

November 6, 2015

BY HAND DELIVERY AND ELECTRONIC MAIL

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

**RE: Docket 4539 - Electric Infrastructure, Safety, and Reliability Plan
Quarterly Update – Second Quarter Ending September 30, 2015**

Dear Ms. Massaro:

On behalf of National Grid, I have enclosed ten copies of the Company's fiscal year (FY) 2016 Electric Infrastructure, Safety, and Reliability (ISR) Plan quarterly update for the second quarter ending September 30, 2015. Pursuant to the provisions of the approved FY 2016 Electric ISR Plan, the Company committed to providing quarterly updates on the progress of its Electric ISR 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 781-907-2121.

Very truly yours,



Raquel J. Webster

Enclosures

cc: Docket 4539 Service List
Leo Wold, Esq.
Steve Scialabba
James Lanni
Al Contente

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.

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

Bcj Ya VV*, 2015
Date

Docket No. 4539 National Grid's FY 2016 Electric Infrastructure, Safety and Reliability Plan - Service List as of 2/27/15

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Electric Infrastructure, Safety, and Reliability Plan

FY 2016 Quarterly Update

Second Quarter Ending September 30, 2015

EXECUTIVE SUMMARY

For the second quarter of fiscal year 2016 (FY 2016), the Company¹ spent \$39.8 million for capital investment projects against a FY 2016 year-to-date budget of \$35.1 million. Overall, spending for FY 2016 through the second quarter was \$4.7 million over-budget. This \$4.7 million over-budget variance was primarily driven by a \$5.6 million over-budget variance in the Non-Discretionary Sub-category. The Discretionary Sub-category was \$0.8 million under-budget. The Company currently anticipates that the overall capital spend for the fiscal year will be \$81.6 million, which is approximately \$8.3 million over the annual approved budget of \$73.3 million. Each of these sub-categories is addressed in more detail below.

I. FY 2016 Capital Spending by Key Driver Category

1. Non-Discretionary Spending

a. Customer Request/Public Requirement - \$1.1 million over-budget variance year-to-date

Capital spending through the second quarter of FY 2016 in the Customer Request/Public Requirement category (*previously called the Statutory/Regulatory category*) was \$9.6 million, which was approximately \$1.1 million over the FY 2016 year-to-date budget of \$8.4 million. This variance was driven primarily by the following over-budget projects:

- Capital spending through the second quarter of FY 2016 on the New Business Residential and Commercial blankets and specific projects was \$5.4 million, which was approximately \$1.4 million over the FY 2016 year-to-date budget of \$4.0 million. This variance was due primarily to construction on projects for which customer reimbursements were received in FY 2015, as well as fewer than expected reimbursements collected in FY 2016 year-to-date.

¹ The Narragansett Electric Company d/b/a National Grid (National Grid or the Company).

- Capital spending through the second quarter of FY 2016 on the Meter Purchasing blanket was \$1.4 million, which was approximately \$1.0 million over the FY 2016 year-to-date budget of \$0.5 million due to an accounting adjustment in April 2015 that reversed a credit unrelated to the blanket that was incorrectly applied in March 2015. These charges were correctly applied to the capital overheads project located in the Non-Infrastructure category.

Among the major projects in this category, offsetting these over-spending projects were the following under-budget projects:

- Capital spending through the second quarter of FY 2016 on the Transformer Purchase blanket was \$0.4 million, which was approximately \$1.0 million under the FY 2016 year-to-date budget of \$1.4 million. Inventory purchases from FY 2015 were sufficient to meet most of the FY 2016 year-to-date demand.
- Capital spending through the second quarter of FY 2016 on the Street Light blanket was \$0.1 million, which was approximately \$0.3 million under the FY 2016 year-to-date budget of \$0.4 million. As the Company continues to decrease its street light assets, capital spending on this blanket will continue to decrease over time.

