

February 7, 2018

BY HAND DELIVERY AND ELECTRONIC MAIL

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

RE: Docket 4783 - Proposed FY 2019 Electric Infrastructure, Safety, Reliability Plan Responses to PUC Data Requests – Set 2

Dear Ms. Massaro:

On behalf of National Grid,¹ I have enclosed ten (10) copies of the Company's responses to the second set of data requests issued by the Rhode Island Public Utilities Commission in the above-referenced docket.

Please note that the Company received a short extension to respond to PUC 2-48. In addition, the Company has included the Request for Proposal (RFP) that the PUC requests in PUC 2-3. However, the Company has not included the responses to the RFP, which the PUC also requests in PUC 2-3. The Responses to the RFP that is the subject of PUC 2-3 are confidential and governed by various non-disclosure agreements (NDAs). The Company will file the confidential responses to the RFP with the PUC as soon as it receives the necessary clearance from the signatories to the NDAs.

Thank you for your attention to this transmittal. If you have any questions, please contact me at 781-907-2121.

Very truly yours,



Raquel J. Webster

Enclosures

cc: Docket 4783 Service List
Greg Booth, Division
Leo Wold, Esq.
Al Contente, Division

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

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

February 7, 2018

Date

Docket No. 4783 National Grid's Electric Infrastructure, Safety and Reliability Plan FY 2019 - Service List as of 1/8/17

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PUC 2-1

Request:

The budget for system capacity and performance is \$45.8 million. Referencing pages 55-66, which of the italicized items are part of load relief (35.8M) and which are reliability projects (9.9M)?

Response:

Please see below for a description of which of the italicized items referenced in this request are for load relief, reliability, or both.

Load Relief

Aquidneck Island Projects - Newport Substation & Jepson Substation

Proposed Chase Hill Substation (formerly Hopkinton Substation)

East Providence Substation

Quonset Substation Expansion

Warren 115/12.47 kV Substation

Volt VAR Optimization and Conservation Voltage Reduction (VVO/CVR) Expansion

Reliability

Substation EMS/RTU (SCADA) Additions Program

Flood Contingency Plan

3V0 Program

Advanced Metering Infrastructure (AMI) Pilot Program

Load Relief and Reliability

Blanket projects

The detailed breakdown is shown in the table on Bates page 79 of the Company's FY 2019 Electric ISR Plan and is also reproduced below.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4783

In Re: Electric Infrastructure, Safety, and Reliability Plan FY2019
Responses to the Commission's Second Set of Data Requests
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PUC 2-1, page 2

| FY19 Capital Budget | | | | Total Capital | | |
|--|--------------------------|----------------------|-------------------------------------|---------------|-----------------------------------|---------------|
| Capex Spending Rationale | Budget Classification | PowerPlant Project # | Project Description | FY2019 | | |
| System Capacity & Performance | Load Relief | C005505 | IE - OS DIST TRANSFORMER UPGRADES | 550 | | |
| | | C013967 | PS&I ACTIVITY - RHODE ISLAND | (897) | | |
| | | C015158 | NEWPORT SUBSTATION (D-SUB) | 5,762 | | |
| | | C024159 | NEWPORT 69KV LINE 63 (D-LINE) | 1,219 | | |
| | | C024175 | CHASE HILL SUB (D_LINE) | 3,900 | | |
| | | C028628 | NEWPORT SUBTRANS & DIST CONVERSION | 5,179 | | |
| | | C028920 | NEW LONDON AVE (D-SUB) | 4,516 | | |
| | | C028921 | NEW LONDON AVE (D-LINE) | 1,900 | | |
| | | C046352 | VOLT VAR DLINE RI PILOT PROJECT | 400 | | |
| | | C046726 | EAST PROVIDENCE SUBSTATION (D-SUB) | 200 | | |
| | | C046727 | EAST PROVIDENCE SUBSTATION (D-LINE) | 200 | | |
| | | C053646 | QUONSET SUB EXPANSION (D-SUB) | 595 | | |
| | | C053647 | QUONSET SUB EXPANSION (D-LINE) | 693 | | |
| | | C054054 | JEPSON SUBSTATION (D-LINE) | 484 | | |
| | | C065166 | WARREN SUB EXPANSION (D-SUB) | 220 | | |
| | | C065187 | WARREN SUB EXPANSION (D-LINE) | 230 | | |
| | | C079282 | RI VVO/CVR - Washington 126 D-Line | 800 | | |
| | | C079288 | RI VVO/CVR - Staples 112 D-Line | 425 | | |
| | | C079300 | RI VVO/CVR - Washington 126 D-Sub | 200 | | |
| | | C079482 | RI VVO/CVR - Staples 112 D-Sub | 75 | | |
| | | CD00649 | GATE 2 SUBSTATION (D-SUB) | 90 | | |
| | | CD00656 | JEPSON SUBSTATION (D-SUB) | 8,800 | | |
| | | COS0016 | OCEAN ST-DIST-LOAD RELIEF BLANKET. | 307 | | |
| | | | Load Relief Total | | | 35,849 |
| | | | Reliability | AMI - TBD | RI AMI/ VVO PILOT PROJECT | 6,000 |
| | | | | C049679 | HARRISON 32 - EMS EXPANSION | 10 |
| | | | | C050698 | DAVISVILLE 84 - EMS EXPANSION | 12 |
| | | | | C059663 | CUTOOUT MNTED RECLOSER PROGRAM_RI | 120 |
| | | | | C059882 | FLOOD CONTINGENCY PLAN NECO - D | 1,020 |
| | | | | C065830 | RECLOSER REPLACEMENT PROGRAM RI | 600 |
| | | C074428 | EMS EXPANSION - WAMPANOAG 48 | 125 | | |
| | | C074430 | EMS EXPANSION - WOOD RIVER 85 | 125 | | |
| | | C074438 | EMS EXPANSION - MERTON 51 | 129 | | |
| | | C074439 | EMS EXPANSION - TIVERTON 2 33 | 150 | | |
| | | C079195 | 3V0 Work in Rhode Island | 200 | | |
| | | COS0015 | OCEAN ST-DIST-RELIABILITY BLANKET. | 1,125 | | |
| | | COS0025 | OS-DIST-SUBSTATION LR/REL BLNKT | 300 | | |
| | Reliability Total | | | 9,916 | | |
| System Capacity & Performance Total | | | | 45,765 | | |

PUC 2-2

Request:

Referencing page 59 of the filing, *Substation EMS/RTU (SCADA) Additions Program* – The Company is proposing to expand the EMS/RTU program to improve reliability performance, increase operational effectiveness, and provide data for asset expansion or operational studies. The Company proposes to spend approximate \$0.6 million for this program in FY 2019. Please explain how this fits with the Companies proposal to retire legacy serial RTUs and introduce a third-party communication platform for distribution line recloser and SCADA exchange. (reference Docket No. 4680, Book 1, page 49; <http://www.ripuc.org/eventsactions/docket/4780-NGrid-PSC-Book1of3.pdf>).

Response:

The EMS/RTU program aligns with the Company's above-referenced proposal in the Power Sector Transformation (PST) docket.

The Substation EMS/RTU (SCADA) Additions Program is an installation and expansion program for those substations where a remote thermal unit (RTU) is not presently installed or a RTU is installed and expansion is required to maintain a reliable and sustainable network. The substation data acquisition and control information for the equipment inside the substation fence currently connects to the Energy Management System (EMS) at National Grid's Control Center facilities. As in fiscal year 2014, the Replacement RTU Program was incorporated into the Substation EMS/RTU (SCADA) Additions Program, which now considers asset condition based RTU replacement along with reliability based EMS expansion.

