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Also admitted in Massachusetts

August 15, 2025

VIA HAND DELIVERY AND ELECTRONIC MAIL

Stephanie De La Rosa, Commission Clerk
Rhode Island Public Utilities Commission
89 Jefferson Boulevard
Warwick, RI 02888

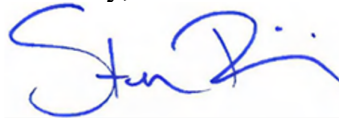
**Re: Docket No. 24-55-NG FY2026 Gas Infrastructure, Safety, and Reliability Plan
Quarterly Update – First Quarter Ending June 30, 2025**

Dear Ms. De La Rosa:

On behalf of The Narragansett Electric Company d/b/a Rhode Island Energy (the “Company”), I have enclosed the Company’s fiscal year (“FY”) 2026 Gas Infrastructure, Safety, and Reliability (“ISR”) Plan quarterly update for the first quarter ending June 30, 2025. Pursuant to the approved FY2018 Gas ISR Plan, the Company committed to providing quarterly updates on the progress of its Gas IRS 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.

Sincerely,



Steven J. Boyajian

Enclosure

cc: Docket No. 24-55-NG Service List

Certificate of Service

I hereby certify that a copy of the cover letter and any materials accompanying this certificate were 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.



Steven J. Boyajian

August 15, 2025

Date

Docket No. 24-55-NG- RI Energy's Gas Infrastructure, Safety and Reliability (ISR) Plan 2026 – Service List 1/7/2025

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Gas Infrastructure, Safety, and Reliability Plan

The Narragansett Electric Company

Fiscal Year 2026 Quarterly Update

First Quarter - Ending June 30, 2025

Executive Summary

The Narragansett Electric Company d/b/a Rhode Island Energy (“Rhode Island Energy” or the “Company”) submits this Quarterly Update for the First Quarter ending June 30, 2025, for the fiscal year (“FY”) 2026 Gas Infrastructure, Safety, and Reliability Plan (“Gas ISR Plan” or the “Plan”) approved by the Rhode Island Public Utilities Commission (“PUC”) in Docket No. 24-55-NG. The first quarter results (Attachment A) reflect that the Company has spent approximately \$47.85 million of an estimated year-to-date (“YTD”) budget of \$48.81 million, not including the Pipeline and Hazardous Materials Safety Administration (“PHMSA”) – Gas Pipeline Leak Detection and Repair (“LDAR”) budget, resulting in a first quarter underspending variance of \$1.00¹ million. To date, the \$47.85 million of actual spending represents 29 percent of the total FY2026 annual Gas ISR Plan budget of \$165.13 million, including \$18.00 million in expected curb-to-curb paving restoration costs treated as operating expenses. As of June 30, 2025, the forecasted total year-end spend is \$165.70 million, with no expected variance to budget. No spending is expected for PHMSA – LDAR.

¹ Dollar value numbers throughout this report are rounded to the nearest hundredth of a million. For example, \$1.002 million has been rounded to \$1.00 million. Please see Attachments A and B for numbers rounded to nearest thousandth.

The Gas ISR Plan spending through the first quarter of \$47.85 million includes actual spending of \$31.87 million out of an estimated YTD budget of \$31.84 million for Group A – Main Replacement & Rehabilitation, resulting in a first quarter greater than budget variance of \$0.03 million. Group A is forecasted to be on budget at fiscal year-end. The spending through the first quarter also includes actual spending of \$3.68 million out of an estimated YTD budget of \$3.33 million for Group B – Mandated, resulting in a first quarter greater than budget variance of \$0.35 million. Group B is forecasted to be on budget at fiscal year-end. The spending through the first quarter also includes actual spending of \$4.42 million out of an estimated YTD budget of \$6.83 million for Group C – Reliability & Pressure Regulation, resulting in a first quarter variance of \$2.41 million less than budget. Group C is currently forecasted to be \$0.95 million underbudget at fiscal year-end. The spending through the first quarter also includes spending of \$0.63 million out of an estimated YTD budget of \$1.19 million for Group D – Separately Tracked Categories – Purchase Meters (Replacement), resulting in a first quarter underbudget variance of \$0.56 million. Group D is forecasted to be on budget at fiscal year-end. The spending through the first quarter also includes spending of \$7.25 million out of an estimated YTD budget of \$5.62 million for Group E – Separately Tracked Major Projects, resulting in a first quarter overbudget variance of \$1.64 million. Group E is currently forecasted to be \$1.52 million overbudget at fiscal year-end. Group F –PHMSA –LDAR, as expected, has no YTD spending out of a YTD budget of \$0.00. No spend is expected in Group F for FY2026. Finally, curb-to-curb final restoration paving, which is being treated as operations and maintenance (“O&M”) expense instead of capital, has incurred spending of \$2.17 million out of an estimated YTD budget of \$6.48 million. Curb-to-curb paving expenses are forecast to be approximately \$14 million at fiscal year-end.

