

February 17, 2016

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 – Third Quarter Ending December 31, 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 third quarter ending December 31, 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

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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

Third Quarter Ending December 31, 2015

EXECUTIVE SUMMARY

For the third quarter of fiscal year 2016 (FY 2016), the Company¹ spent \$55.4 million for capital investment projects against a FY 2016 year-to-date budget of \$55.4 million. Overall, spending for FY 2016 through the third quarter was on budget. The Non-Discretionary category was \$4.6 million over-budget, and the Discretionary category was \$4.5 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. This year-end variance is driven primarily by the Non-Discretionary category. Each category is addressed in more detail below.

During the development of the FY 2017 Electric ISR Plan, the Company agreed with the Division's request to provide more detail on capital spending in the Damage/Failure category. Particularly, the information would include work type, location, and, where applicable, Level 1 Inspections and Maintenance (I&M) repairs completed with Damage/Failure funding. Underlying data would be provided to the Division in an executable Excel file. The Company has included additional detail on Level 1 I&M repairs in Section 5 of this report. The Company's first attempt at creating a data set that accommodates this request is included in this quarterly filing and is also summarized in Attachment F. The Excel file contains raw data captured in the Company's financial, asset, and work management systems. Since this is the Company's first time including additional detail on capital spending in the Damage/Failure category, the Company expects that the current format of the information provided in Attachment F will evolve.

I. FY 2016 Capital Spending by Key Driver Category

1. Non-Discretionary Spending

a. Customer Request/Public Requirement - \$0.5 million over-budget variance year-to-date

Capital spending through the third quarter of FY 2016 in the Customer Request/Public Requirement category (*previously called the Statutory/Regulatory category*) was \$12.9

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

million, which was approximately \$0.5 million over the FY 2016 year-to-date budget of \$12.4 million. This variance was driven primarily by the following over-budget projects:

- Capital spending through the third quarter of FY 2016 on the New Business Residential and Commercial blankets was \$6.6 million, which was approximately \$1.5 million over the FY 2016 year-to-date budget of \$5.1 million. Relative to FY 2014 and FY 2015, the labor required to connect customers has been higher than expected through the first three quarters of FY 2016, while total reimbursements collected have been approximate. Since reimbursements are not offsetting the increase in labor costs, the overall capital spending is higher than prior years. Net third-party billing payments for pole installations are also higher by approximately \$0.2 million. These combined blankets are expected to be \$2.0 million over-budget at year-end due to the aforementioned causes.
- Capital spending through the third quarter of FY 2016 on the Meter Purchasing blanket was \$1.6 million, which was approximately \$0.8 million over the FY 2016 year-to-date budget of \$0.8 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. The year-end forecast is expected to be over-budget by the same amount, \$0.8 million.

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

- Capital spending through the third quarter of FY 2016 on the Transformer Purchase blanket was \$1.1 million, which was approximately \$1.1 million under the FY 2016 year-to-date budget of \$2.2 million. Inventory purchases from FY 2015 have supplemented FY 2016 demand and, as a result, the year-end forecast is expected to be \$1.5 million under-budget.
- Capital spending through the third quarter of FY 2016 on specific projects for Public Requirements, particularly those related to Rhode Island Department of Transportation (RIDOT) projects, was approximately \$0.8 million under the FY 2016 year-to-date budget of \$1.0 million. Several projects budgeted in FY 2016 have been delayed by RIDOT. In addition, the Company has collected reimbursements, which have further driven this category under-budget, from both prior-year DOT projects and other public requirements projects that will be constructed in FY 2017.

Overall, for FY 2016, capital spending for the Customer Request/Public Requirement category is forecasted to be \$17.1 million, which is approximately \$1.5 million over the

annual approved budget of \$15.6 million. This variance is primarily driven by blanket-level spending on New Business Residential and Commercial projects. The overall portfolio of specific projects for both New Business and Public Requirements is expected to be approximate to budget.

b. Damage/Failure - \$4.1 million over-budget variance year-to-date

Capital spending through the third quarter of FY 2016 in the Damage/Failure category was \$12.4 million, which was approximately \$4.1 million over the FY 2016 year-to-date budget of \$8.4 million. This variance was primarily driven by the following over-budget projects:

- Capital spending through the third quarter of FY 2016 on the Storm Capital Confirming program was \$3.0 million, which was approximately \$2.3 million over the FY 2016 year-to-date budget of \$0.8 million. This variance was primarily due to the severe microburst storm on August 4, 2015. The year-end forecast is expected to be over-budget by the same amount, \$2.3 million.
- Capital spending through the third quarter of FY 2016 on the Damage Failure blanket was \$8.9 million, which was approximately \$2.5 million over the FY 2016 year-to-date budget of \$6.4 million. The Company's Operations department completes work to address damaged and/or failed equipment on an as needed basis, often in response to customer outages (refer to Attachment F for additional detail). Based on the current year-to-date trend, the Company expects the FY 2016 year-end budget to exceed the fiscal year budget by \$3.7 million.