Overall, for FY 2016, capital spending for the Customer Request/Public Requirement category is forecasted to be \$16.5 million, which is approximately \$0.8 million over the annual approved budget of \$15.6 million. This variance is primarily driven by over-budget year-end forecasts for the Nasonville 127W41 New Customer Load project, the aforementioned Meter Purchasing adjustment, and the New Business Residential and Commercial blankets and specific projects. These over-budget year-end forecasted projects are partially offset by an under-budget year-end forecast on the LNG Terminal Road Providence project, which is expected to receive a significant customer contribution in aid of construction (CIAC) during FY 2016 and prior to construction commencing, and the aforementioned lower than budgeted transformer purchases for FY 2016.

b. Damage/Failure - \$4.4 million over-budget variance year-to-date

Capital spending through the second quarter of FY 2016 in the Damage/Failure category was \$10.0 million, which was approximately \$4.4 million over the FY 2016 year-to-date budget of \$5.6 million. This variance was primarily driven by the following over-budget projects:

- Capital spending through the second quarter of FY 2016 on the Storm Capital Confirming program was \$3.0 million, which was approximately \$2.5 million over the FY 2016 year-to-date budget of \$0.5 million. This increase in spending was primarily due to the severe August 4th microburst storm.
- Capital spending through the second quarter of FY 2016 on the Damage Failure blanket was \$6.6 million, which was approximately \$2.4 million over the FY 2016 year-to-date budget of \$4.3 million. An increased identification of work by the local Operations department resulted in additional investment needed for FY 2016.

Overall, for FY 2016, capital spending for the Damage/Failure category is forecasted to be \$17.9 million, which is approximately \$6.8 million over the annual approved budget of \$11.2 million. This variance is primarily driven by over-budget year-end forecasts for the Damage Failure blanket and the monthly capital confirming and storm program.

Finally, as noted above and as shown in Attachment A, capital spending through the second quarter of FY 2016 in the Non-Discretionary Sub-category was \$19.6 million, which was approximately \$5.6 million over the FY 2016 year-to-date budget of \$14.0 million. At this time, capital spending is forecasted to be \$34.4 million, which is approximately \$7.6 million over the annual approved budget of \$26.8 million.

2. Discretionary Spending

a. Asset Condition - \$0.6 million over-budget variance year-to-date

Capital spending through the second quarter of FY 2016 in the Asset Condition category was \$12.3 million, which was approximately \$0.6 million over the FY 2016 year-to-date budget of \$11.7 million. This variance was driven primarily by the following over-budget projects:

- Capital spending through the second quarter of FY 2016 on the South Street Indoor Substation Replacement project was \$2.7 million, which was approximately \$1.3 million over the FY 2016 year-to-date budget of \$1.4 million. This increase in spending was due to payments made to the vendor performing the engineering and design activities, which was in line with the contract amount.
- Capital spending through the second quarter of FY 2016 on the Underground Cable Replacement program was \$0.9 million, which was approximately \$1.3 million over the FY 2016 year-to-date budget. The Company has accelerated projects in this category, many of which were originally budgeted for the second half of the fiscal year.

- Capital spending through the second quarter of FY 2016 on the Relay Replacement Strategy was \$1.0 million, which was approximately \$0.6 million over the FY 2016 year-to-date budget of \$0.4 million. This was primarily due to a higher than anticipated labor costs to complete construction at the Valley 102 substation.

Among the major projects in this category, offsetting these over-spending projects were the following under-budget projects:

- Capital spending through the second quarter of FY 2016 on the Injection Replacement Underground Residential Development (IRURD) portfolio was \$0.3 million, which was approximately \$1.5 million under the FY 2016 year-to-date budget of \$1.8 million. The construction for Maplewood Drive project was delayed until October and is expected to be completed by the end of the year. The Wionkheige Drive replacement project has been deferred until FY 2017, and the Wethersfield Commons project was advanced, but construction will not start until the third quarter of FY 2016.
- Capital spending through the second quarter of FY 2016 on four Metal Clad Substation Retirement distribution line projects (Hyde Avenue, Daggett Avenue, Southeast, and Front Street) was \$0.5 million, which was approximately \$1.1 million under their combined year-to-date budget of \$1.5 million. Construction on Hyde Avenue and Southeast was delayed to accommodate additional design requirements that were needed to address the asset condition of pole plant in the conversion area that were identified by Operations. Construction on Hyde Avenue began in the second quarter of FY 2016, and construction on Southeast is expected in the third quarter of FY 2016. The Daggett Avenue project, which has also had additional pole plant scope added to the project, is expected to start later in FY 2016. Engineering and design for Front Street was deferred until FY 2017 to achieve an overall year-end Discretionary portfolio forecast that is approximate to the FY 2016 ISR budget.

