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March 3, 2026

**VIA ELECTRONIC MAIL AND HAND DELIVERY**

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

**RE: Docket No. 25-54-EL – The Narragansett Electric Company d/b/a Rhode Island Energy Proposed FY 2027 Electric Infrastructure, Safety, and Reliability Plan Responses to PUC Data Requests – Set 2 (Complete Set)**

Dear Ms. De La Rosa:

On behalf of The Narragansett Electric Company d/b/a Rhode Island Energy (the “Company”), I am enclosing the Company’s complete set of responses to the Public Utilities Commission’s Second Set of Data Requests (“PUC Set 2”) in the above-referenced matter.

This transmittal contains the Company’s response to data request PUC 2-16 and completes the Company’s responses in PUC Set 2.

Thank you for your attention to this transmittal. If you have any questions or concerns, please do not hesitate to contact me at 401-316-7429.

Sincerely,

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

Jennifer Brooks Hutchinson

Enclosures

cc: Docket No. 25-54-EL Service List

PUC 2-1<sup>1</sup>  
**Electromechanical Relay Upgrades**

Request:

Please respond to the following questions on Electromechanical relay upgrades:

- a. Referencing Docket No. 24-54-EL, Compliance Filing, Attachment 3, pg. 3, line 11: please confirm that the FY 2026 budget for electromechanical relay upgrades is \$652,000.
- b. Referencing Docket No. 25-54-EL, Attachment 3 -Five Year Budget with Details (page 3), line 9: please confirm that FY 2026 budget is \$528,000. Please explain the difference between (a) and (b).
- c. Referencing Docket No. 25-54-EL, Attachment 3 -Five Year Budget with Details (page 3), line 9: please confirm that the proposed FY 2027 budget is \$2.285 million.
- d. What is driving the change in the five-year investment plan for the relay upgrades between the FY26 and FY27 ISR: safety issues, reliability issues, operational efficiency, coordination with other capital projects, or something else? Please provide a detailed explanation.
- e. Does any portion of the FY27 or FY28 investment plan reflect upgrades that were previously planned for later years? If so, please identify the original schedule compared to the current proposal.
- f. How many of the relay upgrades planned in FY26 are being replaced because they are obsolete (not working or can't find spare parts) or being retired early (although it is still working)?
- g. What was the planned and actual spending on relay upgrades in FY25 and FY26 (to date and forecast)?
- h. What would be the impact on safety and reliability in the short term if investment was maintained at the FY26 budget level (\$528,000)? Please be specific.

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<sup>1</sup> The Company's response begins on page 2.

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Response:

- a. Yes, at the time of the FY 2026 Compliance Filing in Docket No. 24-54-EL, the Electromechanical Relay Upgrades budget for FY 2026 shown on Attachment 3, page 3, line 11, was \$652,000. Please note that this budget is the same budget that was originally proposed in the FY 2026 ISR Plan filed with the Commission in December 2024. This budget was before the allocation of the adjusted budget shown in Docket No. 24-54-EL, Compliance Filing, Attachment 3, page 3, line 28, entitled, "Adjustment to FY 2026 Approved Budget."
- b. Yes, in Docket No. 25-54-EL, Attachment 3 - Five Year Budget with Details (page 3), line 9, the Electromechanical Relay Upgrades budget for FY 2026 is \$528,000.

The difference between (a) and (b) reflects the reduction in the budget for FY 2027 as a result of the allocation of the "Adjustment to FY 2026 Approved Budget" shown in Docket No. 24-54-EL, Compliance Filing, Attachment 3, page 3, line 28. This adjustment reflects the additional reductions to the Company's approved budget after removing the amounts for the specific line items excluded by the Commission.

- c. Yes, the proposed FY 2027 budget for the Electromechanical relay upgrades is \$2.285 million.
- d. The increase in the budget from FY 2026 to FY 2027 is attributed to the staggered start of projects in the program. With the staggered start, the program was designed with cash flows rising to \$5 million to \$10 million in future years. The proposed FY 2027 budget includes costs to continue work at the Manton (Type 1), Hopkins Hill (Type 2), and Old Baptist (Type 2) substations, and start work at the Wolf Hill (Type 1), Clarkson Street (Type 2), Davisville (Type 2), Warren (Type 2), Putnam Pike (Type 2), and Staples (Type 3) substations. The complexity of the projects also increases as the program continues where increasing type categories indicate increasing costs.
- e. No portion of the FY 2027 investment plan reflects upgrade projects that were previously planned for later years. The Company deferred many projects to maintain affordability based on the PUC's approval of a limited budget. One example to note, the Hopkins Hill electromechanical relay replacement project was slated to be done in FY 2026 through FY 2027, when the failed transformer was replaced for efficiency of construction. The failed transformer was replaced in January 2026 and the budget for relay replacement part of that project shifted over to the electromechanical relay replacement project to

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continue its replacement starting in FY 2026. Money was shifted off the Hopkins Hill Damage Failure project onto this Electromechanical relay replacement project.

