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February 12, 2024

VIA ELECTRONIC MAIL

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

**RE: Docket No. 23-49-NG – The Narragansett Electric Company d/b/a
Rhode Island Energy’s Proposed FY 2025 Gas Infrastructure, Safety, and
Reliability Plan
Responses to PUC Data Requests – Set 6**

Dear Ms. Massaro:

On behalf of The Narragansett Electric Company d/b/a Rhode Island Energy, I have enclosed the Company’s responses to the Public Utilities Commission’s (“PUC”) Sixth Set of Data Requests in the above-referenced matter.

Thank you for your attention to this matter. If you have any questions, please contact me at 401-316-7429.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Jennifer Brooks Hutchinson".

Jennifer Brooks Hutchinson

Enclosure

cc: Docket No. 23-49-NG Service List

PUC 6-1

Request:

Reference is made to PUC 4-5 in Docket 22-54-NG. For all years in which the following data is available (and including to-date FY24 data), please provide a single table with the following information for pipeline inventory that was determined to have a Priority Score in the “high” tier

- a. The mileage that was the basis of the approved Proactive Main Replacement budget category,
- b. The actual abandonment mileage,
- c. The portion of the approved budget related to the planned mileage in part a, and
- d. The portion of the actual spending related to the actual mileage in part b.

Response:

Please see Attachment PUC 6-1 for the requested information. The total represented in column (d) is the total spending that was realized during the associated fiscal year on the work orders that were abandoned to achieve the mileage represented in column (b). The Company also included an additional column (e), which represents the total spending that was realized on all “high” priority work orders during the associated fiscal year, whether or not that project was technically abandoned during that fiscal year. These costs could include, but are not limited to, paving and/or restoration costs associated with work orders abandoned in prior fiscal years or design and/or preparation costs associated with work orders planned for future fiscal years.

For the purposes of this table, any projects that were originally planned to be a part of the Proactive program but were started in FY2024 for reactive reasons (such as paving, encroachments, conflicts with third party utilities, or rush new main requests) are being excluded because those projects now are being reported under the “Public Works or Reactionary Main Replacement – Maintenance & LPP” ISR plan category.

It should be noted that the Pr scoring system, although largely used as the basis for planning the Proactive Main Replacement program on a yearly basis, is not the ultimate authority on a project's priority. Factors such as planned paving by municipalities, conflicting work by third party utilities, and field observed main condition would dictate highly prioritizing a project, regardless of the Pr score calculated using the Company's procedures.

Attachment 6-1						
In reference to "High Risk" Work (Defined by Pr Score \geq 15)						
Row Number	FY	a) Mileage that was the basis of the approved Proactive Main Replacement budget category	b) Actual abandonment Mileage	c) Portion of the approved budget related to the planned mileage in part a	(\$000)	
					d) Portion of the actual spending related to the actual mileage in part b	e) Total Spending on all "High Risk" Work Orders (Defined by Pr Score \geq 15) (Not just those abandoned in given FY)
1	FY20	29.91	14.48	\$43,518	\$13,872	\$25,148
2	FY21	23.66	6.12	\$35,617	\$5,970	\$33,227
3	FY22	42.91	24.92	\$55,415	\$23,555	\$40,587
4	FY23*	18.97	23.29	\$39,924	\$17,993	\$29,991
5	FY24**	23.67	10.50	\$39,858	\$15,392	\$29,876
*The FY23 plan included 10 miles of "Carryover Abandonment" work that cannot be determined at this time whether it was low, medium, or high risk. Hence, the totals in column a) for FY23 only add up to approximately 39 miles rather than 49 miles.						
**FY24 actual numbers include work completed as of 02/02/2024						

PUC 6-2

Request:

Please provide the same as in 6-1, but for inventory with a Priority Score in the “medium” tier.

Response:

Please see Attachment PUC 6-2 for the requested information.

The total represented in column (d) is the total spending that was realized during the associated fiscal year on the work orders that were abandoned to achieve the mileage represented in column (b). The Company also included an additional column (e), which represents the total spending that was realized on all “medium” priority work orders during the associated fiscal year, whether or not that project was technically abandoned during that fiscal year. These costs could include, but are not limited to, paving and/or restoration costs associated with work orders abandoned in prior fiscal years or design and/or preparation costs associated with work orders planned for future fiscal years.

For the purposes of this table, any projects that were originally planned to be a part of the Proactive program, but were started in FY2024 for reactive reasons (such as paving, encroachments, conflicts with third party utilities, or rush new main requests) are being excluded as those projects are now being reported under the “Public Works or Reactionary Main Replacement – Maintenance & LPP” ISR plan category.

