

GEORGE W. WATSON III

One Financial Plaza, 14th Floor  
Providence, RI 02903-2485  
Main (401) 709-3300  
Fax (401) 709-3399  
gwatson@rc.com  
Direct (401) 709-3351

Also admitted in Massachusetts,  
Connecticut and Vermont

December 3, 2025

## VIA HAND DELIVERY AND ELECTRONIC MAIL

Stephanie De La Rosa, Coordinator  
Energy Facility Siting Board  
89 Jefferson Boulevard  
Warwick, RI 02888

Re: **Docket No. SB-2025-01 - The Narragansett Electric Company's  
Application for the Woonsocket Substation – Nasonville Substation 115 kV  
Transmission Line  
Responses to Rhode Island Division of Statewide Planning Data Requests – Set 2**

Dear Ms. De La Rosa:

On behalf of The Narragansett Electric Company (the "Company"), I have enclosed the Company's responses to the Rhode Island Division of Statewide Planning's ("DSP") Second Set of Data Requests in the above-referenced docket. Please note that data request DSP 2-8 was withdrawn by the DSP on December 2, 2025.

Please note that the following materials are provided in electronic format: Attachment DSP 2-9-1 and Attachment DSP 2-9-2.

Thank you for your attention to this matter. If you have any questions, please contact me at 401-709-3351.

Sincerely,



George W. Watson III

Enclosures

Copy to: Docket No. SB-2025-01 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.



Heidi J. Seddon

December 3, 2025

Date

**SB-2025-01 The Narragansett Electric Company's Application for the Woonsocket Substation – Nasonville Substation Rebuild and Alteration Project for North Smithfield and Burrillville, Rhode Island – *Updated 5/14/25***

<b>Name</b>	<b>E-mail</b>
Ronald Gerwatowski (PUC)	<a href="mailto:Ronald.gerwatowski@puc.ri.gov">Ronald.gerwatowski@puc.ri.gov</a> ;
Terry Gray (DEM)	<a href="mailto:terry.gray@dem.ri.gov">terry.gray@dem.ri.gov</a> ;
Meredith Brady (DOA)	<a href="mailto:Meredith.Brady@doa.ri.gov">Meredith.Brady@doa.ri.gov</a> ;
Patricia Lucarelli (PUC)	<a href="mailto:Patricia.lucarelli@puc.ri.gov">Patricia.lucarelli@puc.ri.gov</a> ;
Kristen L. Masse (PUC)	<a href="mailto:Kristen.L.Masse@puc.ri.gov">Kristen.L.Masse@puc.ri.gov</a> ;
Suzanne Amerault (DEM)	<a href="mailto:Suzanne.amerault@dem.ri.gov">Suzanne.amerault@dem.ri.gov</a> ;
Maria Mignanelli (DOA)	<a href="mailto:Maria.mignanelli@doa.ri.gov">Maria.mignanelli@doa.ri.gov</a> ;
George W. Watson, III (Robinson Cole)	<a href="mailto:gwatson@rc.com">gwatson@rc.com</a> ;
Heidi Seddon (Robinson Cole)	<a href="mailto:HSeddon@rc.com">HSeddon@rc.com</a> ;
Celia O'Brien (PPL)	<a href="mailto:COBrien@pplweb.com">COBrien@pplweb.com</a> ;
Joanne Scanlon (PPL)	<a href="mailto:jscanlon@pplweb.com">jscanlon@pplweb.com</a> ;
Jennifer Brooks Hutchinson, (PPL)	<a href="mailto:jhutchinson@pplweb.com">jhutchinson@pplweb.com</a> ;
Joanne Buttie, Town Clerk, North Smithfield	<a href="mailto:jbuttie@nsmithfieldri.gov">jbuttie@nsmithfieldri.gov</a> ;
Scott Gibbs, Town Administrator, North Smithfield	<a href="mailto:sgibbs@nsmithfieldri.gov">sgibbs@nsmithfieldri.gov</a> ;
David Igliozzi, Town Solicitor, North Smithfield	<a href="mailto:david@igliozzireis.com">david@igliozzireis.com</a> ;
Vicki Martin, Town Clerk, Burrillville	<a href="mailto:townclerk@burrillville.org">townclerk@burrillville.org</a> ;
Michael C. Wood, Town Manager, Burrillville	<a href="mailto:manager@burrillville.org">manager@burrillville.org</a> ;
William C. Dimitri, Town Solicitor, Burrillville	<a href="mailto:bill@dimitrilaw.com">bill@dimitrilaw.com</a> ;
Christy Hetherington (DPUC)	<a href="mailto:Christy.Hetherington@dpuc.ri.gov">Christy.Hetherington@dpuc.ri.gov</a> ;