Overall, for FY 2016, capital spending for the Asset Condition category is forecasted to be \$29.9 million, which is approximately \$5.8 million over the annual approved budget of \$24.1 million. This variance is primarily driven by a \$2.5 million over-budget year-end forecast on the South Street project that accounts for an aggressive schedule to deliver key preliminary engineering and procurement activities in FY 2016. Also, higher than budgeted forecasts on the Metal Clad Substation Retirement projects due to the aforementioned scope increase, and the acceleration of the underground cable replacement program, have contributed to this over-budget year-end forecast. These over-budget year-end forecasts will be partially offset by other Asset Condition projects, such as the Arc Flash program, the Hope and Westerly Flood Mitigation projects, and the Lafayette and West Cranston substation transformer replacements, as well as several

System Capacity & Performance projects, which are detailed below, in order to achieve an overall year-end discretionary portfolio forecast that is approximate to the \$46.5 million FY 2016 ISR discretionary budget.

b. Non-Infrastructure – \$0.03 million under-budget variance year-to-date

Through the second quarter of FY 2016, the Non-Infrastructure category capital spending was approximate to budget and is expected to be approximate to budget at fiscal year-end.

c. System Capacity and Performance - \$1.4 million under-budget variance year-to-date

Capital spending through the second quarter of FY 2016 for the System Capacity and Performance category was \$7.9 million, which was approximately \$1.4 million under the FY 2016 year-to-date budget of \$9.3 million. This variance was primarily driven by the following under-budget projects:

- Capital spending through the second quarter of FY 2016 on the Chase Hill, New Highland Drive, New London, Newport/Jepson Substation, and Kent County projects was \$1.7 million, which was approximately \$4.2 million under their combined FY 2016 year-to-date budget of \$5.9 million. Although engineering and some limited construction will commence on these projects in FY 2016, significant portions of the work were delayed into future fiscal years to offset over-budget spending in the Asset Condition, as well as other System Capacity & Performance projects that are detailed below. This was done to achieve an overall year-end Discretionary portfolio forecast that is approximate to the \$46.5 million FY 2016 ISR discretionary budget.

Among the major projects in this category, offsetting these under-spending projects were the following over-budget projects:

- Capital spending through the second quarter of FY 2016 on the Kilvert Street New Feeder, Clarke Street Feeder Upgrade, and the Johnston Substation Expansion projects was \$2.1 million, which was approximately \$1.2 million over their combined FY 2016 year-to-date budget of \$0.9 million. In FY 2015, these projects had been partially delayed into FY 2016 to achieve an overall year-end Discretionary portfolio spend that was approximate to the FY 2015 ISR budget.
- Capital spending through the second quarter of FY 2016 on the emergent, unbudgeted Clarkson 13F10 Feeder Position project is \$0.4 million. This distribution line project connects to an existing, unutilized distribution feeder to provide load relief to other Clarkson #13 distribution feeders.

- Capital spending through the second quarter of FY 2016 on the Quonset Substation Expansion project was \$0.5 million, which was approximately \$0.3 million over the FY 2016 year-to-date budget of \$0.2 million. This project has been accelerated in FY 2016.

Overall, for FY 2016, capital spending for the System Capacity and Performance category is forecasted to be \$17.1 million, which is approximately \$5.1 million under the annual approved budget of \$22.1 million. This variance is primarily driven by the aforementioned delays to the Chase Hill Substation, New Highland Drive Substation, Kent County, Newport/Jepson Substation, and New London Avenue projects. Although engineering and some limited construction will commence on these projects in FY 2016, significant portions of the work was delayed into future fiscal years to achieve an overall year-end Discretionary portfolio forecast that is approximate to the \$46.5 million FY 2016 ISR discretionary budget.

Finally, as noted above and as shown in Attachment A, capital spending through the second quarter of FY 2016 in the Discretionary Sub-category was \$20.2 million, which was approximately \$0.8 million under the year-to-date budget of \$21.1 million. At this time, capital spending is forecasted to be \$47.2 million, which is approximately \$0.7 million over the annual approved budget of \$46.5 million. The Company has strived to manage both over and under spending on projects to and overall \$46.5 million discretionary portfolio forecast; however, the Company anticipates some over spend due to the advancement and acceleration of engineering, design, and procurement activities on the South Street project, which is not anticipated to be in-service and placed into rate base until at least FY 2018.

