

**STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
PUBLIC UTILITIES COMMISSION**

THE NARRAGANSETT ELECTRIC COMPANY :
d/b/a RHODE ISLAND ENERGY APPLICATION : **DOCKET NO. 25-45-GE**
FOR APPROVAL OF A CHANGE IN ELECTRIC :
AND GAS BASE DISTRIBUTION RATES :

MOTION TO INTERVENE BY
NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Pursuant to Rule 1.14 of the Rhode Island Public Utilities Commission’s (PUC) Rules of Practice and Procedure and the PUC’s Revised Procedural Schedule, the National Railroad Passenger Corporation (Amtrak), by its attorneys, moves to intervene in the above-captioned proceeding to address a narrow issue related to The Narragansett Electric Company d/b/a Rhode Island Energy’s (the Company or Rhode Island Energy) proposed electric service rates for Propulsion Rate X-01. Amtrak seeks to intervene for the limited purpose of addressing proposed rates for Propulsion Rate X-01 and the Company’s implementation of the settlement agreement approved by the Commission in RIPUC Docket No. 4770 (2017) (Settlement Agreement). In support of this Motion, Amtrak states:

1. Amtrak provides intercity rail passenger transportation services in the State of Rhode Island. Amtrak serves stations in Westerly and Providence, Rhode Island. The Providence station is one of Amtrak’s 25 busiest stations in the nation, serving almost 750,000 passengers a year. Rhode Island passengers can travel to Boston, and then north to Maine, or to New York, Philadelphia, Washington, D.C., or to any of the more than 500 destinations in 46 states and three Canadian provinces served by Amtrak. All regularly scheduled Amtrak service in the state

of Rhode Island utilizes electric locomotives that receive their power from an overhead catenary system. This catenary system receives its power from the Company's electric system.

2. Amtrak's facilities are served by the Company under Propulsion Rate X-01. As a customer of Rhode Island Energy, Amtrak's electricity is delivered by Rhode Island Energy. Energy costs, including electric distribution services, are one of the largest operational costs for Amtrak to conduct business in Rhode Island.

3. On November 27, 2017, the Company, through its predecessor National Grid, filed an application with the Commission in Docket No. 4770 seeking a distribution base rate increase of approximately \$41.3 million for its electric system, including a distribution revenue requirement of \$104,000 for the Propulsion Rate X-01 Schedule. In light of its concerns with the Company's proposal for Rate X-01, Amtrak intervened in Docket No. 4770 and participated in settlement negotiations with the parties. Ultimately, on August 24, 2018, the Commission approved a full, amended Settlement Agreement. As part of that Settlement Agreement, the Company committed: 1) to provide a reduction from Rate X-01's then-present revenue of \$692,000 to \$370,000; 2) to address, on a going-forward basis, any significant difference between Rate X-01's present rates and allocated rate year revenue requirement resulting from an Allocated Cost of Service Study in future rate cases; and 3) to inform Amtrak reasonably in advance of its next general rate case filing. *See* Settlement Agreement, Book 1 of 7, at pp. 23-24.

4. Rule 1.14 of the Commission's Rules of Practice and Procedure governs interventions. Any person with "an interest of such nature that intervention is necessary or appropriate may intervene in any proceeding before the Commission." Rule 1.14(b). The motion to intervene shall set forth the grounds of the proposed intervention, the movant's rights/interest, and the

position of the movant. Rule 1.14(c). Interventions are due no later than the deadline set by the Commission or the date of the hearing. Rule 1.14(d).

5. Granting Amtrak's Motion to Intervene is necessary and appropriate because Amtrak has a significant and direct interest that is affected by the Company's proposed rates for Propulsion Rate X-01 and the associated Allocated Cost of Service Study (ACOSS) in this proceeding. The Company's proposed distribution-only revenue requirement under Propulsion Rate X-01 Schedule LCS-1-ELEC is approximately \$375,307. Given that Amtrak has historically been charged well above its cost of service, Amtrak appreciates that the Company has not proposed a rate increase for Propulsion Rate X-01. However, Rate X-01 remains above its cost of service, as the Company's ACOSS indicates a 76.14% rate of return on rate base for Rate X-01, which is materially higher than the percentage return on rate base earned under the other class schedules. The Company's filing indicates that it has not earned more than a 8.13% return on rate base for any other classes, with most of them earning well under that level. Propulsion Rate X-01's relative or unitized rate of return is 19.41 times parity, whereas the other rate classes have returns that are all less than 2.1 times parity. Finally, Amtrak emphasizes that the Settlement Agreement required the Company to inform Amtrak reasonably in advance of its next general rate case filing. Amtrak received no such notice from the Company prior to the application being filed on Nov. 29, 2025 in the above-referenced docket.

6. No other parties in this proceeding will adequately represent Amtrak's interests in ensuring just and reasonable rates for Propulsion Rate X-01. Amtrak is the only customer receiving service pursuant to Propulsion Rate X-01. In rate cases, representatives of different customer classes often disagree as to what constitutes a fair, just, and reasonable revenue allocation, cost of service, and rate design. Amtrak recognizes that the Division of Public

Utilities (the Division) is responsible for representing the public interest in general. However, neither the Division nor any other parties in this proceeding will necessarily advocate for Amtrak's unique and narrow interests regarding Propulsion Rate X-01. If Amtrak did not participate in this proceeding, other parties may propose an even higher revenue allocation to Rate X-01. Amtrak has retained an outside consultant/witness to assist Amtrak with discovery and the development of testimony in this proceeding. Accordingly, Amtrak's interests are substantial and unique and not adequately represented by the Division or any other party.

7. Pursuant to Rule 1.16(b), a movant seeking to intervene in a proceeding must certify that it "shall make a good faith effort to determine whether a motion will be opposed." On January 6, 2026, Amtrak's outside counsel informed counsel for Rhode Island Energy as well as the Division of Public Utilities and Carriers and the Rhode Island Attorney General that Amtrak would be seeking to intervene and asked for any statements of concern or opposition to Amtrak's planned motion. The Division, Rhode Island Energy, and the Office of Energy Resources have all stated that they do not object to Amtrak's Motion to Intervene. On January 12, 2025, counsel for Amtrak and Rhode Island Energy discussed the scope of Amtrak's motion to intervene and Amtrak's interest in the rate design and revenue allocation for Propulsion Rate X-01.

WHEREFORE, Amtrak respectfully requests that the Rhode Island Public Utilities Commission grant this Motion and allow Amtrak to intervene.

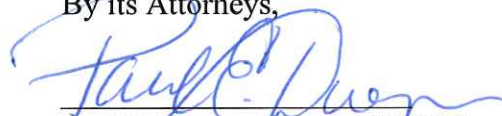
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Pro Hac Vice Admissions to the State of Rhode Island Pending

Respectfully Submitted,
Amtrak
By its Attorneys,




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Dated: January 20, 2026

CERTIFICATE OF SERVICE

I hereby certify that on this 20th day of January, 2026, I mailed this original pleading and 10 copies to the Public Utilities Commission and sent a true copy of the document by electronic mail or first-class mail to the parties Docket No. 25-45-GE Service List as of January 12, 2026.


Paul E. Dwyer, Esquire