It should be noted that the Pr scoring system, although largely used as the basis for planning the Proactive Main Replacement program on a yearly basis, is not the ultimate authority on a project's priority. Factors such as planned paving by municipalities, conflicting work by third party utilities, and field observed main condition would dictate highly prioritizing a project, regardless of the Pr score calculated using the Company's procedures.

Attachment PUC 6-2						
Pipeline Inventory Determined to Have a Priority Score in the "Medium" Tier (Defined by 15 > Pr Score ≥ 10)						
				(\$000)		
Row Number	FY	Mileage that was the basis of the approved Proactive Main Replacement budget category (a)	Actual abandonment Mileage (b)	Portion of the approved budget related to the planned mileage in part a (c)	Portion of the actual spending related to the actual mileage in part b (d)	Total Spending on all "Medium Risk" Work (Defined by 15 > Pr Score ≥ 10) (Not just those abandoned in given FY) (e)
1	FY2020	4.89	7.02	\$3,240	\$5,248	\$7,520
2	FY2021	8.75	3.43	\$9,039	\$2,701	\$8,783
3	FY2022	7.06	15.66	\$7,725	\$13,236	\$19,258
4	FY2023*	8.85	15.77	\$14,015	\$19,077	\$29,507
5	FY2024**	12.04	4.85	\$19,721	\$7,712	\$23,176
*The FY2023 plan included 10 miles of "Carryover Abandonment" work that cannot be determined at this time whether it was low, medium, or high risk. Hence, the totals in column (a) for FY2023 only add up to approximately 39 miles rather than 49 miles.						
**FY2024 actual numbers include work completed as of February 2, 2024.						

PUC 6-3

Request:

Please provide the same in in 6-1, but for inventory with a Priority Score in the “low” tier.

Response:

Please see Attachment PUC 6-3 for the requested information.

The total represented in column (d) is the total spending that was realized during the associated fiscal year on the work orders that were abandoned to achieve the mileage represented in column (b). The Company also included an additional column (e), which represents the total spending that was realized on all “low” priority work orders during the associated fiscal year, whether or not that project was technically abandoned during that fiscal year. These costs could include, but are not limited to, paving and/or restoration costs associated with work orders abandoned in prior fiscal years or design and/or preparation costs associated with work orders planned for future fiscal years.

For the purposes of this table, any projects that were originally planned to be a part of the Proactive program but were started in FY2024 for reactive reasons (such as paving, encroachments, conflicts with third party utilities, or rush new main requests) are being excluded because those projects now are being reported under the “Public Works or Reactionary Main Replacement – Maintenance & LPP” ISR plan category.

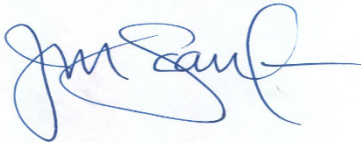
It should be noted that the Pr scoring system, although largely used as the basis for planning the Proactive Main Replacement program on a yearly basis, is not the ultimate authority on a project's priority. Factors such as planned paving by municipalities, conflicting work by third party utilities, and field observed main condition would dictate highly prioritizing a project, regardless of the Pr score calculated using the Company's procedures.

Attachment PUC 6-3						
Pipeline Inventory Determined to Have a Priority Score in the "Low" Tier (Defined by Pr Score < 10)						
				(\$000)		
Row Number	FY	Mileage that was the basis of the approved Proactive Main Replacement budget category (a)	Actual abandonment Mileage (b)	Portion of the approved budget related to the planned mileage in part a (c)	Portion of the actual spending related to the actual mileage in part b (d)	Total Spending on all "Low Risk" Work (Defined by Pr Score < 10) (Not just those abandoned in given FY) (e)
1	FY2020	12.41	26.39	\$10,639	\$20,706	\$26,987
2	FY2021	15.01	12.66	\$15,337	\$11,012	\$19,833
3	FY2022	4.9	11.73	\$3,932	\$7,021	\$12,235
4	FY2023*	11.29	14.11	\$16,065	\$11,522	\$16,732
5	FY2024**	11.39	2.59	\$14,045	\$3,858	\$9,858
*The FY2023 plan included 10 miles of "Carryover Abandonment" work that cannot be determined at this time whether it was low, medium, or high risk. Hence, the totals in column (a) for FY2023 only add up to approximately 39 miles rather than 49 miles.						
**FY2024 actual numbers include work completed as of February 2, 2024.						

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

February 12, 2024

Date

Docket No. 23-49-NG- RI Energy's Gas Infrastructure, Safety and Reliability (ISR) Plan 2025 - Service List 1/23/2024

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