Overall, for FY 2016, capital spending for the Damage/Failure category is forecasted to be \$16.7 million, which is approximately \$5.5 million over the annual approved budget of \$11.2 million. This variance is primarily driven by the two aforementioned reasons.

Finally, as noted above and as shown in Attachment A, capital spending through the third quarter of FY 2016 in the Non-Discretionary Sub-category was \$25.3 million, which was approximately \$4.6 million over the FY 2016 year-to-date budget of \$20.8 million. At this time, capital spending is forecasted to be \$33.8 million, which is approximately \$6.9 million over the annual approved budget of \$26.8 million.

2. Discretionary Spending

At the onset of FY 2016, the Company recognized that carry-over work from FY 2015, the South Street project, and the other discretionary projects budgeted in FY 2016, would result in capital spending that greatly exceeded the FY 2016 ISR discretionary budget of \$46.5 million. Therefore, using an approach that considered asset risk, project maturity, and resource availability, the Company selected projects, investigated options to delay projects and scale-

down programs. Project schedules, particularly within the System Capacity & Performance category, were either entirely delayed into future fiscal years or stretched to reduce the FY 2016 capital spending (refer to Attachment E for additional detail). Monthly performance was then closely monitored and, as needed, additional portfolio calibration was made throughout the fiscal year. As a result of these Portfolio Management decisions, several large multi-year projects are under-budget in FY 2016.

a. Asset Condition - \$0.5 million under-budget variance year-to-date

Capital spending through the third quarter of FY 2016 in the Asset Condition category was \$17.6 million, which was approximately \$0.5 million under the FY 2016 year-to-date budget of \$18.1 million. This variance was driven primarily by the following over-budget projects:

- Capital spending through the third quarter of FY 2016 on the South Street Indoor Substation Replacement project was \$3.9 million, which was approximately \$1.1 million over the FY 2016 year-to-date budget of \$2.8 million. The payments for engineering and design activities that have been made throughout FY 2016, which are based on a schedule for the contract that was awarded to the vendor in early FY 2016, require funding that will exceed the FY 2016 budget. This budget was developed prior to awarding the contract. The Company has chosen to advance work per the contract schedule and expects the year-end forecast to be \$2.5 million over the fiscal year-end budget of \$4.6 million.
- Capital spending through the third quarter of FY 2016 on the Underground Cable Replacement program was \$1.4 million, which was approximately \$1.1 million over the FY 2016 year-to-date budget of \$0.3 million. An over-budget variance on the 1111 UG Cable Replacement project of \$0.4 million was primarily driven by a new \$1.1 million final design estimate that was done in May 2015. The remaining over-budget variance was due to the timing of project construction completed versus the expected monthly budgets, which were set prior to the fiscal year. Most work was originally expected to occur in the second half of FY 2016, which has resulted in a low year-to-date budget. Regardless, the Company has advanced projects in this portfolio and expects to exceed the year-end budget by \$1.4 million.
- Capital spending through the third quarter of FY 2016 on the Relay Replacement Strategy was \$1.0 million, which was approximately \$0.5 million over the FY 2016 year-to-date budget of \$0.5 million. This was primarily due to 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:

- Several projects and programs were delayed/scaled-down due to Portfolio Management decisions. The I&M program was scaled-down and, as a result, was approximately \$1.6 million under the year-to-date budget of \$5.0 million and is expected to be \$1.9 million under-budget at fiscal year-end. Projects for Westerly and Hope substations, the Arc Flash program, metal clad retirement projects for Front Street and Southeast substation, and substation transformer replacements at Lafayette and West Cranston substations were all completely delayed into FY 2017 and beyond. Their combined year-to-date and year-end under-budget variances are \$2.1 million and \$2.7 million respectively.