In Docket No. 4473, the Rhode Island Public Utilities Commission (PUC) ordered the Company to include in the FY 2016 Electric ISR Plan filing a proposal to identify and report in quarterly and annual reconciliation filings the projects that exceeded or were under the fiscal year-to-date and fiscal year-end budgets by ten percent (10%).² For the identified projects, the Company would note whether variances were due to the project being accelerated or delayed or whether the variances were due to an increase or decrease in total project cost. The Company agreed to provide in the quarterly reports explanations for the portfolio of large projects³ with variances exceeding \$0.1 million. These projects represent approximately \$25.4 million of the FY 2016 budget. This information is shown in Attachment E.

² Docket No. 4473 Order No. 21559 at p. 25.

³ Large projects are defined as exceeding \$1.0 million in total project cost.

3. Investment Placed in Service

Overall, \$29.3 million was placed in service through the second quarter of FY 2016. At this time, the Company estimates that it will place \$72.9 million of plant-in-service in FY 2016. The non-discretionary sub-category year-end forecast of \$33.7 million is approximately \$5.8 million above the original FY 2016 Electric ISR Plan planned amount of \$27.9 million. The Discretionary Sub-category year-end forecast of \$39.2 million is approximately \$10.3 million under the original FY 2016 Electric ISR Plan planned amount of \$49.6 million. This variance is due primarily to the timing of large substation projects that will be placed into service after FY 2016. Overall, the current plant-in-service forecast of \$72.9 million is approximately \$4.6 million below the original FY 2016 Electric ISR Plan planned amount of \$77.5 million. This represents a 6.3% forecasted decrease from the original budget. Details by spending rationale are included in Attachment B.

4. Vegetation Management

Through the second quarter of FY 2016, the Company completed 41% of its annual distribution mileage cycle pruning goal of 1,232 miles. This represented an associated spend of 31% of the FY 2016 budget for the cycle pruning program. As previously noted in the FY 2016 First Quarter Report, the costs for this program typically lag behind the work performed. The variance is driven by cycle pruning bids, which were significantly higher than previous years. The Company's police detail costs are in line with what is expected for the fiscal year.

Attachment C provides the FY 2016 spending for all components in the Vegetation Management category.

5. Inspection and Maintenance (I&M)

Through the second quarter of FY 2016, the Company completed 60% of its annual structure inspection goal of 49,670. This represented an associated spend of 14% of the total I&M budget. The Company expects that the I&M forecast at year-end will be \$2.1 million, which is \$1.2 million below the annual approved budget of \$3.3 million. The year-to-date and year-end under budget variances are driven by the Opex Related to Capex subcategory, which will not be fully required to achieve the capital component of the I&M program. The Repairs and Inspection Related Costs subcategory forecast includes the FY 2016 mobile elevated voltage testing and repairs, which the PUC approved in Docket No. 4237. Attachment D provides the FY 2016 spending for all components in the I&M category.

The Company began performing inspections on its overhead distribution system in FY 2011, and, in FY 2012, began performing the repairs based on those inspections. The Company categorizes the deficiencies found as Level I, II, or III, and repairs Level I deficiencies either immediately or within approximately one week of the inspection. The Company bundles Level II and III work for planned replacement. At this time, the Company has completed repairs reported for approximately 30% of the deficiencies found. Total deficiencies found and repairs made to date are shown in the table below.

Summary of Deficiencies and Repair Activities RI Distribution				
Year Inspection Performed	Priority Level/Repair Expected	Deficiencies Found (Total)	Repaired as of 09/30/15	Not Repaired as of 09/30/15
FY 2011	I	19	19	0
	II	13,147	12,589	558
	III	38	9	29
FY 2012	I	20	20	0
	II	15,870	14,941	929
	III	668	525	143
FY 2013	I	17	17	0
	II	26,885	8,666	18,219
	III	9,059	1,710	7,349
FY 2014	I	11	11	0
	II	23,196	980	22,216
	III	8,777	316	8,461
FY 2015	I	5	5	0
	II	21,554	6	21,548
	III	4,397	2	4,395
FY 2016	I	1	1	0
	II	7,244	0	7,244
	III	3,158	0	3,158
Total Since Program Inception	I, II, III	134,066	39,817	94,249

As shown in the table below, results of the Company’s manual elevated voltage testing for FY 2016 have not indicated any instances of elevated voltages found through either overhead or manual elevated voltage inspections.

