06 million versus a target of \$155.81 million, which would result in being \$11.76 million under target at fiscal year-end. The primary driver of the under target forecast is that the LNG – Exeter Boil off Compressor project is now forecasted to go in-service in FY 2025 instead of FY 2024 due to the timing of completing the contractor bidding process, finalization of a contract, and the timing of receiving project materials that have recently become long lead materials due to supply chain constraints. The project was originally forecasted to result in capital additions in-service of \$11.46 million in FY 2024.

Attachment A  
RIPUC Docket No. 22-54-NG  
FY 2024 Gas Infrastructure, Safety, and Reliability Plan  
FY 2024 Quarterly Update  
First Quarter Ending June 30, 2023

Attachment A - Summary

**The Narragansett Electric Company  
d/b/a Rhode Island Energy - RI Gas  
Capital Spending by Investment Categories - Summary  
Q1 FY 2024 through June 30, 2023  
(\$000)**

Categories	FYTD			FY 2024 - Total		
	Budget	Actual	Variance	Budget	Forecast	Variance
<b>NON-DISCRETIONARY</b>						
Public Works <sup>1</sup>	\$5,064	\$4,505	(\$560)	\$17,177	\$17,516	\$339
Mandated Programs	\$6,904	\$5,256	(\$1,648)	\$25,621	\$23,224	(\$2,397)
Damage / Failure (Reactive)	\$6	\$0	(\$6)	\$25	\$25	\$0
<b>NON-DISCRETIONARY TOTAL</b>	<b>\$11,975</b>	<b>\$9,761</b>	<b>(\$2,214)</b>	<b>\$42,824</b>	<b>\$40,766</b>	<b>(\$2,058)</b>
<b>DISCRETIONARY</b>						
Proactive Main Replacement	\$21,907	\$34,523	\$12,615	\$78,266	\$81,693	\$3,427
Proactive Service Replacement	\$206	\$6	(\$200)	\$559	\$559	\$0
Reliability	\$8,086	\$7,730	(\$356)	\$38,074	\$43,275	\$5,201
<b>SUBTOTAL DISCRETIONARY (Without Gas Expansion)</b>	<b>\$30,200</b>	<b>\$42,259</b>	<b>\$12,059</b>	<b>\$116,899</b>	<b>\$125,527</b>	<b>\$8,628</b>
Southern RI Gas Expansion Project	\$815	\$771	(\$44)	\$3,700	\$1,616	(\$2,084)
<b>DISCRETIONARY TOTAL (With Gas Expansion)</b>	<b>\$31,015</b>	<b>\$43,030</b>	<b>\$12,016</b>	<b>\$120,599</b>	<b>\$127,143</b>	<b>\$6,544</b>
<b>CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)</b>	<b>\$42,174</b>	<b>\$52,020</b>	<b>\$9,845</b>	<b>\$159,722</b>	<b>\$166,292</b>	<b>\$6,570</b>
<b>CAPITAL ISR TOTAL (With Gas Expansion)</b>	<b>\$42,989</b>	<b>\$52,791</b>	<b>\$9,802</b>	<b>\$163,422</b>	<b>\$167,908</b>	<b>\$4,486</b>
<b>Additional Capital Investments</b> (Not currently included in the ISR)	\$125	\$593	\$468	\$500	\$1,082	\$582

( ) in Variance column denotes an underspend

1. Public Works Program includes reimbursements which will be credited as received throughout the year.

Attachment B  
RIPUC Docket No. 22-54-NG  
FY 2024 Gas Infrastructure, Safety, and Reliability Plan  
FY 2024 Quarterly Update  
First Quarter Ending June 30, 2023

Attachment B - Breakout

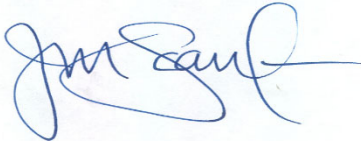
**The Narragansett Electric Company  
d/b/a Rhode Island Energy - RI Gas  
Capital Spending by Investment Categories - Detail  
Q1 FY 2024 through June 30, 2023  
(\$000)**