- f. As shown in the Company's response to PUC 1-15, three relays were replaced in FY 2026 because they are considered obsolete. For FY 2026, no relays have been retired early.
- g. The FY 2025 budget for relay upgrades was \$1.234 million and actual spending was \$1.196 million. The FY 2026 budget was \$0.528 million, after the adjustment discussed in part (b) of this response. The FY 2026 forecasted spending per Third Quarter Update filed with the Commission on February 17, 2026 is \$1.529 million.
- h. If the FY 2027 investment level was maintained at the FY 2026 budget level of \$528,000, it would increase the risk to system safety and reliability and potentially impact spending efficiency. By delaying these projects the system would risk failure of a relay with no spare equipment. This could result in additional exposure and customer interruptions by requiring customers to be offloaded onto adjacent feeders until new relays can be obtained on an emergency basis. Furthermore, as did occur during the recent 2025 heatwave in June 2025, these older relays could not provide real time information nor fault waveform data to reasonably operate and troubleshoot subsets of the system which were at their loading and voltage limits. Lastly, loss of construction efficiency could be realized if specific substation work had to be separated. If the budget was maintained at \$528,000 for FY 2026 (forecasted to be exceeded) or FY 2027 (proposed to increase) the Company would not be able to complete the three (3) electromechanical relay projects of Wakefield, Clarke Street and Lincoln Avenue. Additionally, the Company would have had to delay projects that have already started at Manton 69, Hopkins Hill, and Old Baptist Road. These projects were already started in FY 2025 and are due to be completed in FY 2027.

PUC 2-2  
**Mobile Substations**

Request:

Referencing Docket No. 24-54-EL, Compliance Filing, Attachment 3, pg. 3, line 9: the company forecast spending of approximately \$3.8 million in FY26 and \$7.6 million in FY 27 for mobile substations. Please identify where mobile substation investments are reflected in the FY27 ISR. If mobile substation investments are no longer planned at the levels previously forecast, why?

Response:

The Company did not include any forecasted spending for mobile substations in the fiscal year ("FY") 2027 Electric ISR budget. After the FY 2026 ISR Plan Compliance Filing (Docket No. 24-54-EL), the Company recognized that the future year Consolidated Soft Budget totals were higher and out of alignment with the Commission's guidance and order directly related to approved FY 2026 ISR spend. Specifically, the compliance filing showed a FY 2027 Consolidated Soft Budget total of \$175.4 million as compared to the approved FY 2026 budget of \$105.6 million. The Company removed Mobile Substations, as well as other projects, from the FY 2027 ISR Plan to reduce the Consolidated Soft Budget to more closely align with the approved FY 2026 levels.

Notwithstanding the foregoing, the Company's current forecast for mobile substation investments, separate from the ISR Plan budget process, is tracked in Calendar Year (CY) spend. The Company plans to spend \$2.55 million for two mobile substation purchases before the end of the first quarter (Q1), CY 2026. The remaining mobile substation purchase spending will be specified and procured before the end of the CY 2026. The complexity of the specifications for the mobile substations resulted in the Company focusing on two of the three mobile substations to begin procurement in CY 2025, but, with delays in manufacturer responses, it was moved back to CY 2026. As stated, the Company has moved the timing to begin progressing the purchase of the third mobile substation towards the end of CY 2026, along with the continued milestone payments of Mobile Substations 1 and 2 to be invoiced later in fourth quarter (Q4) of CY 2026.

PUC 2-3  
**Mobile Substations**

Request:

Provide actual FY26 spending on mobile substations and explain any variance from the FY26 ISR budget?

Response:

Mobile Substation spending is excluded from the FY 2026 ISR budget following approval of a reduced budget. All costs for mobile substation purchases are investments the Company is making separate from the ISR plan and budget.

Other than with respect to the ISR plan and budget, the Company tracks investments and spending on a Calendar Year (CY) basis. The actual CY 2026 year-to-date spending in the Mobile Substation category is zero dollars. The current first quarter (Q1) CY 2026 forecast is approximately \$2.55 million. The CY 2026 spending will be focused on the 25% down payment towards the purchase of all three mobile substations and 15 percent milestone payment for Mobile Substation 1 and Mobile Substation 2 in the fourth quarter (Q4) CY 2026.

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PUC 2-4  
**VVO**

Request:

Referencing Docket No. 24-54-EL, Sept 30 Quarterly Report, Attachment D, line 4: Why is VVO spending forecast at zero and identify whether the company continues to pursue VVO as a system optimization strategy.

Response:

The leases on equipment related to VVO ended in FY 2025, and, therefore, no further spending is expected in FY 2026.

Yes, the Company does plan to continue to invest in VVO as a system optimization strategy.