FY2026 Capital Spending by Category

A. Main Replacement & Rehabilitation - \$0.03 million variance over fiscal year-to-date budget

For FY2026, the Company has spent \$31.87 million against a projected year-to-date budget of \$31.84 million for Group A – Main Replacement & Rehabilitation, resulting in a first quarter greater than budget variance of \$0.03 million. To date, for FY2026, the Company has installed 13.1 miles of new replacement gas main and abandoned 6.2 miles of leak-prone pipe and 7.0 miles in total throughout the Main Replacement categories. As of the end of the first quarter, Group A is forecasted to be on budget at fiscal year-end. The install and abandonment is summarized by category in the table below.

	A	B	C	D
	Q1 ISR	Total Abandonment Miles	LPP Abandonment Miles	Installed Miles
1	Damage / Failure (Reactive)	0	0	0
2	Reactive Main Replacement - Leak Prone Pipe & Maintenance	0.3	0.2	0.4
3	CSC/Public Works	3.4	2.8	4.6
4	Gas System Reliability	0	0	0.5
5	Proactive Low Pressure System Elimination	0	0	1.1
6	Replace Pipe on Bridges	0	0	0
7	Proactive Main Replacement - Leak Prone Pipe	1.4	1.3	6.5
8	Atwells Avenue	0	0	0
9	Pipeline Integrity - Wamp Trl	1.9	1.9	0
10	Rehab (Lining)	0	0	0
11	TOTALS	7	6.2	13.1

The CSC/Public Works categories are underbudget YTD by \$7.68 million, net reimbursements. Overall, the CSC/Public Works categories are forecasted to be on budget. Through the first quarter, CSC/Public Works installed 4.6 and abandoned 2.8 miles of leak prone pipe.

The Company has spent \$1.85 million of a projected YTD budget of \$0.60 million for the Cumberland Hill area projects. The Hamlet Avenue portion of those projects is expected to start

in the second quarter of FY2026. The Cumberland Hill project has installed the last 0.1 miles in the first quarter and the final abandonment of 1.9 miles took place in July. Together with the associated Park Place project, which was abandoned last fall, 3.9 miles of leak prone main was abandoned. The Cumberland Hill/Park Place projects were initiated following the February 2022 leak due to a weld failure on this segment of main. The remainder of the same vintage welds has now been abandoned, eliminating this as a risk.

The Proactive Main Replacement – Leak Prone Pipe category has spent \$15.95 million versus an estimated YTD budget of \$10.03 million and currently is forecasted to be on budget at fiscal year-end. Through the first quarter, the Proactive Main Replacement program installed 6.5 miles of new main and abandoned 1.3 miles of leak prone pipe.

Through the first quarter, the Replace Pipe on Bridges category actual spending was \$0.56 million lower than the YTD budget of \$0.59 million and the fiscal year forecast, as of June 30, 2025, was \$6.35 million which is \$0.25 million lower than budget. Major projects under this category, for which construction is set to begin later this year, are the Goat Island, Newport main replacement, and the Glenbridge Avenue remediation and replacement.

B. Mandated & Non-Main Reactive - \$.35 million variance over fiscal year-to-date budget

For FY2026, the Company has spent \$3.68 million against a projected year-to-date budget of \$3.33 million for Group B – Mandated & Non-Main Reactive, resulting in a first quarter overbudget variance of \$0.35 million. As of the end of the first quarter, Group B is forecasted to be on budget at fiscal year-end.