The PST docket builds upon the already existing EMS/RTU program and proposes to deploy a new Distribution Supervisory Control and Data Acquisition (DSCADA) system. The DSCADA deployment includes a RTU separation effort that will be completed to segregate distribution data and control from transmission data and control. Recently installed or replaced RTUs associated with the existing EMS program will require low cost reconfiguration to align with the PST DSCADA proposal. Stations that require new RTUs under the existing EMS program are the same stations that would require new RTUs under the PST DSCADA proposal.

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d/b/a National Grid
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In Re: Electric Infrastructure, Safety, and Reliability Plan FY2019
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PUC 2-3

Request:

Referencing page 63 of the filing, please provide a copy of the RFP and all responses thereto.

Response:

Please see Attachment PUC 2-3.

Please note that the responses to the RFP are confidential and governed by various nondisclosure agreements (NDA). The Company will file the confidential responses to the RFP with the PUC as soon as it receives the necessary clearance from the signatories to the NDAs.



THE NARRAGANSETT ELECTRIC COMPANY VOLT VAR OPTIMIZATION DEMONSTRATION PROJECT

REQUEST FOR PROPOSAL SCOPE OF WORK

May 27, 2013

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1.0 INTRODUCTION

The Narragansett Electric Company, d/b/a National Grid (“National Grid” or the “Company”) is pursuing a Volt Var Optimization (VVO) Demonstration Project in the state of Rhode Island. The goal of this RFP will be to select a vendor to supply the Company with centralized control functionality designed to optimize the operation of existing/new reactive resources and voltage regulation devices on seven distribution feeders selected for the demonstration project.

The benefits of distribution feeder reactive support and voltage regulation are well known and individual capacitor installation and voltage regulators can be justified for reasons of voltage improvements and/or capacity release. However, National Grid is in the process embarking on Volt/Var control systems and strategies using centralized control algorithms. The Company’s goal is to use such a project for the following reasons.

- Determine the potential operational benefits from these systems as stated by the Vendors that would improve service to customers;
- Understand potential synergies with other rapidly developing uses of advanced technology on power distribution systems and/or areas where these technologies may work in opposition to one another;
- Understand how application of these systems could be integrated with existing guidelines to meet current objectives for Volt/Var infrastructure;
- Guide system planners on potential benefits from deployment including clear direction on justification of infrastructure development costs;
- Understand system performance when distribution system is out of normal configuration.

It is expected that the Vendor will go into detail on their expected results. EPRI report ‘Design and Assessment of Volt-Var Optimization Systems’, 1022004, will be used as a guide when reviewing each proposal and the Vendor should make every effort in referencing this report.

National Grid has identified two separate areas in the state of Rhode Island to demonstrate this advancing technology.

2.0 PROJECT OVERVIEW

The Vendor is required to provide a solution for Volt Var Optimization.

The Vendor will be required to provide *four major services* under this RFP related to their VVO solutions:

1. *Overall VVO Solution Project Management* – The management of your VVO solution including, to be confirmed in the vendor’s response, database management; communications troubleshooting; software system installation; integration of data with National Grid systems; coordination with Company personnel; project management and tracking reports indicating the progress of the project. The Company anticipates that there will be associated infrastructure development (ex. capacitor installation, system reconfiguration, new circuit mainline, etc.) associated with this project that will require close coordination with the effort to implement a VVO solution. Overall program management will be the responsibility of Company resources. As such, vendor project management activities/responsibilities related to the VVO solution will be considered subordinate to those of the overall Project Manager.
2. *Engineering Consulting Services* – The Vendor will work with the Company’s Advanced Engineering department and provide in depth engineering expertise on VVO. This is primarily considered to include engineering consulting services for the development of precise locations for feeder monitoring devices, settings, communications, and Company training (installation, operation

NATIONAL GRID VOLT VAR OPTIMIZATION DEMONSTRATION PROJECT

and maintenance). In response to this RFP, the vendor should provide details on additional engineering consulting services it would provide and deems essential to implementing their VVO solution.

3. *Equipment Solutions* – Please detail specific equipment and quantities required to implement your VVO solution on the selected demonstration project feeders. It is expected the Vendor will support National Grid personnel during the installation of all feeder monitors, metering and communication devices that are required for VVO. Field installation will also include support while integrating the VVO project into National Grid's EMS.

4. *Measure and Verification (M&V)* – The Vendor shall provide measurement and verification services to support the assessment of the energy savings and other benefits realized by implementing the VVO system. The Vendor will work with National Grid on establishing the criteria on what analytical data will be needed throughout this project.

Vendors are required to respond to all four major services (Project Management, Engineering Consulting Services, Equipment Solutions, and M&V) in their response to this Scope of Work. In addition, your written response to this RFP should describe how your solution addresses all aspects of our requirements. Your response should align with the Scope of Work (SOW, section 3) and describe how your proposed solution addresses the requirements in that section.

If a Vendor does not perform all of the four services listed above, they should partner or sub-contract for all these services and describe the arrangement, roles and responsibilities in their response to the RFP.

3.0 SCOPE OF WORK

National Grid has selected to perform this project at two separate geographic locations, Putnam Pike substation in northern RI and Tower Hill in southern RI. There are a total of seven 12.47kV distribution feeders, four (Tower Hill sub) receive supply voltage and regulation via a substation transformer equipped with a Load Tap Changer (LTC) and three (Putnam Pike sub) are equipped with individual phase feeder substation voltage regulators. Both of these distribution substations are supplied from 115kV transmission lines. Substation one-lines are provided as an attachment to this RFP. During an initial conceptual project evaluation, it has been identified that substation work needs to be conducted at Putnam Pike to gain supervisory control of the single phase regulators. It shall be assumed by the Vendor that this work will be completed in conjunction with the engineering of the VVO project.

In addition to the identified substation work, distribution line infrastructure development is required to address thermal, voltage and/or reactive performance issues that have been identified. In its evaluation of existing system performance the Company has modeled all seven 12.47kV distribution feeders using CYME distribution feeder analysis software. As with the substation work, it shall be assumed by the Vendor that this work will be done in conjunction with the engineering associated with VVO project. All distribution feeders have existing three phase capacitors installed at various locations. Three phase line regulators are also present on several of the feeders. Distribution characteristics are provided with this RFP as an attachment, along with proposed distribution work.

National Grid has also conducted an initial communications study for the two VVO demonstration locations and concluded that it will use two separate technologies. In northern RI, the Company will use a WiMAX radio system and, in southern RI, the Company will utilize Verizon 3G.

The Volt Var Optimization Demonstration Services provided by the Vendor shall include, but not be limited to the following:

NATIONAL GRID VOLT VAR OPTIMIZATION DEMONSTRATION PROJECT

3.1 Company Background, Personnel

This should include but not limited to the following; Vendor's company name, headquarters location, and company history. In addition to headquarters location, provide any field offices that exist and their locations. Please provide names of the projected team members that would be working with National Grid, with a brief description of their experience. If a Vendor is sub-contracting any function of the project out, provide the same information for the company who will be supplying that work.

3.2 Volt Var Experience

Provide relevant summary level experience of at least three VVO projects recently completed by your company. Information of most interest is; Client name/location with a contact (name, title, phone number and email), actual cost in relation to budget as a percentage, comments on project implementation schedule (proposed vs. actual), and lessons learned. In addition, provide details on project scope (number of substations, feeders, controlled equipment). Finally, any details that quantify the success of these past VVO projects would be beneficial.