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PUC 2-5  
**VVO**

Request:

If VVO investments are occurring outside the ISR, identify where such spending is reflected.

Response:

The Company is making the following VVO investments separate from the ISR plan and budget.

<b>Project</b>	<b>Pre-FY 2026 CAPEX</b>	<b>FY 2026 CAPEX Forecast</b>	<b>FY 2027 CAPEX Forecast</b>
Johnston Substation VVO/CVR Project	\$0.00	\$0.10	\$1.40

\* All Dollars are given in millions

PUC 2-6  
**Reclosers**

Request:

Please provide the programmatic overlap between the “Recloser Program” referenced in RIE’s response to Division 1-45, page 2, and any previous recloser programs proposed in ISR over the past two fiscal years (for example, the Distribution Automated Recloser Program).

- a. Identify the number of reclosers that will be included in the rate case revenue requirement in Docket No. 25-45-GE without having been included in a previous ISR program year.
- b. Please provide the associated revenue requirement for the reclosers identified in the response to part a.
- c. Please provide the reduction to revenue requirement presented in response to part b resulting from IJJA reimbursement.
- d. Please provide a listing of all reclosers by in-service date that are included in the rate case revenue requirement, for which the recovery is sought outside of the ISR.
- e. When the Company uses the phrase “funding of these projects outside of the ISR,” does such funding include IJJA reimbursement? If so, please indicate how that funding will be reflected in the proposed rate case revenue requirement if funding is not received prior to the Commission’s decision in Docket No. 25-45-GE.

Response:

- a. There are 40 reclosers that were placed in service before August 31, 2025, and are included in the rate case revenue requirement in Docket No. 25-45-GE without having been included in a previous ISR program year.
- b. There are \$3,326,138 of reclosers placed in service before August 31, 2025, which are included in the rate base and associated revenue requirement in the Company’s base distribution rate case in Docket No. 25-45-GE that have not been included in previous ISR recovery. As the Company does not calculate the revenue requirement on individual projects as part of its base distribution rate case, for purposes of this response to give an illustrative revenue requirement and order of magnitude, the Company has used the ISR revenue requirement model to estimate an annual revenue requirement for these reclosers updating the proposed composite depreciation rate and the proposed rate of return from the rate case filing with all other inputs unchanged. The annual revenue requirement of

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the above reclosers using this method is approximately \$700,000. Note that the amount would change with updates to the rate case proposal.

- c. There are no reductions to the illustrative revenue requirements in part b. resulting from IJA reimbursement as there have been no reimbursements as of present.
- d. See Table 1 below.

**Table 1**

	(a)	(b)
	<b>Location</b>	<b>Date</b>
1	P16 School Street, Lincoln	11/4/2024
2	P34 Second Ave, Woonsocket	12/23/2024
3	P182 Victory Hwy, Burrillville	1/13/2025
4	P3 Central St, Burrillville	1/13/2025
5	P43-50 Old Louisquesset Pike Lincoln	1/13/2025
6	P196 Douglas Pike Burrillville	1/27/2025
7	P1 Railroad St North Smithfield	1/27/2025
8	P25 Gaskill Road Woonsocket	1/27/2025
9	P15-1 Cullen Hill Road Lincoln	1/27/2025
10	P74-1 Eddie Dowling Hwy Lincoln	1/27/2025
11	P11 Great Road Lincoln	1/27/2025
12	P6 Victory Hwy North Smithfield	1/27/2025
13	P87-50 Old Louisquisset Pike Lincoln	1/27/2025
14	P501 Great Road North Smithfield	1/27/2025
15	P468 Great Road North Smithfield	1/27/2025
16	P138 West Main street Portsmouth.	2/7/2025
17	P16-50 River Road Woonsocket	2/10/2025
18	P27-50 South Main St Woonsocket	2/10/2025
19	P87 Chase Hill Road Westerly	2/10/2025
20	P5 Ledward Ave Westerly	2/10/2025
21	P2 Church St Westerly	2/10/2025
22	P175 Old Post Rd Charlestown	2/10/2025

Prepared by or under the supervision of:  
Phil LaFond and Jeff Oliveira (parts b, c, and e)

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	(a)	(b)
	<b>Location</b>	<b>Date</b>
23	P147 Crandall Rd Tiverton	2/10/2025
24	P12 Hartford Pike Scituate	2/10/2025
25	P17 Hartford Pike Scituate	2/10/2025
26	P223 Bishop Hill Rd Johnston	2/10/2025
27	P116 Shore Rd Westerly	2/24/2025
28	P177 Old Post Rd Charlestown	2/24/2025
29	P177 Shore Rd Westerly	2/24/2025
30	P6 Shore Rd Westerly	2/24/2025
31	P24 Oak St Westerly	2/24/2025
32	P222 Pascoag ROW Burrillville	2/24/2025
33	P37 West Greenville Road Smithfield	2/24/2025
34	P281 Pascoag ROW Burrillville	2/24/2025
35	P1 East School St Woonsocket	2/24/2025
36	P467 Stafford Rd Tiverton	2/24/2025
37	P87 Long Highway Little Compton	3/3/2025
38	P629 East Main Portsmouth	3/3/2025
39	P195 Pascoag ROW Burrillville	3/3/2025
40	P163 Old Louisquisset Pike	3/3/2025