C. Reliability & Pressure Regulation - \$2.41 million variance under fiscal year-to-date budget

For FY2026, the Company has spent \$4.42 million against a projected year-to-date budget of \$6.83 million for Group C – Reliability & Pressure Regulation, resulting in a first quarter underbudget variance of \$2.41 million. As of the end of the first quarter, Group C was forecasted to be underbudget by \$0.95 million at fiscal year-end.

The primary driver of the FY2026 underbudget spending is the Transmission Station Integrity – Scott Road Take Station (Cumberland) project (“Scott Road TS project”). The FY2026 YTD budget for this project was \$1.76 million and it has only incurred actual spending of \$0.30 million. Additional construction closeout activities are planned for later this summer, including the decommissioning of the old station.

The major driver of the FY2026 underbudget forecast variance in the deferral of the Cumberland BOG Recovery Manifold, the engineering of which has been deferred to offset increased spending to close out the Cranston Gate Station/Laten Knight project and to support the unbudgeted carry over work to complete the Cumberland Portable Vaporizer tap.

D. Separately Tracked Categories -Purchase Meters (Replacement) - \$0.56 million variance under fiscal year-to-date budget

For FY2026, the Company has spent \$0.63 million against a projected YTD budget of \$1.19 million for Group D – Separately Tracked Categories – Purchase Meters (Replacement), resulting in a first quarter underbudget variance of \$0.56 million. The primary driver of the YTD variance is the timing of meter deliveries versus the original forecasted arrival. As of the end of the first quarter, Group D is forecasted to be on budget at fiscal year-end.

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 Report and Order dated May 6, 2021, in Docket No. 5099, regarding the Company’s FY 2022 Gas ISR Plan. The first component of the plan is an enhanced meter inventory tracking process. The Company conducts a manual count of the meter lab inventory each month and has been comparing it to the inventory that was tracked in the Maximo system and is now tracked in the WATT-Net Plus system. The Company conducted a physical inventory on June 10, 2021, to establish the baseline count. The chart below provides a summary of the manual meter lab inventories on June 10, 2021, and the closest date to the close of each quarter that followed. Please note, the Company migrated from Maximo to an inventory tracking system called WATT-Net Plus on August 19, 2024. WATT-Net Plus was expected to produce more accurate system counts and eventually eliminate the need to conduct physical inventory counts on a quarterly basis, and initial indications are that WATT-Net Plus is indeed maintaining a more accurate record of inventory. As part of the migration from Maximo to WATT-Net Plus, the Company has also provided the Meter Lab Inventory as of July 31, 2024 (last month using Maximo), September 30, 2024, December 31, 2024 (the first quarter end using WATT-Net Plus), March 31, 2025, and June 30, 2025 (close of the first quarter of FY2026).

Meter Lab Inventory				
Measure	Physical Count	Maximo	Variance	Variance %
Inventory as of 6/10/2021	9,943	10,926	983	9%
Inventory as of 6/30/2021	9,156	9,988	832	8%
Inventory as of 9/30/2021	9,568	10,370	802	8%
Inventory as of 1/3/2022*	9,994	10,986	992	9%
Inventory as of 3/31/2022	11,724	12,605	881	7%
Inventory as of 6/30/2022	7,354	8,164	810	10%
Inventory as of 9/30/2022	6,513	7,452	939	13%
Inventory as of 1/3/2023*	5,043	5,963	920	15%
Inventory as of 3/31/2023	8,647	9,716	1,069	11%
Inventory as of 6/30/2023	6,293	7,244	951	13%
Inventory as of 9/30/2023	3,618	4,405	787	18%
Inventory as of 12/31/2023	2,899	3,632	733	20%
Inventory as of 3/31/2024	4,354	5,045	691	14%
Inventory as of 7/1/2024	6,000	8,056	2,056	26%
Inventory as of 7/31/2024**	5,785	7,034	1,249	18%
Measure	Physical Count	WATT-Net Plus	Variance	Variance %
Inventory as of 9/30/2024	7,885	7,931	46	1%
Inventory as of 12/31/2024	8,873	9,008	135	1%
Inventory as of 3/31/2025	16,545	17,137	592	3%
Inventory as of 6/30/2025	15,812	16,369	557	3%

*The Meter Lab gathered inventory data the first Monday after the New Years holiday.