3.3 VVO Approach and Control

3.3.1 VVO Approach

Vendor to describe their approach to Volt Var Optimization. When describing your technique it should be classified (with any explanation the vendor feels is essential) as one of the following categories: Traditional Standalone Controller, Rule Based, Model Based, and Heuristic.

1. Describe the advantages of your approach.
2. Describe the pros and cons of your approach's category and how it differs from the other categories.
3. Describe any unique qualities of your solution that are not covered in the first two questions.

3.3.2 Control

1. What, if any, capacitor bank parameter does your system integrate into the algorithm in relation to temperature, voltage override, etc.
2. Describe how your system will interact with capacitors, voltage regulators (line and substation, and LTC's).
3. List what devices (capacitor controls, regulator controls, etc.) your solution has integrated. This should include Manufacturer and Model.
4. Will your system limit, reduce, or increase equipment operations? Provide past analysis showing results.
5. Describe how your system operates during abnormal circuit conditions that are the result of either manual or automatic reconfiguration.
6. How will this system interact with National Grid's ABB EMS?

3.3.3 Monitoring

1. What type of voltage and current sensing does your company use to monitor distribution feeders?
2. What is the accuracy of this equipment?

3.4 Cost *This should be provided in a separate document *

Provide an itemized cost breakdown of all work associated with project. This breakdown should include but not be limited to engineering support services, project management, monitoring, measurement and verification, O&M, training, post project annual expenses, and material.

3.5 Project Schedule

Provide a project schedule showing all anticipated tasks associated with this VVO demonstration project. For purposes of developing this schedule, assume an overall implementation schedule of 18 months starting in August 2013.

3.6 Distributed Generation (DG)

The Vendor should indicate how their VVO solution has handled/interacted with distributed generation (DG) resources. This should include what type of generation, size, and operating voltage as well as the operating conditions of the distribution system (on peak, off peak, etc.). Provide any lessons learned associated with DG.

3.7 Measurement and Verification

Describe the methodology used to establish a baseline and to measure/estimate energy savings realized by implementation of the vendor's VVO solution. Please provide examples of recorded results along with the criteria used in obtaining these results.

3.8 Communications

National Grid is using two separate communication technologies for this VVO project, WiMAX and Verizon 3G. Describe how your solution interacts with these communication technologies. Provide any experiences that you have with these technologies.

3.9 Safety and Other Requirements

Vendor should adhere to National Grid safety standards and will be provided documentation as to these standards.

4.0 ATTACHMENTS

4.1 Holiday Schedule

| | |
|-------------------------------|-------------|
| New Year's Day | January 1 |
| Martin Luther King's Birthday | January 21 |
| President's Day | February 18 |
| Memorial Day | May 27 |
| Independence Day | July 4 |
| Labor Day | September 2 |
| Veteran's Day | November 11 |
| Thanksgiving Day | November 28 |
| Day after Thanksgiving | November 29 |
| Christmas | December 25 |

4.2 RFP Schedule

| Dates | Action |
|------------------|---|
| May 27 | Release RFP |
| May 31 | Vendor Acknowledges Intent to Bid |
| June 3 – June 14 | Vendor Question and Answers Period |
| June 6 – June 7 | Vendors 1 Hour Conference Call Q&A |
| June 21 | RFP Closed - Vendor Submits Documents via Ariba |
| June 24 - July 8 | Review Vendor Proposals |
| June 24 - July 8 | Follow up Questions to Vendor (if required) |
| July 15- July 19 | Final Selection of Vendor |

4.3 Substation One-line

Document attachment found in Ariba

NATIONAL GRID VOLT VAR OPTIMIZATION DEMONSTRATION PROJECT

4.4 Feeder characteristics, One-lines

Document attachment found in Ariba

4.5 Proposed distribution feeder work

Document attachment found in Ariba

4.6 Technical Response

Vendors are required to submit a technical response addressing all aspects of this RFP. This response should be submitted through Ariba.

4.7 RFP Bid Price Sheets

Vendors are required to submit pricing separately from the technical response to this RFP.

Vendor should use the VVO Pricing sheet found in Ariba. If the Vendor has exceptions to the pricing structure provided, it should be noted in the cost response to the RFP. If the Vendor has an alternative pricing which would be more favorable than the attached, it should be submitted in a similar format which would allow National Grid to evaluate against the other cost responses received.

PUC 2-4

Request:

Was UtiliData the lowest cost bidder? If UtiliData was not the lowest cost bidder, please explain why this company was chosen.

Response:

The Company selected Utilidata based on total project costs, which included the internal investments required to incorporate and support each bidder's proposal. The selection method that identified Utilidata as the vendor of choice is outlined in the Company's response to PUC 2-8 in Docket No. 4473 (FY2015 Proposed Electric ISR Plan) and is reprinted below:

PUC 2-8 Request:

Referencing the Volt/Var Management Project, please provide copy of the RFP, the number of bidders, and the review process for choosing UtiliData. Please explain what a statement of work entails separate from the specifications in the RFP. Please explain the components of the \$1.2 million budget. (p. 64)

Response:

The Request for Proposal ("RFP") was submitted to seven vendors, each of which had varying approaches for volt/var optimization. Five of the seven vendors submitted bids. The RFP is attached to this response as Attachment PUC 2-8. Prior to receiving the responses, an evaluation scorecard was drafted to assess each vendor's response to the RFP. Key elements of the RFP were weighted and the responses were scored by the Company's engineering team. The technical evaluation was done independently from the cost evaluation. Costs were not supplied to the engineering team while evaluating the technical merits. After completing the technical evaluation, cost rankings were included in the scorecard and the rankings were re-calculated. The top ranked two vendors were given an opportunity to provide final pricing and then re-ranked. Finally, the highest ranking vendor was then selected. The Statement of Work ("SOW") is a document signed by the parties which defines their commitment to perform specific tasks and provides a defined set of deliverables based on stated assumptions, Terms and Conditions, project plans, and financial commitments. The final version of the SOW, which was signed by both National Grid and Utilidata, is attached to this response as Attachment PUC 2-8. Pursuant to Commission Rule 1.2 (g), the Company is seeking confidential treatment of Attachment PUC 2-8 and is providing the PUC with one (1) copy of the confidential version of this attachment. The ISR included a proposed \$1.2 million budget for FY15 (based on a total budget of \$2.5 million) for implementing an advanced volt/var solution. Work in FY15 will include progress

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PUC 2-4, page 2

payments to Utilidata, design, engineering, and material procurement for the distribution line and substation components, including radio communications, and the start of construction for the distribution line and substation components. The costs for the Utilidata control scheme are included in the distribution line component and have not increased from the stated vendor costs in the Company's original estimate.

PUC 2-5

Request:

Please explain how the Advanced Volt/VAR management scheme differs from the current Volt/VAR program.

Response:

Volt/VAR management requires the control of voltage regulators and switched capacitors. The manner in which these devices are controlled can vary. For decades, the Company has utilized monitoring and control at each controllable device to react independently to system conditions at that location. Beginning in 2014, the Company began to deploy a more advanced control scheme that utilizes telecommunications and control algorithms that integrate all the controllable devices on a feeder and controls them in concert to further optimize performance. The Company has referred to this more integrated control as "Advanced Volt/VAR management" or as "VVO/CVR".

PUC 2-6

Request:

In addition to the conservation benefits described on page 63 of the filing, are there any VVO benefits of the Advanced Volt/VAR management scheme? If so, please quantify them.