Manual Elevated Voltage Testing				
	Total System Units Requiring Testing	FY 2016 Units Completed thru 09/30/15	Units with Voltage Found (>1.0v)	Percent of Units Tested with Voltage (>1.0v)
Distribution Facilities	262,359	29,250	0	0.00%
Underground Facilities	13,870	2,540	0	0.00%
Street Lights	5,884	0	0	0.00%

*The Rhode Island Street Light Elevated Voltage Testing Program moved from a five-year to a three-year program. The Company achieved a 100% completion rate in FY 2014. The new three-year cycle began again in FY 2015.

Attachment A
US Electricity Distribution - Rhode Island
Capital Spend by Spending Rationale
FY 2016 through September 30, 2015
(\$000)

	FYTD			FY 2016 Total		
	Budget	Actual	Variance	Budget	Forecast	Variance
Customer Request/Public Requirement	\$8,409	\$9,550	\$1,141	\$15,647	\$16,487	\$840
Damage Failure	\$5,577	\$10,022	\$4,445	\$11,177	\$17,932	\$6,755
<i>Subtotal Non-Discretionary</i>	<i>\$13,986</i>	<i>\$19,572</i>	<i>\$5,585</i>	<i>\$26,824</i>	<i>\$34,419</i>	<i>\$7,595</i>
Asset Condition	\$11,672	\$12,261	\$588	\$24,053	\$29,851	\$5,798
Non-Infrastructure	\$136	\$106	(\$31)	\$275	\$285	\$10
System Capacity & Performance	\$9,269	\$7,865	(\$1,404)	\$22,148	\$17,072	(\$5,076)
<i>Subtotal Discretionary</i>	<i>\$21,078</i>	<i>\$20,232</i>	<i>(\$846)</i>	<i>\$46,476</i>	<i>\$46,975</i>	<i>\$732</i>
Total Capital Investment in Systems	\$35,064	\$39,803	\$4,739	\$73,300	\$81,627	\$8,327

* () denotes an underspend for the period

Attachment B
US Electricity Distribution - Rhode Island
Plant Additions by Spending Rationale
FY 2016 through September 30, 2015
(\$000)

	FY 2016 Annual ISR Forecast	FYTD Actual in Service	FY 2016 Year-end Forecast	% of FY 2016 Year-end Forecast Placed in Service
Customer Request/Public Requirement	\$16,611	\$8,954	\$17,719	51%
Damage Failure	\$11,299	\$7,786	\$15,947	49%
<i>Subtotal Non-Discretionary</i>	<i>\$27,910</i>	<i>\$16,740</i>	<i>\$33,666</i>	<i>50%</i>
Asset Condition	\$25,354	\$8,220	\$19,166	43%
Non-Infrastructure	\$277	\$0	\$58	0%
System Capacity & Performance	\$23,934	\$4,349	\$20,015	22%
<i>Subtotal Discretionary</i>	<i>\$49,565</i>	<i>\$12,569</i>	<i>\$39,239</i>	<i>32%</i>
Total Capital Investment in Systems	\$77,475	\$29,309	\$72,905	40%

* () denotes an underspend for the period

Attachment C
US Electricity Distribution - Rhode Island
O&M Vegetation Management
Expenditures
FY 2016 through September 30, 2015
(\$000)

	FY 2016 Annual ISR Budget	FYTD Actual Spend	FY 2016 Year- end Forecast	FYTD % Spend
Cycle Pruning (Base)	\$5,414	\$1,680	\$5,414	31%
Hazard Tree	\$1,000	\$262	\$1,000	26%
Sub-T (on & off road)	\$220	\$40	\$220	18%
Police/Flagman Details	\$750	\$271	\$750	36%
Core Crew (all other activities)	\$1,500	\$577	\$1,500	38%
Total Vegetation Management	\$8,884	\$2,830	\$8,884	32%