**Last month using Maximo

E. Separately Tracked Major Categories - \$1.64 million variance over fiscal year-to-date budget

For FY2026, the Company has spent \$7.25 million against a projected year-to-date budget of \$5.62 million for Group E – Separately Tracked Major Projects, resulting in a first quarter overbudget variance of \$1.64 million. The Company forecasts Group E will be overbudget by \$1.52 million at fiscal year-end.

On August 22, 2024, in Docket No. SB-2021-04, the Rhode Island Energy Facility Siting Board approved a license to operate the Old Mill Lane Liquefied Natural Gas (“LNG”) Vaporization Facility for a period of five years, from that date forward. The Company forecasts spending of \$5.52 million for the LNG – Old Mill Lane Portable Equipment project in FY2026, which is overbudget by \$3.52 million for the fiscal year. This overspend is due to timing of invoicing after underspending in FY2025 as well as sales taxes and handling charges not originally anticipated.

The LNG – Old Mill Lane Site Upgrades project is currently in construction, and the Company has spent \$3.37 million versus a YTD budget of \$2.13 million, resulting in a YTD overbudget variance of \$1.24 million. The project is expected to be on budget at fiscal year end. This project is now forecasted to be placed in-service in FY2026. In addition to permitting the mobile LNG operation to continue at Old Mill Lane, the EFSB’s approval allowed the Company to proceed with proposed site improvements subject to the issuance of any permits required from other agencies for the proposed site improvements. The site improvements and reconfigured layout include moving the pipeline manifolds and equipment farther from the road to mitigate the visual and noise impacts of the operation for abutters. The new layout enhances site safety, reliability, and efficiency.

Construction on the Pipeline Integrity – IVP - Wampanoag Trail Pipeline replacement project was completed in the first quarter. The project was placed into service and 1.9 miles of 200 psig 1953 vintage steel pipeline was abandoned. Project closeout activities are underway and the Company forecasts an underbudget variance of \$2.00 million at fiscal year end.

F. PHMSA – Gas Pipeline LDAR – On budget fiscal year-to-date

Through the first quarter of FY2026, the Company had no fiscal year-to-date spending in Group F – PHMSA – Gas Pipeline LDAR. This budget category was established as a contingency in the event that PHMSA adopted final rules regarding advanced leak detection and repair. Originally, the pending PHMSA LDAR rules was expected to be implemented in or around the July 2024 timeframe, and the FY2026 budget was developed in consideration of that expectation. On June 18, 2025, PHMSA rescinded its advisory bulletin from June 10, 2021 which was the main driver behind the LDAR requirements. Consequently, the Company has no future plans to undertake any spending under this program. The Company will continue to engage with industry trade associations and monitor any rule making activity that could change the status quo.

Attachment A - Forecasted Capital Spending by Investment Group - Summary
Through Q1 FY2026 (June 30, 2025)
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	A	B	C	D	E	F	G
		FYTD			FY2026 Total		
	Investment Groups & Categories	Budget	Actual	Variance	Budget	Forecast	Variance
1							
2	A. Main Replacement & Rehabilitation	\$31,838	\$31,871	(\$33)	\$107,863	\$107,863	\$0
3	B. Mandated & Non-Main Reactive	\$3,329	\$3,676	(\$348)	\$12,826	\$12,826	\$0
4	C. Reliability & Pressure Regulation	\$6,828	\$4,421	\$2,408	\$23,493	\$22,539	\$954
5	D. Separately Tracked Categories						
6	Purchase Meters (Replacement)	\$1,193	\$629	\$564	\$5,292	\$5,292	\$0
7	E. Separately Tracked Major Projects	\$5,617	\$7,253	(\$1,636)	\$15,657	\$17,178	(\$1,521)
8	Gas ISR Total (Without PHMSA LDAR)	\$48,806	\$47,851	\$955	\$165,131	\$165,699	(\$567)
9	F. PHMSA - Gas Pipeline Leak Detection and Repair (LDAR)	\$47	\$0	\$47	\$14,637	\$0	\$14,637
10	Gas ISR Total (With PHMSA LDAR)	\$48,853	\$47,851	\$1,002	\$179,768	\$165,699	\$14,069
11	Final Restoration Paving on Capital Main Replacement Projects - Treated as O&M	(\$6,480)	(\$2,170)	(\$4,310)	(\$18,000)	(\$14,000)	(\$4,000)
12	G. Notable Capital Projects Not Currently Included in the ISR	\$120	\$35	\$85	\$290	\$295	(\$5)