Response:

The conservation benefits described on page 63 of the Company's FY 2019 Electric ISR filing are not a comprehensive list of benefits of the Company's VVO/CVR efforts, but are more easily quantified. In addition to these benefits, Enhanced Situational Awareness, which is enabled by the communications, monitoring, and interval recording of performance of the distribution level devices participating in the VVO/CVR program, also provides benefits to the Company. However, these types of benefits are more difficult to quantify and are in the form of real-time operational awareness and additional historic performance data, which may more accurately inform distribution planning. The Company also believes that central coordination of VVO/CVR device operations may lead to longer asset life through fewer individual device operations over the standalone device control strategies that are more commonly used.

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PUC 2-7

Request:

Under the Advanced Volt/VAR management scheme, does the Company expect the conservation voltage reduction benefit to remain at the 3.3% level in addition to any VVO benefits response to PUC-2-4? If not, why not?

Response:

The Company expects that the performance achieved will vary by feeder. Although the conservation benefit on the first two feeders was approximately 3.3%, the Company is continuing to use a 3% level for the expectation of benefits.

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PUC 2-8

Request:

Please provide Gant chart of deployment and spending over the next five years on the Volt/VAR program using the same terminology as was used in the plan.

Response:

The Company's VVO/CVR expansion program currently only extends to fiscal year (FY) 2022. The table below identifies targeted substations for deployment year by year. The Company may adjust the location of deployment schedule, as appropriate, when it develops annual plans. Therefore, spending in the future is only an estimate, and the locations shown beyond FY20 are subject to change. Cost projections for this program, which were included in Attachment 4 of the Company's FY 2019 ISR Plan are as follows:

| | |
|------|---------|
| FY20 | \$1.00M |
| FY21 | \$1.85M |
| FY22 | \$1.10M |
| FY23 | \$0.0 |

PUC 2-8, page 2

| SubStation | Customers | Transformer # | Regulator Type | Feeders | 2015 Demand Information | | | | FY18 | FY19 | FY20 | FY21 | FY22 |
|----------------------|-----------|---------------|----------------|---------|-------------------------|---------------------|---------------------|------------------------------|--------|--------|--------|--------|--------|
| | | | | | 2015 Peak (MW) | Est. Reduciton (MW) | 2015 Energy (GWhrs) | Est Energy Reduction (GWhrs) | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
| STAPLES 112 | 7,925 | 1 | LTC | 4 | 24.83 | 0.75 | 88.84 | 2.67 | | 1 | | | |
| PAWTUCKET 1 107 | 18,531 | 3 | LTC | 15 | 101.01 | 3.03 | 393.51 | 11.81 | | | 1 | | |
| WASHINGTON 126 | 7,937 | 2 | LTC | 6 | 52.86 | 1.59 | 234.15 | 7.02 | | 1 | | | |
| FARNUM PIKE 23 | 6,822 | 2 | LTC | 6 | 54.93 | 1.65 | 164.64 | 4.94 | | | | 1 | |
| WOONSOCKET 26 | 6,599 | 1 | LTC | 4 | 32.00 | 0.96 | 106.24 | 3.19 | | | | 1 | |
| NASONVILLE 127 | 4,560 | 1 | LTC | 3 | 28.44 | 0.85 | 129.57 | 3.89 | | | | | 1 |
| LANGWORTHY CORNER 86 | 3,516 | 1 | Reg | 1 | 9.50 | 0.29 | 29.58 | 0.89 | 1 | | | | |
| TIOGUE AVE 100 | 2,364 | 1 | Reg | 1 | 8.98 | 0.27 | 32.33 | 0.97 | 1 | | | | |
| LINCOLN AVE 72 | 14,229 | 2 | Reg | 6 | 71.56 | 2.15 | 185.88 | 5.58 | 1 | | | | |

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PUC 2-9

Request:

What is the problem that has been identified to be solved or addressed by the AMI/VVO pilot?

Response:

The Company views the AMI/VVO pilot as an opportunity to quantify incremental energy and capacity savings from the planned VVO/CVR expansion and gain operational learnings regarding the deployment of AMI infrastructure that can be applied in a future deployment of system-wide AMI.

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PUC 2-10

Request:

Has there been a problem identified with the Volt/VAR program that is being solved or addressed by the AMI/VVO pilot?

Response:

No. Please see the Company's response to data request PUC 2-9.

PUC 2-11

Request:

Referencing page 9 of the filing, “system capacity and performance projects are required to ensure that the electric network has sufficient capacity to meet the existing and growing and/or shifting demands of customers.” How does the AMI Pilot support system capacity and performance?

Response:

The Company expects to achieve a 1% incremental reduction in peak demand and energy consumption (i.e., supporting system capacity and performance) with the addition of AMI data, beyond the 3% savings estimated for future VVO/CVR projects, for a total of 4%.

PUC 2-12

Request:

Please describe how the Advanced Metering Infrastructure will address safety and reliability. Please quantify the safety and reliability benefits of the AMI pilot.

Response:

Advanced Metering Infrastructure (AMI), when deployed system-wide, supports a wide range of new functionalities including some that will impact the safe and reliable operation of the modern distribution grid. AMI can contribute to safety and reliability in several ways. As an example, if remote turn on and turn off is enabled, a field meter worker would not have to physically pull the meter. This would result in fewer field visits, as well as reduced opportunity for customers to physically threaten field meter workers increasing the safety of the workforce. As another example, companies that leverage a “last gasp” response (a notification that power is out at the customer’s location) will yield improved reliability in the form of targeted and accurate outage information. Similarly, the ability to remotely ‘ping’ (confirm the meter has connectivity) on demand allows enhanced situational awareness for control operators.

The Company’s AMI pilot project is primarily focused on quantifying the benefit of utilizing service voltage readings to enhance VVO/CVR optimization and will have minimal measureable benefits to safety and reliability.

PUC 2-13

Request:

Do reliability projects go through same capacity planning process as load relief projects (reference page 55)? If not, please explain the reliability planning process.

Response:

The fundamental concepts between the planning process for the reliability and capacity analyses is very similar, as shown in the table below.

| Concept | Capacity Analysis | Reliability Analysis |
|-----------------------|---|---|
| Historical Data | Historical load data | Historical reliability indices |
| Weather Consideration | Include weather adjustment | Exclude major storms |
| Forecast | Econometric, Distributed Energy Resources (DER) | None |
| Analysis | Compare load versus ratings | Compare historical indices versus targets |
| Solution Goals | Prevent loads from exceeding ratings | Prevent reliability performance from exceeding targets. |

The major difference between capacity and reliability analysis is the inability to create and apply a forecast for the reliability analysis.

PUC 2-14

Request:

Please describe at what point in the distribution system planning process AMI was identified as an ISR related investment.

Response:

The distribution system planning process considers voltage and reactive compensation issues within a comprehensive area analysis or acute targeted review. Both of these study paths can result in ISR investments. Capacitors and regulators, like the ones used in a VVO/CVR program, are the same components used to solve the voltage and reactive compensation issues analyzed in traditional distribution planning. The VVO/CVR program goes further than traditional system needs and uses advanced sensors, communications, and controls to lower customer energy usage while addressing those system needs. The Company is proposing AMI meters at customer premises to incrementally improve the effectiveness of VVO/CVR and further reduce customers' energy usage. Any equipment needed to plan for a safe and reliable electric distribution system is a normal function in the Company's distribution planning process, and therefore, AMI functionality is not a new concept for review.

PUC 2-15

Request:

Referencing page 66 of the filing, please provide the evidence supporting the reduction of energy consumption and peak demand by an additional 1 percent on top of the 3 percent already expected from primary VVO/CVR optimization.

Please indicate what voltage conservation or reduction benefits the Company might expect from an AMI deployment separate from the Volt/VAR Optimization program.