- e. The phrase “funding of these projects outside of the ISR,” is intended to mean that the costs have not been included for recovery in an ISR plan. The funding could include (but not be limited to) base distribution rates, IIJA reimbursement if applicable, or any other means of recovery besides the ISR. In the proposed rate case revenue requirement in Docket No. 25-45-GE, if IIJA funding is not received or committed to prior to the Commission’s decision, the Company would not include a reduction to the revenue requirement. If IIJA funding was to be received after base distribution rates were to take effect, the Company would address the impact of the funding in a future base distribution rate case or in other means as appropriate and approved by the Commission.

Prepared by or under the supervision of:  
Phil LaFond and Jeff Oliveira (parts b, c, and e)

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d/b/a Rhode Island Energy

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PUC 2-7

**Reclosers**

Request:

Referencing RIE's response to Division 4-16, are all reclosers in column (g) eligible for IJJA reimbursement? If so, are they part of the overall "Recloser Program?"

Response:

The table referenced in response to Division 4-16 column (g) reflects the number of devices that may be eligible for DOE federal reimbursement, potentially up to 18 percent federal cost share, for which the Company may seek reimbursement on the IJJA eligible spend for each project if it meets its Recipient Share obligations. The devices listed in column (g) are broken out by the project they are associated with and not necessarily part of the overall "Recloser Program." The only reclosers associated with the "Recloser Program" are listed in row 21 of the table in the response to Division 4-16.

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PUC 2-8  
**ADMS**

Request:

Please provide a detailed list and description of the ADMS/DERMS Advanced line item included in the FY26 ISR Plan (see Attachment 3 of the Compliance Filing, page 3 of 4, line 15) at the time of the filing. Please use the same format and level of detail provided in Schedule DJ-1 filed in RIE's current distribution rate case, Docket 24-45-GE.

Response:

The line item included in the FY2026 ISR, Attachment 3, Compliance Filing, page 3 of 4, line 15 for ADMS/DERMS is the same project that is reflected in Schedule DJ-1, Lines 14-16, of the Company's current base distribution rate case filing (Docket No. 25-45-GE). Accordingly, the Company has not included any forecasted spending for ADMS/DERMS in its FY 2027 Electric ISR Plan filing. The project description and capital cost detail provided in Schedule DJ-1 reflects the most current and complete information available to the Company for this project at this time.

The Company has a long-term ADMS contract with the vendor to set up an Evergreen delivery pipeline as opposed to a traditional project-based delivery schedule. Evergreen is an IT management approach focused on continuous, iterative updates to software, hardware, and IT services to keep an organization's technology current and secure. The Evergreen pipeline is currently scheduled to run through 2033.

PUC 2-9  
**ADMS**

Request:

Please compare that the capital costs of ADMS/DERMS in Docket 25-45-GE, Schedule DJ-1 to the detailed itemization in response to PUC 2-8, and specifically address

- a. Line 14: GE-ADMS OMS eTerra Auto Dispatch (\$503,000)
- b. Line 15: GE ADMS/AEMS 10-year license (\$2.3 million)
- c. Line 16: GE AEMS ADMS CI CD (\$1.76 million)
- d. any other capital costs associated with ADMS in Docket 25-45-GE.

Response:

- a. through d.

As stated in the Company's response to data request PUC 2-8, the ADMS/DERMS line item in the FY 2026 ISR Plan, Attachment 3, Compliance Filing is the same project that is reflected in Schedule DJ-1, Lines 14-16. The cost detail provided on Schedule DJ-1, Lines 14-16 in Docket No. 25-45-GE reflects the most current and complete information available to the Company at this time.

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PUC 2-10  
**DER Monitor/Manage**

Request:

Referencing Docket 24-54-EL, Compliance Filing, Attachment 3, pg. 3, line 16: Is DER Monitor/Manage functionality now being funded through IT or software investments outside the ISR? Please explain and reference the spending plan.

Response:

DER Monitor/Manage is not being funded through IT or software investments outside the ISR. DER Monitor/Manage has been removed from the work plan as a result of recent discussions regarding grid modernization type investments and concepts of affordability. The Company is now exploring lower cost pilot projects that have similar functionality to the functionality originally contemplated with DER Monitor/Manage. When those pilot projects are developed, the Company will communicate them to the Division and Commission.

PUC 2-11  
**Customer Request/Public Requirement**

Request:

Referencing Bates page 112 – Attachment 2 Project Detail for Capital Spending:

- a. Lines 5 and 6: why are there both reserves and blankets for new business commercial?
- b. Lines 8 and 9: why are there both reserves and blankets for new business residential?
- c. Lines 12 and 13: why are there both reserves and blankets for public requirements?