**Attachment B - Forecasted Capital Spending by Investment Categories - Detail
Through Q1 FY2026 (June 30, 2025)**

	A	B	C	D	E	F	G
		FYTD			FY2026 Total		
1	Investment Groups & Categories	Budget	Actual	Variance	Budget	Forecast	Variance
2	A. Main Replacement & Rehabilitation						
3	Damage / Failure (Reactive)	\$7	\$0	\$7	\$30	\$30	\$0
4	Reactive Main Replacement - Leak Prone Pipe & Maintenance	\$2,185	\$2,503	(\$319)	\$11,933	\$12,183	(\$250)
5	CSC/Public Works - Non-Reimbursable	\$16,145	\$8,468	\$7,677	\$35,830	\$35,830	\$0
6	CSC/Public Works - Reimbursable	\$1,222	\$385	(\$837)	\$2,071	\$2,071	\$0
7	CSC/Public Works - Reimbursements	(\$259)	(\$9)	\$250	(\$1,035)	(\$1,035)	\$0
8	Gas System Reliability	\$0	\$783	(\$783)	\$10,016	\$10,016	\$0
9	Proactive Main Rehabilitation - Large Diameter	\$540	\$537	\$3	\$1,800	\$1,800	\$0
10	Proactive Low Pressure System Elimination	\$1,030	\$3,134	(\$2,104)	\$9,002	\$9,002	\$0
11	Replace Pipe on Bridges	\$590	\$29	\$561	\$6,600	\$6,350	\$250
12	Proactive Main Replacement - Leak Prone Pipe	\$10,031	\$15,952	(\$5,921)	\$30,518	\$30,518	\$0
13	Atwells Avenue	\$67	\$30	\$37	\$100	\$100	\$0
14	Proactive Service Replacement	\$280	\$59	\$221	\$1,000	\$1,000	\$0
15	Main Replacement & Rehabilitation Total	\$31,838	\$31,871	(\$33)	\$107,863	\$107,863	\$0
16	B. Mandated & Non-Main Reactive						
17	Reactive Leaks (CI Joint Encapsulation/Service Replacement)	\$2,163	\$2,595	(\$432)	\$8,320	\$8,320	\$0
18	Corrosion	\$313	\$206	\$106	\$1,250	\$1,250	\$0
19	Reactive Service Replacements - Non-Leaks/Other	\$406	\$797	(\$391)	\$1,766	\$1,766	\$0
20	I&R - Reactive	\$387	\$49	\$338	\$1,430	\$1,430	\$0
21	Access Protection Remediation	\$60	\$30	\$30	\$60	\$60	\$0
22	Mandated Total	\$3,329	\$3,676	(\$348)	\$12,826	\$12,826	\$0
23	C. Reliability & Pressure Regulation						
24	LNG	\$1,256	\$1,606	(\$350)	\$6,921	\$6,112	\$809
25	Transmission Station Integrity	\$375	\$119	\$256	\$1,500	\$1,500	\$0
26	Pressure Regulating Facilities	\$2,050	\$2,186	(\$136)	\$6,200	\$6,200	(\$0)
27	Transmission Station Integrity - Scott Road	\$1,762	\$297	\$1,465	\$3,524	\$2,929	\$595
28	Allens Ave Multi Station Rebuild	\$0	\$0	\$0	\$0	\$0	\$0
29	Distribution Station Over Pressure Protection	\$120	(\$824)	\$944	\$500	\$500	\$0
30	Tiverton GS - Heaters Replacement and Ownership Transfer	\$0	\$0	\$0	\$0	\$0	\$0
31	Take Station Refurbishment	\$465	\$51	\$413	\$1,858	\$1,858	\$0