Response:

The Company has no evidence of the incremental one percent savings. The Company anticipates an incremental one percent savings based on its understanding of vendor experiences with other companies, and the project will be testing this assumption.

The installation of an AMI meter along with appropriate time varying rates that allow interested customers to respond to differential pricing at peak hours has been shown to incent customers to reduce their usage. This reduction in usage can provide some level of voltage stability in an area where multiple customers are reducing their load during peak load conditions. A proposal for AMI deployment state-wide would be expected to properly quantify these benefits.

PUC 2-16

Request:

Referencing page 66-67, the Company states that “a conceptual review of the costs and benefits of this combined AMI/VVO effort were evaluated to be greater than 1 in the aggregate. A more detailed assessment is planned as additional design details are determined and a more robust Benefit Cost Model is developed to align with the recommendations of Docket 4600. This detailed assessment as part of the Company’s Power Sector Transformation proposal will allow for a fact based decision making around the best communication platform for a broader AMF deployment.”

- a. Please provide the evidence to support the conclusion that the AMI/VVO effort has a benefit to cost ratio greater than one in the aggregate.
- b. Referencing page 68, what are the near term system efficiency benefits identified by the Company associated with enhanced VVO/CVR control? Please quantify and provide the expected date of the initiation of realized savings.
- c. What is the benefit to cost ratio of the AMI deployment absent the VVO effort referenced above? Please provide the analysis.
- d. What is the benefit to cost ratio of the VVO effort referenced above? Please provide the analysis.
- e. Please explain how each of the components of the proposal are integral to the overall proposal. In other words, how are VVO and AMI critically?
- f. Specifically, how is AMI integral to VVO and how is VVO integral to AMI?
- g. How will the AMI and VVO technology operate together physically on the system?
- h. How will information from both the AMI and VVO technology support the Pilot learning goals?

Response:

- a. Please see Attachment PUC-2-16, which contains the benefit cost analysis (BCA) for this program. For the overall program, the Company shows a societal cost test of 1.75. This BCA is provided with only the costs and benefits associated with the Washington Substation, which is the AMI pilot area and a portion of the fiscal year (FY) 2019 proposed VVO/CVR expansion area.
- b. The ‘near term system efficiency benefits’ refer to the energy and capacity reductions that AMI incrementally provides to the area where VVO/CVR is already deployed. The Company estimates an additional 1% reduction in demand and a 1% reduction in energy in the target area, which totals approximately 0.52MW and 2,340 MWhrs.

PUC 2-16, page 2

- c. The proposed AMI pilot is configured to use the communication system which manages the VVO/CVR system. The incremental cost-benefit ratio of the AMI component of the pilot is 0.54 using the Societal Cost Test, shown in Attachment PUC-2-16, which contains the BCA for the pilot.
- d. The VVO/CVR Expansion for the Washington Substation is 4.86 using the Societal Cost Test, shown in Attachment PUC-2-16, which contains the BCA for the pilot. This excludes the Staples Substation costs and benefits because no AMI pilot is planned for that area.
- e. Once a VVO/CVR System is deployed, the voltage sensing functionality from AMI information can be added to that control system to realize an incremental benefit.
- f. As described in subpart (c) above, the AMI Pilot (as presented) could not exist without the proposed VVO/CVR expansion on the Washington Substation. The VVO/CVR expansion plan does not depend on the AMI pilot being deployed. The AMI Pilot proposed is entirely incremental to the VVO/CVR proposal for the Washington Substation.
- g. The Field devices and Meters use the same communications network and backhaul. The data from the AMI system will be analyzed on a scheduled basis and used to refine the voltage set points of the VVO/CVR system.
- h. The AMI data will be used to provide the interval voltage profile of all customers on the substation. This will be used to validate and quantify the impact that these technologies can jointly provide in a statewide deployment.

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Attachment PUC 2-16

Please be advised that because the spreadsheets within Attachment PUC 2-16 are very large, Attachment PUC 2-16 is being provided as an Excel version. The Company is providing Attachment PUC 2-16 on a USB Flash Drive.

PUC 2-17

Request:

Referencing page 67 of the filing, the Company estimates the conceptual cost estimate for this work is approximately \$6.0 million in capital plus approximately \$1.1 million in O&M costs.

- a. Please indicate what the +/- percentage range is for this estimate and provide the dollar range.
- b. Please provide schedules supporting this estimate.
- c. Please provide the timeline over which these funds will be expended, identifying the associated activities.
- d. When does the Company expect to have developed construction/project grade estimates?
- e. How does including a proposal in the ISR budget based on a conceptual estimate comply with the commitment by the Company in Docket No. 4592 not to include capital spending in the budget prematurely and to instead include project grade estimates?

Response:

- a. This Company is providing the AMI pilot at Conceptual Grade, +50%, -25%.
- b. A breakdown of these costs is shown below:

| | |
|---------------------------------------|--------------------|
| Capex | |
| Meter Cost Avg of \$100.3 per meter) | \$812,430 |
| Field Area Network | \$73,350 |
| Professional services | \$2,063,900 |
| Incidental Material and Handling | \$100,000 |
| Meter Installation @ \$28 per meter) | \$222,236 |
| NG (PMO, AMO and Engr) | \$1,500,000 |
| Ngrid IS | \$1,087,000 |
| Ngrid FAN install/commission | \$153,600 |
| Reduction in VVO cellular radio costs | \$(38,000) |
| MPLS | \$50,000 |
| Total Capex | \$6,024,516 |

| | |
|--------------------------------|------------------|
| Annual Run-the-Business | |
| MPLS | \$20,400 |
| License/SaaS | \$112,752 |
| NGRID FAN Data | \$1,400 |
| Reduction in VVO Cellular plan | \$(7,600) |
| Total RTB | \$126,952 |

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| | |
|------------------------------|------------------|
| O&M | |
| Ngrid IS | \$305,000 |
| Customer Outreach | \$500,000 |
| Ngrid FAN install/ Commision | \$80,000 |
| Total O&M | \$885,000 |

- c. The Company expects to expend these funds over FY2019 supporting the activities identified in part b) and aggregated here:
- Replace ~8,000 AMR meters with AMI meters
 - Create a FAN to support proposed AMI meters and VVO grid devices as well as future gas meter integration
 - Establish a 3rd party backhaul to connect Field Area Network Data with National Grid Business Systems
 - Back office systems integration such as billing of existing tariffed rates and the provision of a daily interval voltage data file for integration with VVO/CVR
 - Software as a Service (SaaS) supporting back office data collection, meter data management applications, and analytics for voltage analysis.
- d. The Company is presently working towards refining these estimates to achieve project grade during Spring 2018.
- e. The Company committed to continuously improving the overall grade of investments proposed in the ISR process, but did not commit to exclude projects that were at the conceptual grade. Because the Company was developing the AMI pilot with stakeholder participation in parallel with the Power Sector Transformation initiative, there was insufficient time to develop project grade estimates in advance of the ISR submission.

PUC 2-18

Request:

Would it be more cost effective to spend \$7 million on continuation of the current Volt/VAR Optimization deployment than on the AMI portion of the proposed pilot? Why or why not? Please provide supporting calculations.