Overall, for FY 2016, capital spending for the Asset Condition category is forecasted to be \$28.3 million, which is approximately \$4.2 million over the annual approved budget of \$24.1 million. This variance is primarily driven by a \$2.4 million over-budget year-end forecast on the South Street project, which is required to achieve an aggressive schedule that delivers key preliminary engineering and procurement activities in FY 2016. Scope increases to address overhead line asset condition on the Daggett Avenue and Hyde Avenue Metal Clad Substation Retirement projects and the acceleration of the Underground Cable Replacement program also contribute to the Asset Condition category over-budget year-end forecast. As previously mentioned, Portfolio Management decisions to delay other Asset Condition work resulted in underspend that partially offset the aforementioned over-budget variances.

b. Non-Infrastructure – \$0.2 million over-budget variance year-to-date

Capital spending through the third quarter of FY 2016 for the Non-Infrastructure category was \$0.4 million, which was approximately \$0.2 million over the FY 2016 year-to-date budget of \$0.2 million. The Non-Infrastructure category is expected to be approximate to budget at fiscal year-end.

c. System Capacity and Performance - \$4.2 million under-budget variance year-to-date

Capital spending through the third quarter of FY 2016 for the System Capacity and Performance category was \$12.1 million, which was approximately \$4.2 million under the FY 2016 year-to-date budget of \$16.3 million. This variance was primarily driven by the following under-budget projects:

- Several projects and programs were delayed/scaled-down due to Portfolio Management decisions. Capital spending through the third quarter of FY 2016 on the multi-year substation expansion projects at Chase Hill, New Highland Drive, New London, and Kent County was \$2.6 million, which was approximately \$7.4 million under their combined FY 2016 year-to-date budget of \$10.1 million. Although some engineering, procurement, and construction has commenced in FY 2016, significant

portions of work have been delayed into future fiscal years. The combined capital spending on these projects will result in a year-end under-budget variance of \$10.0 million.

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

- Capital spending through the third quarter of FY 2016 on the Kilvert Street New Feeder, Clarke Street Feeder Upgrade, and the Johnston Substation Expansion projects was \$3.1 million, which was approximately \$1.9 million over their combined FY 2016 year-to-date budget of \$1.2 million. In FY 2015, these projects had been partially delayed by the Company into FY 2016 to achieve spending that was approximate to the FY 2015 ISR discretionary budget. These projects are expected to be a combined \$2.8 million over-budget at fiscal year-end.
- Capital spending through the third quarter on the Volt/Var project was \$1.8 million, which was approximately \$0.5 million over the FY 2016 year-to-date budget of \$1.3 million. The project is expected to be \$1.0 million over-budget at fiscal year-end. During the pilot implementation and construction, the complexities of commissioning the equipment and the communications network have been greater than expected. This has resulted in an increase in overall project cost.
- Capital spending through the third quarter of FY 2016 on the emergent, unbudgeted Clarkson 13F10 Feeder Position project is \$0.5 million. This distribution line project provides load relief to other Clarkson #13 distribution feeders by utilizing an existing substation feeder position. Work is complete and the year-end variance will be approximate to the current year-to-date variance.
- Capital spending through the third quarter of FY 2016 on the Quonset Substation Expansion project was \$0.7 million, which was approximately \$0.4 million over the FY 2016 year-to-date budget of \$0.3 million. This project has been accelerated in FY 2016 and as a result, the fiscal year-end variance is expected to be \$1.4 million over-budget.

Overall, for FY 2016, capital spending for the System Capacity and Performance category is forecasted to be \$19.2 million, which is approximately \$3.0 million under the annual approved budget of \$22.1 million.

Finally, as noted above and as shown in Attachment A, capital spending through the third quarter of FY 2016 in the Discretionary Sub-category was \$30.1 million, which was approximately \$4.5 million under the year-to-date budget of \$34.6 million. The Company expects an increase work in the fourth quarter and capital spending is forecasted to be

\$47.8 million, which is approximately \$1.4 million over the annual approved budget of \$46.5 million. The Company has strived to manage both over and under-budget spending on projects to achieve an overall \$46.5 million discretionary portfolio forecast; however, the Company anticipates some over-budget spending 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 until FY 2018 and therefore does not impact FY 2016 rate base.

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 \$27.7 million of the FY 2016 budget. This information is shown in Attachment E.