Categories	FYTD			FY 2024 - Total		
	Budget	Actual	Variance	Budget	Forecast	Variance
<b>NON-DISCRETIONARY</b>						
<b>Public Works</b>						
CSC/Public Works - Non-Reimbursable	\$5,090	\$4,612	(\$477)	\$16,875	\$17,214	\$339
CSC/Public Works - Reimbursable	\$250	\$152	(\$97)	\$1,372	\$1,372	\$0
CSC/Public Works - Reimbursements	(\$275)	(\$260)	\$15	(\$1,070)	(\$1,070)	\$0
<b>Public Works Total</b>	<b>\$5,064</b>	<b>\$4,505</b>	<b>(\$560)</b>	<b>\$17,177</b>	<b>\$17,516</b>	<b>\$339</b>
<b>Mandated Programs</b>						
Corrosion	\$478	\$15	(\$463)	\$1,534	\$1,534	\$0
Purchase Meter (Replacement)	\$2,746	\$946	(\$1,800)	\$7,095	\$4,555	(\$2,540)
Reactive Leaks (CI Joint Encapsulation/Service Replacement)	\$2,025	\$2,077	\$53	\$8,000	\$8,143	\$143
Service Replacement (Reactive) - Non-Leaks/Other	\$433	\$409	(\$23)	\$1,748	\$1,748	\$0
Main Replacement (Reactive) - Maintenance (incl Water Intrusion)	\$289	\$1,078	\$789	\$1,167	\$1,167	\$0
Low Pressure System Elimination (Proactive)	\$433	\$502	\$69	\$1,300	\$1,300	\$0
Transmission Station Integrity	\$375	\$184	(\$191)	\$4,201	\$4,201	\$0
Pipeline Integrity - IVP - Wampanoag Trail Pipeline Replacement	\$125	\$44	(\$81)	\$575	\$575	\$0
Other Mandated	\$0	\$0	\$0	\$0	\$0	\$0
<b>Mandated Total</b>	<b>\$6,904</b>	<b>\$5,256</b>	<b>(\$1,648)</b>	<b>\$25,621</b>	<b>\$23,224</b>	<b>(\$2,397)</b>
<b>Damage / Failure (Reactive)</b>						
Damage / Failure (Reactive)	\$6	\$0	(\$6)	\$25	\$25	\$0
<b>NON-DISCRETIONARY TOTAL</b>	<b>\$11,975</b>	<b>\$9,761</b>	<b>(\$2,214)</b>	<b>\$42,824</b>	<b>\$40,766</b>	<b>(\$2,058)</b>
<b>DISCRETIONARY</b>						
<b>Proactive Main Replacement</b>						
Main Replacement (Proactive) - Leak Prone Pipe	\$20,048	\$30,660	\$10,613	\$73,172	\$74,651	\$1,479
Main Rehabilitation (Proactive) - Large Diameter LPCI Program	\$1,493	\$3,841	\$2,348	\$3,994	\$5,942	\$1,948
Atwells Avenue	\$367	\$21	(\$345)	\$1,100	\$1,100	\$0
<b>Proactive Main Replacement Total</b>	<b>\$21,907</b>	<b>\$34,523</b>	<b>\$12,615.2</b>	<b>\$78,266</b>	<b>\$81,693</b>	<b>\$3,427</b>
<b>Proactive Service Replacement</b>						
<b>Proactive Service Replacement Total</b>	<b>\$206</b>	<b>\$6</b>	<b>(\$200)</b>	<b>\$559</b>	<b>\$559</b>	<b>\$0</b>
<b>Reliability</b>						
System Automation	\$43	\$432	\$389	\$792	\$592	(\$200)
Heater Installation Program	\$611	\$1,509	\$898	\$5,006	\$5,006	\$0
Heater Installation Program - Wampanoag Trail Heaters Replacement and Ownership Transfer	\$0	\$1	\$1	\$0	\$0	\$0
Pressure Regulating Facilities	\$933	\$2,124	\$1,191	\$5,200	\$5,200	\$0
Allens Ave Multi Station Rebuild	\$0	(\$0)	(\$0)	\$0	\$0	\$0