Response:

- a. The budget for the New Business Commercial blanket project is established to respond to commercial customer requests, including establishing electric delivery service to new customers. Work requests within the blanket projects are for smaller dollar, frequently occurring projects.

The reserve for New Business Commercial is established as a spending estimate for work that will emerge during the year due to customer requests. These projects are expected to exceed the blanket threshold and were not identified when the budget was created. The individual work request has a value of more than \$500,000. As work is requested throughout the year and work requests/projects are set up and spending takes place, the budget for the reserve is reduced. Any Reserve for New Business Commercial budget value remaining at the end of the fiscal year is eliminated and has no effect on actual amounts reported.

- b. The budget for the New Business Residential blanket project is established to respond to residential customer requests, including establishing electric delivery service to new customers. Work requests within the blanket projects are for smaller dollar, frequently occurring projects.

The reserve for New Business Residential is established as a spending estimate for work that will emerge during the year due to customer requests. These projects are expected to exceed the blanket threshold and were not identified when the budget was created. The individual work request has a value of more than \$500,000. Any Reserve for New Business Residential budget value remaining at the end of the fiscal year is eliminated and has no effect on actual amounts reported.

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- c. The budget for the Public Requirements blanket project is established for projects requested by Rhode Island Department of Transportation ("RIDOT") or a municipality. These projects typically include requests to relocate, remove or install Company facilities. Work requests within the blanket projects are for smaller dollar, frequently occurring projects.

The reserve for Public Requirements is established as a spending estimate for work that will emerge during the year due to RIDOT or municipality requests. These projects are expected to exceed the blanket threshold and were not identified when the budget was created. The individual work request has a value of more than \$500,000. Any Reserve for Public Requirements budget value remaining at the end of the fiscal year is eliminated and has no effect on actual amounts reported.

PUC 2-12  
**Inspection & Maintenance**

Request:

Please provide a description of a Level 9 priority.

Response:

A Level 9 priority is a temporary repair, abnormal condition, or structural issue identified during inspection. An example of a Level 9 priority is a pole with decay, but the pole is sufficiently intact to allow for a delayed repair.

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PUC 2-13  
**Inspection & Maintenance**

Request:

In the response to DIV-1-31, the Company explained that it has “re-prioritized the sub-transmission poles.” Please provide the criteria for the reprioritization. Why did the Company conduct this reprioritization? What prompted the reprioritization?

Response:

There is no formal criteria for reprioritization. The Company prioritization is based on subject matter expert consultation between Engineering, Operations, Vegetation Management and the Control Center. The shift to sub transmission work was prompted by increasing concerns from Vegetation Management and Operations. During outage restoration and other routine activities, these groups noticed asset conditions issues on the difficult to access portions of the sub-transmission lines including decayed poles, broken crossarms, and other issues.

PUC 2-14  
**Inspection & Maintenance**

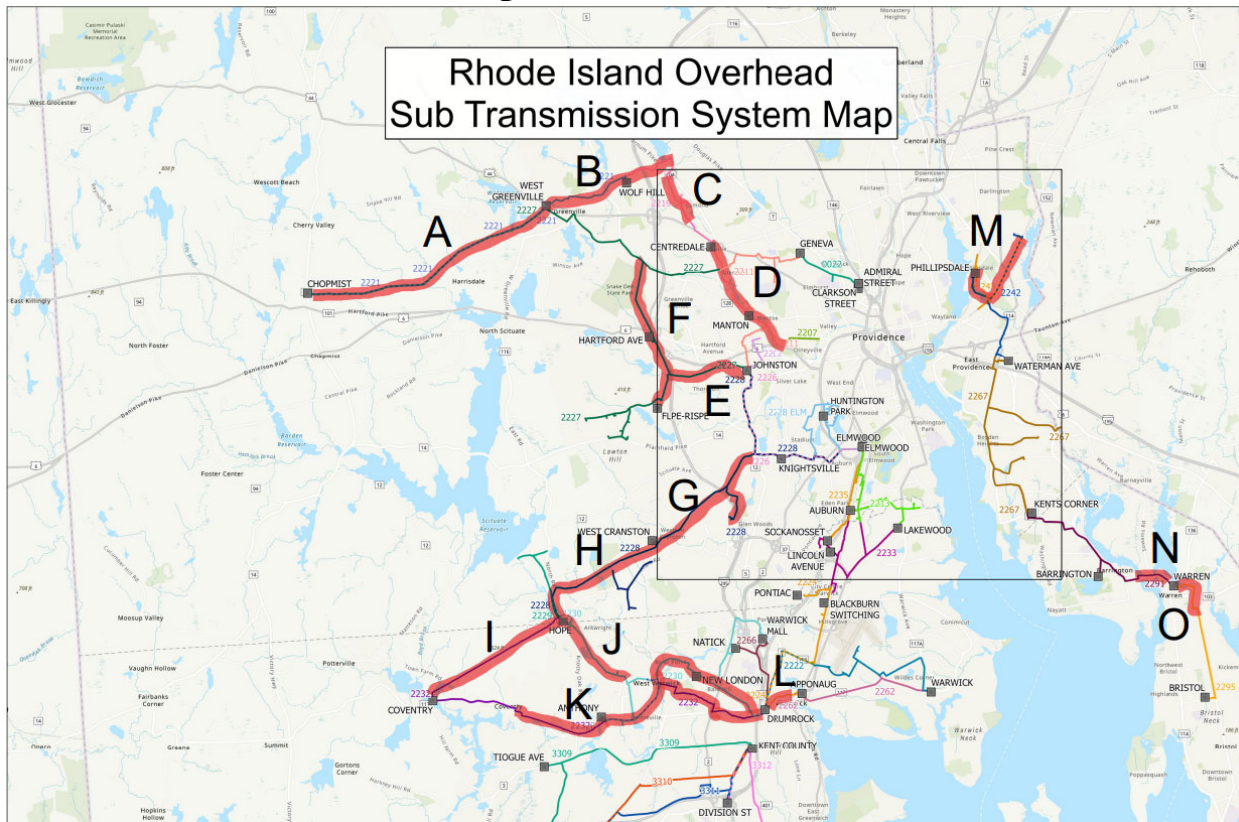
Request:

Referencing the Company’s Response to DIV-1-31, please identify all remote areas in Rhode Island with sub-transmission poles, including an explanation of how the Company defines remote areas in Rhode Island.

Response:

Remote areas in Rhode Island are typically areas that cannot be easily accessed by an automobile and are not along major roads and highways. Typically, these are within off road rights of way and are more difficult to access. Below is a list of the “remote” Sub T Lines that are within rights of way along with several map sections (Capital Area, Coastal Area, and complete view of Rhode Island). Some of the sub-transmission lines or portions of lines are currently considered transmission assets. This has not been differentiated on this map.

**Capital Area Sub T**

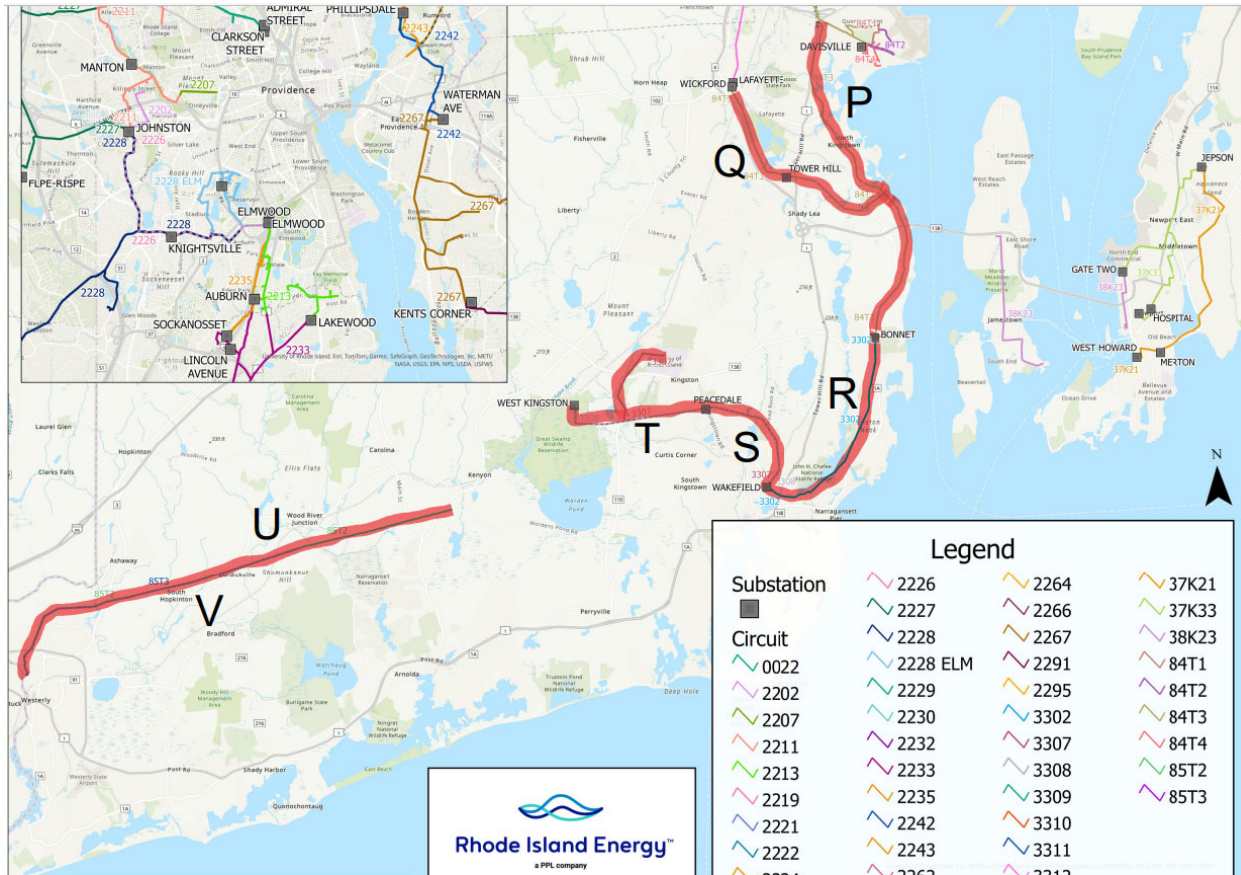


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**Legend**

- A 2221 & 2227 From West Greenville Sub to Chopmist Sub
- B 2219 & 2221 From West Greenville Sub to Wolf Hill Sub
- C 2219 Sections from Wolf Hill Sub to Centerdale Sub
- D 2211 Sections from Manton Sub to Centerdale Sub
- E 2227 From Johnston Sub to Hartford Ave Sub
- F 2227 From Hartford Ave Sub to Greenville Ave, Smithfield
- G 2228 From Randall St, Cranston to West Cranston Sub
- H 2228 From West Cranston Sub to Hope Sub
- I 2232 From Hope Sub to Coventry Sub
- J 2230 From Drumrock Sub to Hope Sub
- K 2232 From Drumrock Sub to Industrial Drive, Coventry
- L 2262 From Drumrock Sub to Apponaug Sub
- M 2242 From Phillipsdale Sub to Narragansett Park Dr, East Providence
- N 2291 Sections from Barrington Sub to Warren Sub
- O 2295 From Warren Sub to Franklin St, Warren

### Coastal Area Sub T



### Legend

- P 84T3 From Post Road, Quonset to Bonnet Sub
- Q 84T3 From Wickford Sub to Tower Hill Sub to John Chaffee Nature Preserve
- R 3302 From Bonnet Sub to Wakefield Sub
- S 3307 From Wakefield Sub to Peacedale Sub
- T 3307 From Peacedale Sub to West Kingston Sub
- U 85T2 From Wood River Sub to Westerly Sub
- V 85T3 From Wood River Sub to Westerly Sub

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Prepared by or under the supervision of: Eric Wiesner

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PUC 2-15

**Inspection & Maintenance**

Request:

Inspections have historically been conducted on a 4-year cycle. Were sub-transmission poles included in the 4-year cycles or are they on their own schedule?