3. Investment Placed in Service

Overall, \$52.3 million of investment was placed in service through the third quarter of FY 2016. At this time, the Company estimates that it will place \$72.6 million of plant-in-service in FY 2016, which is approximately \$4.9 million below the original FY 2016 Electric ISR Plan planned amount of \$77.5 million. This represents a 6.7% forecasted decrease from the original budget. Details by spending rationale are included in Attachment B.

The Non-Discretionary year-end forecast for plant additions of \$39.5 million is approximately \$11.6 million above the original FY 2016 Electric ISR Plan planned amount of \$27.9 million due to an increase in mandatory spending. However, Portfolio Management decisions that resulted in delays of large projects, such as Chase Hill, and the scaling-down of programs, such as I&M, will result in lower than expected discretionary asset additions in FY 2016. Furthermore, spend on the South Street project, which is a significant percentage of the discretionary FY 2016 year-end capital forecast, will not result in asset additions until FY 2018 and beyond. As a result, the \$33.1 million discretionary forecast for asset additions is approximately \$16.5 million under the original FY 2016 Electric ISR Plan planned amount of \$49.6 million.

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

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

4. Vegetation Management

Through the third quarter of FY 2016, the Company completed 75% of its annual distribution mileage cycle pruning goal of 1,232 miles. This represented an associated spend of 65% of the FY 2016 budget for the cycle pruning program. As previously noted in the FY 2016 Second 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 third quarter of FY 2016, the Company completed 75% of its annual structure inspection goal of 49,670. This represented an associated spend of 21% of the total I&M budget. The Company expects that the I&M forecast at year-end will be \$2.6 million, which is \$0.7 million below the annual approved budget of \$3.3 million. The year-to-date and year-end under budget variances are primarily driven by the Opex Related to Capex subcategory. The capital components, as noted in the Asset Condition variances, of the I&M program have been scaled down due to Portfolio Management decisions, resulting in lower Opex Related to Capex. 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 31% of the deficiencies found. Total deficiencies found and repairs made to date are shown in the table below. Additional detail on FY 2016 Level 1 repairs is included.

Summary of Deficiencies and Repair Activities				
RI Distribution				
Year Inspection Performed	Priority Level/Repair Expected	Deficiencies Found (Total)	Repaired as of 12/31/15	Not Repaired as of 12/31/15
FY 2011	I	18	18	0
	II	13,146	12,600	546
	III	28	0	28
FY 2012	I	17	17	0
	II	15,848	15,256	592
	III	626	491	135
FY 2013	I	15	15	0
	II	26,882	8,782	18,100
	III	9,056	1,720	7,336
FY 2014	I	11	11	0
	II	23,196	2,054	21,142
	III	8,776	1,138	7,638
FY 2015	I	5	5	0
	II	21,549	1	21,548
	III	4,391	0	4,391
FY 2016	I	2	2	0
	II	9,154	0	9,154
	III	4,506	0	4,506
Total Since Program Inception	I, II, III	137,226	42,110	95,116

FY 2016 – I&M Level 1 Deficiencies Repaired						
Year Inspection Performed	Deficiencies Found	Structure Number	Location	Description of Work Performed	Inspection Date	Repaired Date
FY 2016	1	32-8	South Rd, South Kingston RI	Secondary riser needs plastic pipe or u-shield about 2' long 3" in diameter.	4/15/2015	4/21/2015
	1	4-1	Fabien St, Woonsocket RI	Cutout tap burned.	11/24/2015	11/25/2015

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 12/31/15	Units with Voltage Found (>1.0v)	Percent of Units Tested with Voltage (>1.0v)
Distribution Facilities	262,359	38,020	0	0%
Underground Facilities	13,870	2,540	0	0%
Street Lights	5,884	1,150	0	0%

*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 December 31, 2015
(\$000)

	FYTD			FY 2016 Total		
	Budget	Actual	Variance	Budget	Forecast	Variance
Customer Request/Public Requirement	\$12,381	\$12,895	\$514	\$15,647	\$17,106	\$1,459
Damage Failure	\$8,377	\$12,439	\$4,062	\$11,177	\$16,663	\$5,486
<i>Subtotal Non-Discretionary</i>	<i>\$20,758</i>	<i>\$25,334</i>	<i>\$4,576</i>	<i>\$26,824</i>	<i>\$33,769</i>	<i>\$6,945</i>
Asset Condition	\$18,115	\$17,623	(\$492)	\$24,053	\$28,248	\$4,195
Non-Infrastructure	\$217	\$383	\$166	\$275	\$392	\$117
System Capacity & Performance	\$16,278	\$12,069	(\$4,209)	\$22,148	\$19,188	(\$2,960)
<i>Subtotal Discretionary</i>	<i>\$34,610</i>	<i>\$30,075</i>	<i>(\$4,535)</i>	<i>\$46,476</i>	<i>\$47,828</i>	<i>\$1,352</i>
Total Capital Investment in Systems	\$55,368	\$55,409	\$41	\$73,300	\$81,597	\$8,297