Kathleen Daniels (DeSisto Law)	<a href="mailto:kathleen@desistolaw.com">kathleen@desistolaw.com</a> ;
Jill Perreira (DeSisto Law)	<a href="mailto:Jill@desistolaw.com">Jill@desistolaw.com</a> ;
Matt Nelson	<a href="mailto:mattn@apexanalyticsllc.com">mattn@apexanalyticsllc.com</a> ;
Nick Vaz (AG)	<a href="mailto:NVaz@riag.ri.gov">NVaz@riag.ri.gov</a> ;
Rachel Rebello (AG)	<a href="mailto:rrebello@riag.ri.gov">rrebello@riag.ri.gov</a> ;

In Re: Application for Woonsocket Substation – Nasonville Substation  
 115 kV Transmission Line (Burrillville and North Smithfield)  
 Responses to Division of Statewide Planning’s Second Set of Data Requests  
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DSP 2-1

Request:

Provide as much detail as possible on the project costs, including at least the projected cost of construction/investment in the facility (identifying hard costs versus soft costs).

Response:

Please refer to the updated project costs and timelines below. These project costs were provided in the NWRI Area Study, Section 5.1.6., and are copied below.

Title	Accuracy	Spend Type	Proposed Recovery Factor	FY 2024 Actuals	FY 2025 Actuals	FY 2026 Forecast	FY 2027 Forecast	FY 2028 Forecast	FY 2029 Forecast	Total
Woonsocket T-Line	(+/- 25%)	CAPEX (\$000)	Transmission	\$ 445	\$ 2,913	\$ 5,826	\$ 21,000	\$ 2,200	\$ -	\$ 32,384
		OPEX (\$000)	Transmission	\$ -	\$ -	\$ -	\$ 723	\$ -	\$ -	\$ 723
		REMOVAL (\$000)	Transmission	\$ -	\$ 21	\$ 87	\$ 2,118	\$ -	\$ -	\$ 2,226
		TOTAL (\$000)		\$ 445	\$ 2,934	\$ 5,913	\$ 23,841	\$ 2,200	\$ -	\$ 35,333
Woonsocket T-Sub	(+/- 25%)	CAPEX (\$000)	Transmission	\$ 104	\$ 750	\$ 1,960	\$ 2,529	\$ 650	\$ -	\$ 5,993
		OPEX (\$000)	Transmission	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		REMOVAL (\$000)	Transmission	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL (\$000)		\$ 104	\$ 750	\$ 1,960	\$ 2,529	\$ 650	\$ -	\$ 5,993
Nasonville D-Sub	(+/- 25%)	CAPEX (\$000)	ISR Plan	\$ 2,558	\$ 5,676	\$ 5,540	\$ 1,072	\$ -	\$ -	\$ 14,846
		OPEX (\$000)	ISR Plan	\$ 6	\$ 67	\$ -	\$ -	\$ -	\$ -	\$ 73
		REMOVAL (\$000)	ISR Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL (\$000)		\$ 2,564	\$ 5,743	\$ 5,540	\$ 1,072	\$ -	\$ -	\$ 14,919
Nasonville T-Sub	(+/- 25%)	CAPEX (\$000)	Transmission	\$ 87	\$ 0	\$ 698	\$ 589	\$ -	\$ -	\$ 1,374
		OPEX (\$000)	Transmission	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		REMOVAL (\$000)	Transmission	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL (\$000)		\$ 87	\$ 0	\$ 698	\$ 589	\$ -	\$ -	\$ 1,374
Nasonville D-Line	(+/- 25%)	CAPEX (\$000)	ISR Plan	\$ 28	\$ 564	\$ 100	\$ 500	\$ -	\$ -	\$ 1,192
		OPEX (\$000)	ISR Plan	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ 1
		REMOVAL (\$000)	ISR Plan	\$ -	\$ 93	\$ -	\$ -	\$ -	\$ -	\$ 93
		TOTAL (\$000)		\$ 28	\$ 658	\$ 100	\$ 500	\$ -	\$ -	\$ 1,286
Woonsocket (Nasonville Underbuild) D-Line	(+/- 25%)	CAPEX (\$000)	ISR Plan	\$ -	\$ 121	\$ 1,300	\$ -	\$ -	\$ -	\$ 1,421
		OPEX (\$000)	ISR Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		REMOVAL (\$000)	ISR Plan	\$ -	\$ -	\$ 88	\$ -	\$ -	\$ -	\$ 88
		TOTAL (\$000)		\$ -	\$ 121	\$ 1,388	\$ -	\$ -	\$ -	\$ 1,509
Project Total	(+/- 25%)	CAPEX (\$000)		\$ 3,222	\$ 9,903	\$ 14,124	\$ 25,690	\$ 2,850	\$ -	\$ 55,790
		OPEX (\$000)		\$ 6	\$ 68	\$ -	\$ 723	\$ -	\$ -	\$ 797
		REMOVAL (\$000)		\$ -	\$ 114	\$ 87	\$ 2,118	\$ -	\$ -	\$ 2,319
		TOTAL (\$000)		\$ 3,228	\$ 10,086	\$ 14,211	\$ 28,531	\$ 2,850	\$ -	\$ 58,906

A complete copy of the NWRI Area Study is contained in Appendix D of the Siting Report.