32	Heater Installation Program	\$152	\$33	\$119	\$410	\$410	\$0
33	System Automation	\$135	\$71	\$64	\$525	\$525	\$0
34	Tools & Equipment	\$311	\$440	(\$129)	\$1,112	\$1,112	\$0
35	Valve Installation/Replacement - Primary Valve Program & wAquadneck Island Low Pressure Valves	\$73	\$12	\$61	\$195	\$195	\$0
36	Southern RI Gas Expansion Project - Regulator Station Investment	\$130	\$429	(\$299)	\$748	\$1,198	(\$450)
37	Southern RI Gas Expansion Project - Pipeline	\$0	\$0	\$0	\$0	\$0	\$0
38	Southern RI Gas Expansion Project - Other Upgrades/Investments	\$0	\$0	\$0	\$0	\$0	\$0
39	Reliability & Pressure Regulation Total	\$6,828	\$4,421	\$2,408	\$23,493	\$22,539	\$954
40	D. Separately Tracked Categories						
41	Purchase Meters (Replacement)	\$1,193	\$629	\$564	\$5,292	\$5,292	\$0
42	E. Separately Tracked Major Projects						
43	LNG - Old Mill Lane Portable Equipment	\$0	\$1,614	(\$1,614)	\$2,001	\$5,522	(\$3,521)
44	LNG - Old Mill Lane Site Upgrades	\$2,125	\$3,374	(\$1,249)	\$9,000	\$9,000	(\$0)
45	Pipeline Integrity (Wampanoag Trail Pipeline Replacement)	\$3,492	\$2,266	\$1,226	\$4,656	\$2,656	\$2,000
	Separately Tracked Major Projects Total	\$5,617	\$7,253	(\$1,636)	\$15,657	\$17,178	(\$1,521)
46	Gas ISR Total (without PHMSA LDAR)	\$48,806	\$47,851	\$955	\$165,131	\$165,699	(\$567)
47	Final Restoration Paving on Capital Main Replacement Projects - Treated as O&M	(\$6,480)	(\$2,170)	(\$4,310)	(\$18,000)	(\$14,000)	(\$4,000)
48	F. PHMSA - Gas Pipeline Leak Detection and Repair (LDAR)						
49	Reactive Leaks (CI Joint Encapsulation/Service Replacement) (PHMSA)	\$0	\$0	\$0	\$4,640	\$0	\$4,640
50	Main Replacement (Mandated) - Leak Prone Pipe (PHMSA)	\$0	\$0	\$0	\$9,787	\$0	\$9,787
51	Tools & Equipment (PHMSA)	\$47	\$0	\$47	\$210	\$0	\$210
52	PHMSA LDAR Total	\$47	\$0	\$47	\$14,637	\$0	\$14,637
53	Gas ISR TOTAL (With PHMSA LDAR)	\$48,853	\$47,851	\$1,002	\$179,768	\$165,699	\$14,069
54	G. Notable Capital Projects Not Currently Included in the ISR						
55	LNG - Cumberland Tank Replacement	\$0	\$0	\$0	\$10	\$10	\$0
56	LNG - Exeter Truck Station Upgrade	\$100	\$19	\$81	\$100	\$100	\$0
57	LNG - Exeter Control Room Upgrade (Building)	\$0	\$8	-\$8	\$10	\$10	\$0
58	LNG - Exeter Control Room Upgrade (Control Room)	\$0	\$0	\$0	\$10	\$15	(\$5)
59	LNG - Exeter Garage for Portable LNG Equipment	\$0	\$0	\$0	\$10	\$10	\$0
60	LNG - Exeter Tank Upgrade Study	\$20	\$8	\$12	\$150	\$150	\$0
61	Total	\$120	\$35	\$85	\$290	\$295	(\$5)