* () denotes an underspend for the period

Attachment B
US Electricity Distribution - Rhode Island
Plant Additions by Spending Rationale
FY 2016 through December 31, 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	\$16,335	\$21,786	75%
Damage Failure	\$11,299	\$13,423	\$17,704	76%
<i>Subtotal Non-Discretionary</i>	<i>\$27,910</i>	<i>\$29,758</i>	<i>\$39,490</i>	<i>75%</i>
Asset Condition	\$25,354	\$12,097	\$17,871	68%
Non-Infrastructure	\$277	\$0	\$0	0%
System Capacity & Performance	\$23,934	\$10,396	\$15,226	68%
<i>Subtotal Discretionary</i>	<i>\$49,565</i>	<i>\$22,493</i>	<i>\$33,097</i>	<i>68%</i>
Total Capital Investment in Systems	\$77,475	\$52,251	\$72,587	72%

* () denotes an underspend for the period

Attachment C
US Electricity Distribution - Rhode Island
O&M Vegetation Management
Expenditures
FY 2016 through December 31, 2015
(\$000)

	FY 2016 Annual ISR Budget	FYTD Actual Spend	FY 2016 Year- end Forecast	FYTD % Spend
Cycle Pruning (Base)	\$5,414	\$3,511	\$5,414	65%
Hazard Tree	\$1,000	\$458	\$1,000	46%
Sub-T (on & off road)	\$220	\$105	\$220	48%
Police/Flagman Details	\$750	\$522	\$750	70%
Core Crew (all other activities)	\$1,500	\$965	\$1,500	64%
Total Vegetation Management	\$8,884	\$5,561	\$8,884	63%

	FY 2016 Goal	FYTD Goal	FYTD Complete	FYTD % Complete	FY 2016 % Complete
Distribution Mileage Trimming	1,232	924	923	100%	75%

* () denotes an underspend for the period

Attachment D
US Electricity Distribution - Rhode Island
Inspection and Maintenance Program Progress Update
FY 2016 through December 31, 2015
(\$000)

	FY 2016 Annual ISR Budget	FYTD Actual Spend	Current FY 2016 Year End Forecast	FYTD % Spend	
Opex Related to Capex	\$1,885	\$447	\$600	24%	
Repair & Inspections Related Costs	\$1,423	\$252	\$1,271	18%	
System Planning & Protection Coordination Study	\$25	\$13	\$25	52%	
Total Operation & Maintenance Expense	\$3,333	\$712	\$1,896	21%	
	FY 2016 Goal	FYTD Goal	FYTD Complete	FYTD % Complete	FY 2016 % Complete
RI Distribution Overhead Structures Inspected	49,670	37,252	37.462	101%	75%