Response:

Inspections have been conducted on a 5-year cycle. Sub-transmission rights-of-way historically were limited to observable infrastructure from the street crossings. However, because of Vegetation Management and Operations concerns, the Company now performs off-road inspections and simultaneously scopes and designs repairs for efficiency purposes.

Street crossings of rights-of-way will remain on a 5-year cycle and detailed rights-of-way inspections will continue on their own cycle per subject matter expert consultation.

PUC 2-16  
**Inspection & Maintenance**

Request:

Provide a chart that shows the number and location of sub-transmission poles inspected each year in FY 2023, 2024, 2025, and 2026, the assigned priority level, and the planned replacement date. Please also include a total number of sub-transmission poles the Company owns or maintains. How has the Company forecasted the number of Level 9 priority poles for FY 2027?

Response:

The table below shows the number of poles owned or maintained by sub-transmission line and the number of poles replaced in FY 2023, 2024, 2025, and 2026. The line or a portion of the line should be considered inspected in the fiscal year of the replacement. The priority level for all replacements is Level 9. Where more than one sub-transmission line is listed, the lines share a common structure (example: Line 4 in the table below lists 30\_53\_2207:2211, meaning there is common structure between sub-transmission lines 30\_53\_2207 and 30\_53\_2211).

Please note, the data provided below is based on the best available information at the time of this data request. The Company has limited ability to provide actual counts of recent work which has been completed but has not yet been posted to the Company's accounting and geographic information system databases. Additionally, the Company's work order system was transitioned during FY 2024 and FY 2025, creating the need to perform labor intensive research to present this data.

The Company uses past cost trends to forecast future year Level 9 priority poles. This was done for FY 2027; however, alignment with budget limits was also a consideration. For example, sub-transmission Inspection & Maintenance work was paused in FY 2026 due to budget limits.