Response:

Moving the currently allocated investment dollars from the AMI Pilot into broadening the VVO/CVR Expansion scope would produce, in the short term, more direct economic savings than the currently proposed FY19 investments of VVO/CVR expansion and AMI Pilot. However, the Company believes that it is important to implement this AMI pilot to test and quantify the benefits ahead of a potential AMI state-wide deployment

The currently proposed VVO/CVR for FY19 and totaling \$1.9M would deploy VVO/CVR to 10 feeders and provide an estimated 3% reduction of demand and energy of 2.33MW and 9.69Gwhrs, respectively. This is an investment to benefit ratio of \$0.6M per percent improvement

The currently proposed FY19 AMI pilot of \$6.0M would deploy AMI on approximately half of the customers in the FY19 VVO/CVR scope, and provide an estimated additional 1% reduction of demand and capacity of 0.52MW and 2.34GWhrs. This is an investment to benefit ratio of \$6.0M per percent improvement.

Using these narrowly scoped metrics, the investments are significantly different. However, in the future, if AMI meters are deployed system-wide and their costs are not fully attributable to a VVO/CVR program, the costs to achieve the incremental 1% savings would be minimal. The Company realizes that in this pilot, the relative benefit cost analysis (BCA) is not as strong as the existing VVO/CVR program. However, the Company anticipates that a future BCA, where AMI is fully deployed, would be stronger.

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PUC 2-19

Request:

Referencing the middle paragraph of page 63, which areas have been identified?

Response:

In fiscal year 2019, the Company is proposing the Washington and Staples Substations for VVO/CVR expansion. For future years, please see the Company's response to data request PUC 2-8.

PUC 2-20

Request:

How much would it cost to get the same savings as anticipated in the pilot by simply continuing the currently approved Volt/Var Optimization deployment?

Response:

Using previous year proposals as a metric, the Company could achieve roughly the same 0.52MW of demand and 2.34GWhrs of energy reduction anticipated by the AMI pilot by applying VVO/CVR to roughly three to four additional feeders for approximately \$700,000, depending on the exact properties of the substation and feeder on which the VVO/CVR would be deployed.

As stated in the Company's response to PUC 2-16, subparts (c) and (d), the Company expects that AMI would provide an additional incremental 1% savings to a VVO/CVR system. Although the Company could achieve the base 3% savings benefits through an expansion in other areas beyond that of the existing VVO/CVR program, the Company believes that it is important to test an implementation of this AMI data and quantify the benefits ahead of a statewide deployment of AMI. The incremental savings of AMI, when integrated with VVO/CVR, is an important benefit to quantify and advances the goals of Docket 4600.

In the future, if AMI meters are deployed system-wide and their costs are not fully attributable to the VVO/CVR program, the costs to achieve the incremental 1% savings would be minimal. The Company realizes that, in this pilot project, the relative benefit cost analysis (BCA) is not as strong as the existing VVO/CVR program; however, the Company anticipates that a future BCA, where AMI is fully deployed, would be stronger than what currently exists today.

PUC 2-21

Request:

The AMI Pilot is included in the Company's discretionary spending category. Discretionary spending is only recoverable up to the budgeted amount.

- a. Please indicate what priority ranking AMI has.
- b. Please explain the order in which spending would be cut in the various programs within this category to avoid overspending.
- c. Please explain how the AMI Pilot schedule may be affected by such a prioritization.

Response:

- a. At this time, the Company has ranked this AMI pilot as moderately low risk (i.e., priority ranking).
- b. Forecast spending for all project and programs within the discretionary category of the portfolio are reviewed on a monthly basis during the fiscal year. The forecast spending is based on the project and program status and any particular circumstances the projects and programs that need to be addressed at that given timeframe. Based on the forecast results of this monthly process review at a portfolio level, the Company makes any necessary adjustments to manage (under-spend/over-spend management) of individual project costs within the ISR Plan discretionary category (comprised of Asset Condition and System Capacity and Performance projects), such that total portfolio costs are aligned within a discretionary budget target that excludes South Street.
- c. The monthly portfolio review process considers the progress of projects and programs as well as their relative priority in making any necessary adjustments to the portfolio in order to manage. Adjustments to project schedules are one means by which the overall portfolio is managed within budget.

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PUC 2-22

Request:

Are there additional variables the Company expects to be able to control on the system through the AMI/VVO pilot as compared to the Volt/VAR Optimization currently deployed? If so, please explain.

Response:

The Company's plans for fiscal year 2019 focus on the integration of AMI meters with VVO/CVR technology and, therefore, will only refine the existing system variables 'controlled' by the VVO/CVR technology. The Company may consider other AMI-related functions at a later time.

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PUC 2-23

Request:

Will adding AMI to the existing Volt/VAR Optimization deployment reveal different problems on the distribution grid? If so, please explain.

Response:

Yes, with these additional AMI meters, the Company will receive additional interval service voltage information. This new information may identify locations at which voltage is being delivered outside of standard ranges as well as other Power Quality issues not captured by the Company's current AMR meters' or primary system monitoring.

PUC 2-24

Request:

How will the addition of AMI to the Volt/VAR Optimization deployment push the bounds of the Utilidata software already being employed?

Response:

The addition of AMI data to the existing VVO/CVR deployment will add incremental value to the Utilidata-driven optimization decisions. As presented in the ISR, the Company expects that this additional benefit will materialize in the form of an incremental 1 percent reduction in Capacity and Demand. The Company does not believe that this integration will 'Push the Bounds' or add unnecessary risk to the Adaptivolt software because Utilidata has stated that it has previously integrated AMI into their system for other customers. This pilot endeavors to quantify this incremental value, highlight the synergy of multiple device types on a common communications network, and provide valuable learnings to the service territory workforce.

PUC 2-25

Request:

Referencing page 68, please explain why Rhode Island-based personnel cannot be trained on the AMI process flow changes that have occurred in Massachusetts or New York in a Company-sponsored learning environment rather than through a pilot rollout.

Response:

As described in the Operational Learnings on page 68, the pilot design for Rhode Island has a different communications design approach that was not delivered with the Massachusetts and New York pilots. Specifically, the pilot design for Rhode Island includes the development of a field-area network (FAN) that can support both advanced metering and grid equipment communications. Regarding the AMI process flows, the Company intends to leverage learnings, materials, and trainings where transferable; however, the Company will have to modify the AMI process flows to meet Rhode Island-specific content and expectations. The Company provided examples of its operational learnings on pages 68-69.

Depending on the design and equipment used to support the FAN, the Company will need to develop new or evolve current training programs to train the local work force.

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PUC 2-26

Request:

Referencing page 69, does the Company expect customer behavior to be different in Rhode Island than in Worcester or Clifton Park? If so, why?

Response:

The Company expects that customer behaviors related to the introduction and installation of AMI meters will be similar to those insights captured in Worcester and Clifton Park. The Company intends to confirm the content and medium for delivering information to Rhode Island customers for the meter installation process.