Take Station Refurbishment	\$39	\$409	\$370	\$1,164	\$764	(\$400)
Take Station Enhancement Program -Tiverton GS Ownership Transfer	\$190	\$132	(\$58)	\$190	\$690	\$500
Valve Installation/Replacement (incl Storm Hardening & Middletown/Newport)	\$235	\$1	(\$234)	\$606	\$296	(\$310)
Gas System Reliability	\$840	\$406	(\$434)	\$2,530	\$8,035	\$5,505
I&R - Reactive	\$351	\$307	(\$43)	\$1,402	\$1,402	\$0
Distribution Station Over Pressure Protection	\$667	\$122	(\$545)	\$2,420	\$2,420	\$0
LNG	\$3,557	\$1,623	(\$1,934)	\$16,313	\$16,419	\$106
LNG - Portable Equipment Purchase	\$6	\$126	\$0	\$6	\$6	\$0
Replace Pipe on Bridges	\$333	\$309	(\$24)	\$1,350	\$1,350	\$0
Access Protection Remediation	\$15	\$5	(\$10)	\$60	\$60	\$0
Tools & Equipment	\$265	\$225	(\$40)	\$1,034	\$1,034	\$0
<b>Reliability Total</b>	<b>\$8,086</b>	<b>\$7,730</b>	<b>(\$356)</b>	<b>\$38,074</b>	<b>\$43,275</b>	<b>\$5,201</b>
<b>SUBTOTAL DISCRETIONARY (Without Gas Expansion)</b>	<b>\$30,200</b>	<b>\$42,259</b>	<b>\$12,059</b>	<b>\$116,899</b>	<b>\$125,527</b>	<b>\$8,628</b>
<b>Southern RI Gas Expansion Project</b>						
Pipeline	\$0	\$0	\$0	\$0	\$0	\$0
Other Upgrades/Investments	\$0	\$0	\$0	\$0	\$0	\$0
Regulator Station Investment	\$815	\$771	(\$44)	\$3,700	\$1,616	(\$2,084)
<b>Southern RI Gas Expansion Project Total</b>	<b>\$815</b>	<b>\$771</b>	<b>(\$44)</b>	<b>\$3,700</b>	<b>\$1,616</b>	<b>(\$2,084)</b>
<b>DISCRETIONARY TOTAL (With Gas Expansion)</b>	<b>\$31,015</b>	<b>\$43,030</b>	<b>\$12,016</b>	<b>\$120,599</b>	<b>\$127,143</b>	<b>\$6,544</b>
<b>CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)</b>	<b>\$42,174</b>	<b>\$52,020</b>	<b>\$9,845</b>	<b>\$159,722</b>	<b>\$166,292</b>	<b>\$6,570</b>
<b>CAPITAL ISR TOTAL (With Gas Expansion)</b>	<b>\$42,989</b>	<b>\$52,791</b>	<b>\$9,802</b>	<b>\$163,422</b>	<b>\$167,908</b>	<b>\$4,486</b>
<b>Additional Capital Investments (Not currently included in the ISR)</b>						
Aquidneck Island Long Term Capacity Options	\$125	\$582	\$457	\$500	\$582	\$82
LNG - Cumberland Tank Replacement	\$0	\$11	\$11	\$0	\$500	\$500

Certificate of Service

I hereby certify that a copy of the cover letter and any materials accompanying this certificate was electronically transmitted to the individuals listed below.

The paper copies of this filing are being hand delivered to the Rhode Island Public Utilities Commission and to the Rhode Island Division of Public Utilities and Carriers.



Joanne M. Scanlon

August 15, 2023

Date

**No. 22-54-NG- RI Energy's Gas Infrastructure, Safety and Reliability (ISR)  
Plan 2024 - Service List 4/6/2023**

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