	FY 2016 Goal	FYTD Goal	FYTD Complete	FYTD % Complete	FY 2016 % Complete
Distribution Mileage Trimming	1,232	616	501	81%	41%

* () denotes an underspend for the period

Attachment D
US Electricity Distribution - Rhode Island
Inspection and Maintenance Program Progress Update
FY 2016 through September 30, 2015
(\$000)

	FY 2016 Annual ISR Budget	FYTD Actual Spend	Current FY 2016 Year End Forecast	FYTD % Spend	
Opex Related to Capex	\$1,885	\$318	\$677	17%	
Repair & Inspections Related Costs	\$1,423	\$143	\$1,423	10%	
System Planning & Protection Coordination Study	\$25	\$13	\$25	52%	
Total Operation & Maintenance Expense	\$3,333	\$474	\$2,125	14%	
	FY 2016 Goal	FYTD Goal	FYTD Complete	FYTD % Complete	FY 2016 % Complete
RI Distribution Overhead Structures Inspected	49,670	24,834	29,609	119%	60%

* () denotes an underspend for the period

Attachment E
US Electricity Distribution - Rhode Island
Project Variance Report
FY 2016 through September 30, 2015
(\$000)

Project Description	Project Funding Numbers	FYTD			FY 2016 Total			Variance Cause
		Budget	Actual	Variance	Budget	Forecast	Variance	
Nasonville 127W41 New Customer Load	C049981	\$553	\$310	(\$243)	\$553	\$1,676	\$1,123	In-year schedules, but overall project costs have increased.
Chase Hill Substation	C024175, C024176	\$2,236	\$1,038	(\$1,198)	\$4,900	\$2,824	(\$2,076)	Project partially delayed into FY 2017 and FY 2018.
Johnston Substation Expansion	C028884, C033535, C034002, C036072	\$0	\$336	\$336	\$0	\$342	\$342	Increased costs.
Kilvert Street #87 Upgrades	C036516, C036522	\$678	\$716	\$39	\$1,100	\$2,767	\$1,667	Project delayed from FY 2015 into FY 2016.
Clarke Street Upgrades	C046831, C046832	\$218	\$1,051	\$833	\$250	\$1,532	\$1,282	Project delayed from FY 2015 into FY 2016.
Quonset Substation Expansion	C053646, C053647	\$209	\$545	\$336	\$480	\$1,867	\$1,387	Project accelerated.
New Highland Drive Substation	CD00972, CD00978	\$1,200	(\$480)	(\$1,680)	\$1,200	(\$480)	(\$1,680)	Substation is complete, but final d-line project delayed into FY 2018.
Kent County 2nd Transformer	CD01101, CD01104	\$624	\$67	(\$557)	\$1,200	\$189	(\$1,011)	Project delayed into FY 2017.
South Street Substation Replacement	C051212, C051213	\$1,358	\$2,710	\$1,352	\$4,540	\$7,079	\$2,539	Project accelerated. Overall project costs increased.

Volt/Var Pilot Program	C046352, C052708, C053111	\$996	\$1,234	\$238	\$1,464	\$1,599	\$135	In year project acceleration.
New London Avenue Substation	C028920, C028921	\$1,407	\$582	(\$825)	\$6,800	\$832	(\$5,968)	Project partially delayed into FY 2017 and FY 2018.
Westerly Flood Restoration	C055215, C036527	\$326	\$0	(\$326)	\$650	\$0	(\$650)	Project delayed to FY 2018.
Hope Substation Flood Restoration	C046697	\$200	\$142	(\$58)	\$612	\$152	(\$460)	Project partially delayed into FY 2017 and FY 2018.
Metal Clad Substation Retirements (Hyde Ave., Daggett Ave., Southeast, and Front St.)	C049910, C050006, C050017, C050778, C051200	\$1,530	\$448	(\$1,082)	\$1,600	\$3,345	\$1,745	In-year project delays and overall increase in costs, except Front St which was delayed until FY 2017.
LNG Plant Terminal Road Providence	C051203, C051204	\$41	\$14	(\$27)	\$60	(\$1,947)	(\$2,007)	Year-end costs include CIAC from customer, project is still being accelerated.
		\$11,576	\$8,714	(\$2,863)	\$25,409	\$21,777	(\$3,632)	

* () denotes an underspend for the period