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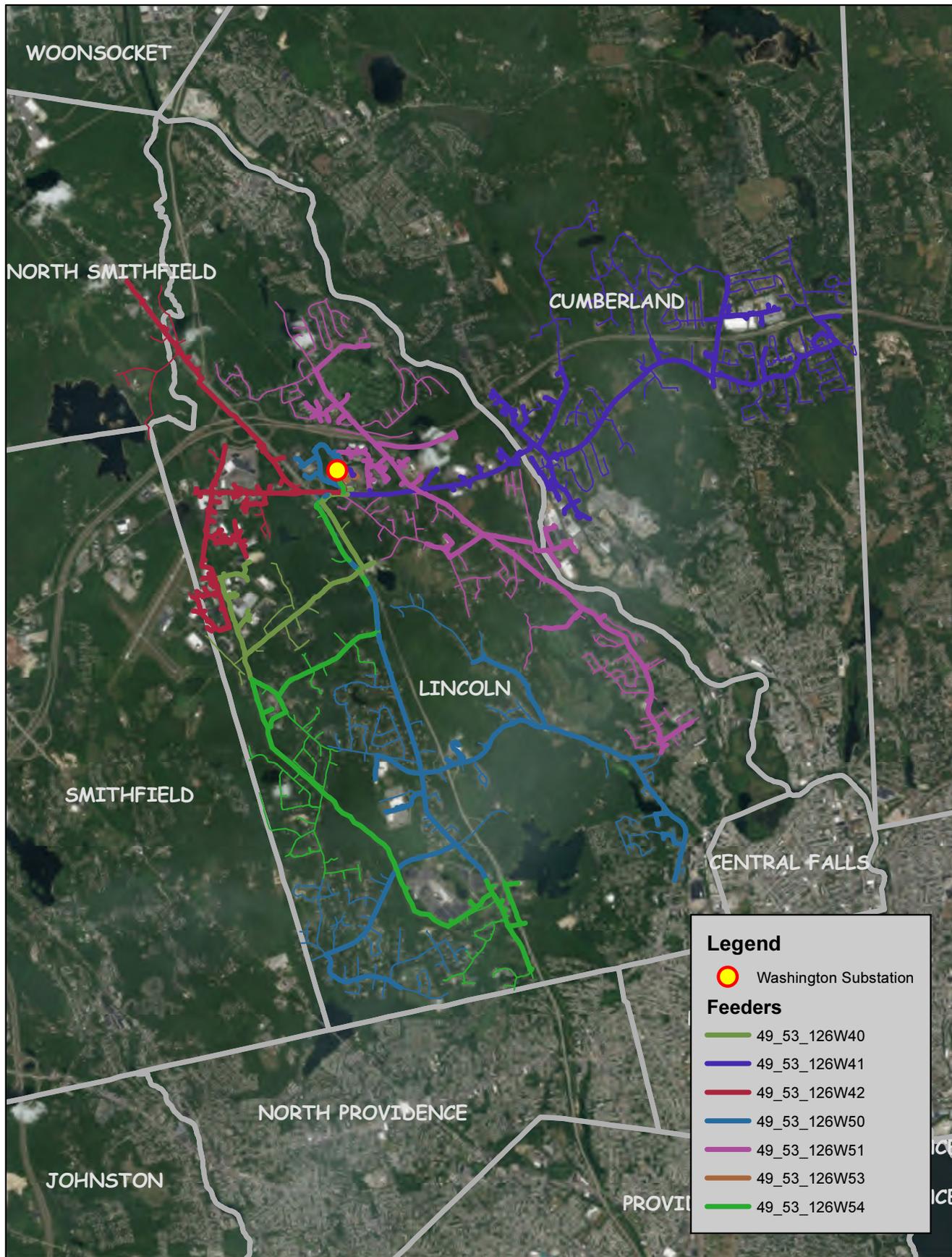
PUC 2-27

Request:

In which parts of Lincoln, Cumberland and Woonsocket will the 8,000 meters be installed (please also provide a map)? Please indicate the number of residential, commercial, and industrial customers are included in this Pilot. How many interval meters are being replaced in this Pilot?

Response:

Please see Attachment PUC 2-27 for a map of the Washington substation's feeders that mostly traverse the towns of Lincoln and Cumberland – not Woonsocket. Woonsocket is part of the VVO/CVR Pilot area for FY19, but not part of the proposed AMI Pilot area. In the AMI pilot area, there are approximately 8,145 total customers at this time, of which approximately 7,073 are residential and approximately 1,072 are commercial and industrial (C&I). There are approximately 10 interval meters at this time. Please note that feeder 126W53 is excluded from this pilot because of relatively short-circuit length and low-customer count.



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PUC 2-28

Request:

Referencing page 69 of the filing, the Company states that “the AMI pilot could also be able to provide outage notifications, which could help with restoration efforts.” Will the Company use the AMIs in the pilot for these purposes?

Response:

As part of this pilot, one of the Company's efforts will be to investigate the potential effectiveness of AMI-driven outage notifications. Integrating AMI with the Company's outage management system (OMS) was not captured in this Pilot's scope. However, the Company will capture meter notifications in a data store and compare the meter alerts against the Company's OMS reports generated after outage events.

PUC 2-29

Request:

Referencing page 70 of the filing, the Company represents that it is not seeking to repeat the learnings from MA and NY. Please provide a chart listing each of the goals and learnings that were proposed to be met in MA and NY from those respective pilots and a list of the goals and learnings that are being proposed in RI.

Response:

Please see the chart below for the requested information:

| Clifton Park | Worcester | Rhode Island |
|--|---|--|
| <ul style="list-style-type: none"> • REV Case 14-M-0101 • 1 of 4 REV Demonstrations • Objectives: <ul style="list-style-type: none"> ○ Enhance Customer Knowledge and Tools that support effective management of total energy bill ○ Market Animation ○ System Wide Efficiency ○ Pricing and Rate design ○ New Utility business models ○ Customer and community engagement | <ul style="list-style-type: none"> • Green Communities Act 2008 (All MA IOUs required to conduct smart grid Pilot Deployment of AMI) • TOU pricing for 0.25% of electric customers • Remote monitoring/control equipment on dist. system • Integrated grid network communication system • Goal of 5% active customer energy savings and 5% demand reduction • “Listen, Test, Learn” – findings to be incorporated into Company’s MA Grid Modernization Plan • Filed for 2-year extension (through 2018) in late 2016 – awarded interim extension until final ruling is made (may combine with GMP) | <ul style="list-style-type: none"> • Advancement of the state’s goals laid out in Docket 4600 • Progress recommendations of the Division and Office of Energy Resources in the November 2017 Power Sector Transformation report to Governor Raimondo. • The goal of the pilot is the develop and test a single field area network to integrate AMI meters within the volt var optimization control algorithms to achieve improved savings |

PUC 2-30

Request:

Why haven't there been larger rollouts of AMI investment following the pilots in Massachusetts and New York?

Response:

The Massachusetts Department of Public Utilities (DPU) opened a Grid Modernization docket that included considerations for statewide implementation of Advanced Metering Functionality (AMF). The Company's affiliate in Massachusetts is awaiting a decision from the DPU on its Grid Modernization proposals.

The New York utilities have progressed proposals for AMF through rate case filings. The Company's affiliate in New York proposed funding to perform preliminary design for AMF in the recent New York rate case. The Company's New York affiliate is still awaiting a formal decision from the New York Public Service Commission.

PUC 2-31

Request:

Please explain what meter and mesh network, backhaul, back office systems, and customer systems work will need to be completed to fully implement the AMI Pilot and the timeline for the rollout, data collection, and assessment (please use the same format as the ones used in Figures 4-2 and 4-3 in Docket No. 4780, Book 1, pages 74 and 76
<http://www.ripuc.org/eventsactions/docket/4780-NGrid-PSC-Book1of3.pdf>).

Response:

The Company plans to complete the follow work in order to implement the pilot:

- Replace ~8,000 AMR meters with AMI meters
- Create a FAN to support proposed AMI meters and VVO grid devices as well as future gas meter integration
- Establish a 3rd party backhaul to connect Field Area Network Data with National Grid Business Systems
- Back office systems integration such as billing of existing tariffed rates and the provision of a daily interval voltage data file for integration with VVO/CVR
- Software as a Service (SaaS) supporting back office data collection, meter data management applications, and analytics for voltage analysis.