* () denotes an underspend for the period

Attachment E
US Electricity Distribution - Rhode Island
Project Variance Report
FY 2016 through December 31, 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	\$1,044	\$491	\$553	\$1,650	\$1,097	Project costs increased
Aquidneck Island Projects	CD00649, C024159, C015158, C028628, C054054, CD00656	\$1,103	\$1,068	(35)	\$2,050	\$2,376	\$326	Gate 2 project costs increased
Chase Hill Substation	C024175, C024176	\$3,601	\$2,291	(\$1,310)	\$4,900	\$3,409	(\$1,491)	Project partially delayed into FY 2017 and FY 2018.
Johnston Substation Expansion	C033535	\$0	\$411	\$411	\$0	\$425	\$425	Increased costs.
Kilvert Street #87 Upgrades	C036516, C036522	\$940	\$1,257	\$317	\$1,100	\$2,157	\$1,057	Project delayed from FY 2015 into FY 2016.
Clarke Street Upgrades	C046831, C046832	\$250	\$1,411	\$1,161	\$250	\$1,535	\$1,285	Project delayed from FY 2015 into FY 2016.
Quonset Substation Expansion	C053646, C053647	\$331	\$702	\$371	\$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	\$963	\$120	(\$843)	\$1,200	\$247	(\$953)	Project delayed into FY 2017.
South Street Substation Replacement	C051212, C051213	\$2,812	\$3,922	\$1,110	\$4,540	\$7,019	\$2,479	Project accelerated. Overall project costs increased.
Volt/Var Pilot Program	C046352, C052708, C053111	\$1,264	\$1,809	\$545	\$1,464	\$2,485	\$1,021	Increased costs
New London Avenue Substation	C028920, C028921	\$4,299	\$700	(\$3,599)	\$6,800	\$889	(\$5,911)	Project partially delayed into FY 2017 and FY 2018.
Westerly Flood Restoration	C055215, C036527	\$488	\$0	(\$488)	\$650	\$0	(\$650)	Project delayed to FY 2018.
Hope Substation Flood Restoration	C046697	\$532	\$150	(\$382)	\$612	\$169	(\$443)	Project partially delayed into FY 2017 and FY 2018.
Metal Clad Substation Retirements (Hyde Ave., Daggett Ave., Southeast, and Front St.)	C050778, C049910, C051274, C051200, C053658, C053657, C051273, C050006, C050017	\$1,741	\$932	(\$809)	\$1,850	\$2,445	\$595	Costs increase on Daggett/Hyde. Front/Southeast delayed until FY 2017.
LNG Plant Terminal Road Providence	C051203, C051204	\$50	\$31	(\$19)	\$60	(\$1,963)	(\$2,023)	Year-end costs include CIAC from customer, project is still being accelerated.
		\$20,127	\$15,368	(\$4,759)	\$27,709	\$24,230	(\$3,479)	

() denotes an underspend for the period

Attachment F
US Electricity Distribution - Rhode Island
Damage/Failure Detail by Work Type
FY 2016 through December 31, 2015
(\$000)

		Project Type					Grand Total
		D-Line Blanket	D-Line Property Damage	D-Line Storm	D-Sub Blanket	D-Sub Specific	
Operation Description Rollup	AFUDC	\$16	\$0	\$17	\$0	\$10	\$43
	Default Accounting	\$1,795	\$269	\$37	\$105	\$3	\$2,209
	Engineering/Design/Supervision	\$740	\$112	\$190	\$9	\$174	\$1,225
	Metering	\$0	\$0	\$0	\$0	\$0	\$0
	Outdoor Lighting - Cable/Wire	\$39	\$0	\$0	\$0	\$0	\$39
	Outdoor Lighting - Civil	\$4	\$0	\$0	\$0	\$0	\$4
	Outdoor Lighting - Framing	\$131	\$4	\$3	\$0	\$0	\$138
	Outdoor Lighting - Poles	\$72	\$11	\$0	\$0	\$0	\$83
	Overhead Bonding/Grounding	\$11	\$1	\$1	\$0	\$0	\$13
	Overhead Switches/Reclosers/Fuses	\$474	\$33	\$53	\$0	\$0	\$560
	Overhead Transformers/Capacitors/Regulators	\$577	\$32	\$130	\$0	\$0	\$739
	Overhead Wire & Conductor	\$397	\$58	\$84	\$0	\$0	\$539
	Pole Framing	\$224	\$57	\$61	\$0	\$0	\$342
	Poles/Anchors/Guying	\$1,166	\$297	\$2,248	\$0	\$0	\$3,711
	Reimbursements	\$0	\$17	\$0	\$0	\$0	\$17
	Substation Equipment Installations	\$34	\$0	\$0	\$204	\$5	\$243
	Substations Civil/Structural	\$0	\$0	\$0	\$0	\$58	\$58
	Switching and Restoration	\$10	\$2	\$11	\$2	\$0	\$25
	Traffic Control	\$344	\$85	\$38	\$0	\$0	\$467
	Underground Cable	\$947	\$77	\$15	\$0	\$0	\$1,039
	Underground Cable Splicing	\$99	(\$7)	\$1	\$0	\$0	\$93
	Underground Civil Infrastructure	\$184	\$9	\$4	\$0	\$0	\$197
Underground Services	\$35	\$0	\$1	\$0	\$0	\$36	
Underground Switches/Reclosers/Fuses	\$51	\$0	\$5	\$0	\$0	\$56	
Underground Transformers/Capacitors/Regulators	\$97	\$2	\$0	\$0	\$0	\$99	
Grand Total	\$7,447	\$1,059	\$2,899	\$320	\$250		