The Narragansett Electric Company  
d/b/a Rhode Island Energy  
RIPUC Docket No. 25-54-EL

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Table PUC 2-16 – Sub-transmission Lines with Poles Owned and Poles Replaced

Line #	Sub-transmission Line	(a) Number of Poles Owned	(b) Poles Replaced				(f) Total
			(c) FY2023	(d) FY2024	(e) FY2025	(e) FY2026	
1	30 53 0022	84	7	1	0	0	8
2	30 53 2202	55					0
3	30 53 2207	34	1	0	0	0	1
4	30 53 2207::2211	1					0
5	30 53 2211	275	7	1	0	0	8
6	30 53 2211::2219	1					0
7	30 53 2213	174	2	0	0	0	2
8	30 53 2213::2235	3	1	0	0	0	1
9	30 53 2219	113	0	2	0	12	14
10	30 53 2219::2221	1					0
11	30 53 2221	163	1	0	14	1	16
12	30 53 2226	8					0
13	30 53 2226::2228	183	0	0	1	0	1
14	30 53 2226::2228 ELM	25					0
15	30 53 2227	587	34	4	0	11	49
16	30 53 2228	327	0	0	1	0	1
17	30 53 2228 ELM	203	6	2	0	0	8
18	30 53 2228::2228 ELM	1					0
19	30 53 2229	48					0
20	30 53 2230	249	1	9	5	0	15
21	30 53 2232	285	1	13	11	0	25
22	30 53 2233	236	1	1	0	0	2
23	30 53 2235	105					0
24	30 53 2242	118	1	0	0	0	1
25	30 53 2242::2243	39					0
26	30 53 2242::2267	2					0
27	30 53 2243	54					0
28	30 53 2267	324	6	3	0	0	9
29	30 53 2291	202					0

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		(a)	(b)	(c)	(d)	(e)	(f)
Line #	Sub-transmission Line	Number of Poles Owned	Poles Replaced				Total
			FY2023	FY2024	FY2025	FY2026	
30	30 53 2295	107	0	1	0	0	1
31	30 56 2213::2233	1					0
32	30 56 2222	178	0	3	0	0	3
33	30 56 2222::2224	73	0	2	0	0	2
34	30 56 2224	106					0
35	30 56 2224::2233	1					0
36	30 56 2230::2232	9					0
37	30 56 2262	142	1	1	0	0	2
38	30 56 2264	39	3	1	0	0	4
39	30 56 2266	63	0	7	0	0	7
40	30 56 3302	56	0	21	0	0	21
41	30 56 3307	115					0
42	30 56 3307::3308	1					0
43	30 56 3308	37					0
44	30 56 3309	217	1	0	0	0	1
45	30 56 3309::3311	1					0
46	30 56 3310	202	11	3	0	0	14
47	30 56 3311	378	4	1	1	0	6
48	30 56 3312	164	3	4	0	0	7
49	30 56 3312::84T3	1					0
50	30 56 37K21	12					0
51	30 56 37K21::37K22	187	1	1	0	0	2
52	30 56 37K22	72					0
53	30 56 38K21::38K23	1					0
54	30 56 38K23	222					0
55	30 56 84T1	40	6	0	0	0	6
56	30 56 84T1::84T2	1					0
57	30 56 84T1::84T2::84T4	1					0
58	30 56 84T1::84T3	1					0
59	30 56 84T1::84T4	2					0
60	30 56 84T2	15					0

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		(a)	(b)	(c)	(d)	(e)	(f)
			Poles Replaced				
Line #	Sub-transmission Line	Number of Poles Owned	FY2023	FY2024	FY2025	FY2026	Total
61	30 56 84T2::84T3	1					0
62	30 56 84T2::84T4	3					0
63	30 56 84T3	471	2	0	32	0	34
64	30 56 84T4	73					0
65	30 56 85T2	258	59	0	0	0	59
66	30 56 85T2::85T3	1					0
67	30 56 85T3	77	1	0	0	0	1
68	<b>Grand Total</b>	<b>7229</b>	<b>161</b>	<b>81</b>	<b>65</b>	<b>24</b>	<b>331</b>

PUC 2-17  
**System Capacity & Performance**

Request:

Referencing Attachment 3 – 5 Year Budget with Details (page 3), line 7: the FY26 forecast (c) is below the approved budget (d). Why is the blanket increasing in FY 2027?

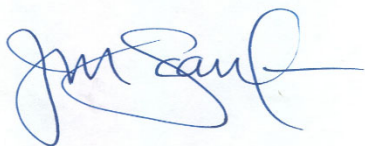
Response:

The Company sets its System Capacity & Performance Blanket budget based on historical trends and work that has been identified already as of the time it files its proposal with the Division. The Company has recently identified additional work in the FY 2026 portfolio which will bring its forecast for the current year equal to the budget of \$3.6 million. For FY 2027, the Company has identified additional work for the Load Relief Blanket which, taken together with assumptions regarding expected inflation, results in the proposed value of \$3.9 million.

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

March 3, 2026

Date

**Docket No. 25-54-EL – RI Energy’s Electric ISR Plan FY 2027  
Service List as of 1/21/2026**

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