The Company has not been able to obtain the original cost estimates associated with the transmission related projects that were prepared by National Grid USA.

The Company has initiated a new request for the original detailed cost estimates of the transmission related projects from National Grid USA.

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DSP 2-2

Request:

List any and all assumptions about the share of project costs sourced from Rhode Island.

Response:

Pursuant to Section II of the ISO New England Open Access Transmission Tariff (OATT) and ISO-NE Planning Procedure 4, the B23 and U170 Lines are non-Pool Transmission Facility (PTF) transmission lines. Therefore, all costs of the Project will be recovered via the local network service (LNS) rate.

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DSP 2-3

Request:

Identify the anticipated duration of the construction phase of the Project.

Response:

The construction phase of the Project is anticipated to last approximately 11 months and will include forestry work, relocation of the underbuilt distribution line, as well as foundation, structure, and conductor installations. During the 11-month construction period, activities will advance sequentially along the transmission right-of-way, with each segment undergoing forestry clearing, line relocation, and structure installation before moving to the next. This phased approach ensures that work is completed in an orderly manner, minimizes disruption to adjacent areas, and allows for efficient coordination of crews and equipment throughout the corridor.

DSP 2-4

Request:

Identify the number of direct jobs related to the project (with as much detail as possible as to the type of construction jobs).

Response:

A construction project plan may include upwards of 40 to 60 workers on the job. Specific crew composition could vary depending on the time of construction and field conditions. For example, multiple Line Crews or Drill Crews may be added to maintain the schedule, meet outage timelines, or as a result of inclement weather. The typical crew make-up will include a Line crew (16 resources), Drill Crew (11 resources) and a Civil Crew (15 resources). There would be intermittent jobs for tree clearing, environmental inspections, etc. that would increase these numbers. Typical construction jobs within these crews are outlined below:

- Line Crew Make-up – 16 resources
  - (1) Crew Foremen
  - (1) Prep Crew Foreman
  - (4) Journeyman Linemen
  - (4) Prep Crew Journeyman Lineman
  - (2) Qualified Operator A
  - (2) Prep Crew CDL Groundman
  - (2) Apprentices
- Drill Crew Make-up – 11 resources
  - (3) Crew Foremen
  - (6) Operator A
  - (2) CDL Groundmen
- Civil Crew Make-up – 15 resources
  - (2) Crew Foremen
  - (7) Operator A

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- (3) CDL Groundmen
- (3) Groundmen
- Not included in this summary are the number of Company employees and outside consultants who worked on the planning, engineering, and permitting for this Project. Some of the consultants will also remain on the Project during the construction phase. For example, members of the environmental team will remain on the Project for training of the construction crews and as environmental monitors.

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DSP 2-5

Request:

Identify the number and type of ongoing employees who will operate the facility (net new or existing with as much detail as possible on the type of ongoing jobs).

Response:

There are several different departments with varying numbers of employees and outside contractors who are responsible for the day-to-day operation and system integrity. This project will not impact the staffing levels for those departments.

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DSP 2-6

Request:

Identify any land ownership transfers that could impact local property taxes.

Response:

None. There were no land ownership transfers for this Project.

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DSP 2-7

Request:

List other payments/fees anticipated to be paid to the governmental entities within the jurisdiction.

Response:

The Company is not aware of any payments or fees to governmental entities within the jurisdiction other than those associated with police details and application fees for RIDEM, Army Corps, and RIDOT permits.

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DSP 2-9

Request:

Please provide the GIS shapefile of only the Project area (both substations and the line connecting them).

Response:

Please see Attachment DSP 2-9-1. The KMZ shows the project centerline, rights-of-way (ROW), and public and private easements that the lines crosses. On the KMZ file, the green line is the “Center Provided” which is the centerline for the new transmission line. The red and purple lines on the KMZ file identify: (i) the “Property Line Final” which is the limits of the fee owned parcels along the Project ROW, (ii) the “Existing PPL ROW” which is the limit of the easement portions of the ROW, and (iii) the “Layout-Sideline” for public streets and easements that cross the project ROW.

A corresponding GIS shapefile is provided as Attachment DSP 2-9-2, but the colors associated with each line may change each time the file is opened.

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Attachment DSP 2-9-1

Please see the provided file entitled Attachment DSP 2-9-1.kml.

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Attachment DSP 2-9-2

Please see the provided .zip file entitled Attachment DSP 2-9-2 Shapefile.zip.