At this time, the Company does not have the level of detail requested and is actively developing a detailed project plan in order to deploy the pilot as stated in R-I-31 of Docket No. 4783, FY2019 Electric ISR Plan, and intends to deploy the VVO/AMI pilot within FY2019. Measurement and Verification (M&V) will run for a minimum of 120 days after the system is deployed, occurring in the first half of FY20. The Company expects that the M&V phase will capture summer peak effects. National Grid will provide the M&V report once it is available, anticipated to be by December 2019.

PUC 2-32

Request:

Please explain what meter and network, backhaul, back office systems, and customer systems were deployed as part of either the Worcester or Clifton Park AMI pilots.

Response:

Please see the table below for the requested information.

| AMI Pilot | Meter | Meter Network | Backhaul | Back Office Systems | Customer Systems |
|------------------|--|-----------------------------|----------|---|---|
| Worcester, MA - | Electric AMI -Standard Residential and Small Commercial Meters | RF-Mesh and Cellular (< 1%) | Cellular | Head-end System (HES), Meter Data Management System (MDMS), Network Management System (NMS) – SaaS with Itron | Web Portal – SaaS with Simple Energy DRMS Platform – SaaS with Ceiva Legacy Customer System |
| Clifton Park, NY | Electric AMI -Standard Residential and Small Commercial Meters Gas ERT - Residential | Cellular | Cellular | Head-end System (HES), Meter Data Management System (MDMS), Network Management System (NMS) – SaaS with Itron | Web Portal – SaaS with O-Power |

The Worcester Pilot created a separate field area network and backhaul path for the grid automation devices. The network used a combination of cellular, WiMax, and 900 mhz.

PUC 2-33

Request:

Please explain why the Company is proposing a mesh network in lieu of a point-to-point network.

Response:

The Company is proposing an RF mesh network primarily for its redundancy and estimated cost-effectiveness. Regarding redundancy, the mesh network provides for redundant and self-optimizing paths for each meter/device to route back through the network. This redundancy also applies to the field area routers. If there is a failure or disruption in backhaul communications, the meters/devices will migrate to a neighboring field area router.

Regarding cost-effectiveness, the Company addressed this in response to Division Data Request R-I-38 as part of the pre-filing negotiations with the Division in this docket. The response to R-I-38 is reprinted below:

Request R-I-38:

Have you evaluated cellular communications rather than mesh FAN for AMI? If so, please provide all analysis and work papers, including cost assumptions.

Response:

Yes, the relative merits of cellular versus RF mesh networks have been evaluated by the industry for several years. In economic terms, RF mesh becomes more cost-effective than cellular once the system exceeds an average of 50-75 devices per router. The key parameters considered are:

- Cellular meters will have a price premium over a mesh meter due to the costlier cellular communications modules
- Cellular meters will incur ongoing monthly costs per unit for backhaul links.

PUC 2-34

Request:

What measures are in place to ensure that if New York approves a full AMI or advanced metering functionality program in the Niagara Mohawk territory, the Rhode Island investments are compatible and can take advantage of economies of scale.

Response:

National Grid¹ plans to implement one AMF solution that can be scaled and adapted to meet the needs of its operating companies in all three state jurisdictions. The AMI technical solution included in Niagara Mohawk's (NMPC) AMI proposal, which was filed as part of its April 2017 rate case (Cases 17-E-0238 and 17-G-0239) and provided as Attachment DIV 6-19-2 to the Company's response to Division 6-19 in Docket No. 4770 is consistent with the Company's AMF proposal that it filed in RIPUC Docket No. 4780.

In fiscal year 2019, National Grid plans to complete a detailed planning and procurement phase to select the AMF solution components that will be used for both NMPC and the Company. During this phase, National Grid will also continue to engage New York and Rhode Island regulators and stakeholders regarding the design of the AMF program. The outcomes of these activities will be incorporated into NMPC's and the Company's regulatory filings requesting regulatory approval to proceed with AMF. To that end, in New York, NMPC will begin a collaborative in fiscal year 2019 to refine and update its AMI business case. By October 1, 2018, NMPC will file its revised AMI business case with the New York State Public Service Commission for review and approval.

In the Company's Power Sector Transformation (PST) filing in Docket No. 4780, the Company has proposed to file a revised AMF business case by December 1, 2018 to be considered as part of the proposed PST recovery mechanism. As such, the filing dates are closely aligned, and the expectation is that the investments will be compatible and, potentially, if a shared scenario is approved, can take advantage of economies of scale.

¹ The term "National Grid" as used in this response means National Grid USA. References to the "Company" means The Narragansett Electric Company, which constitutes the electric and gas distribution operations in Rhode Island.

PUC 2-35

Request:

On page 70, the Company states that the pilot is designed with future operability standards in mind to allow alternate vendor devices, networks or back office systems to seamlessly integrate. Please provide evidence from other jurisdictions that these components have been seamlessly integrated with other vendor devices, networks and back office systems.

Response:

The Worcester pilot was able to leverage the open standards and integrate customer devices and demand response capabilities. The Company 1) integrated at least three different vendor specific home technology devices/products (Ceiva, Safeplug and Carrier) and integrated them into a Demand Response solution (Ceiva) that, 2) is integrated with the web portal (Simple Energy)/meter data management system/head end system (Itron)/demand response management system (Ceiva), and 3) uses the metering network to communicate demand response events and control customer devices.

The technology, network and solutions proposed for the Rhode Island pilot are most similar to the Worcester pilot.

PUC 2-36

Request:

On page 71, the Company states that if a statewide deployment is not approved, these assets will continue to be utilized without stranding and with the existing suite of functionality. Please described “the existing suite of functionality.”

Response:

The AMI Pilot would continue to function, as designed, for the rest of its useful life. The term “the existing suite of functionality” refers to the Company continuing to support the pilot and not turning off any of the functionality. Specifically, Company would continue using the meters to process monthly billing information and inform the VVO/CVR system of service-level voltage information.

PUC 2-37

Request:

Are any of the goals and objectives of the Street Light Metering Pilot being repeated in the proposed VVO/AMI Pilot? Why or why not?

Response:

The Street Light Metering and VVO/AMI Pilots do not have overlapping goals. The Street Light Metering Pilot project, Docket No. 4513, included the following objectives: gauge meter accuracy; integrate meter technology with the Company's billing system; compare the investment and implementation of Network Lighting Control (NLC) meter technology to the Company's unmetered rates (based on fixed operating schedules and industry-standard light source wattage ratings to determine energy consumption); and consider the allocation of associated costs.

The overarching goal of the proposed VVO/AMI Pilot is to test the incremental value of integrating this next generation of smart meters with VVO/CVR technologies, not to test the stand-alone merits of metering (over unmetered rates).

PUC 2-38

Request:

Are any of the results of the Street Light Metering Pilot instructive to the Company in designing this pilot? Why or why not?

Response:

No, the Street Light Metering Pilot is significantly different in scope to what is presented in this pilot. The general conclusion of the Company's Street Light Metering Pilot Final Report (published on November 21, 2017 in RIPUC Docket No. 4513) is reprinted here:

“The general conclusion reached through the accuracy testing phases of the Pilot is that the network lighting controls did not meet the accuracy measurement tolerance criteria established by the American National Standards Institute (ANSI) C12.20 for revenue grade meters. Prior to the adoption of nodes and supporting network infrastructure use for street lighting metering, appropriate ANSI industry accepted testing protocols must be available to qualify the specified revenue grade accuracy of the integrated circuit meters. Thus, after completing the laboratory and field testing, National Grid has a number of concerns with using metered devices for street light billing at this point. Based on the observation that unmetered calculations performed comparably to the control device measurements, it appears that using the unmetered calculation method for billing remains a less expensive way to achieve similar results.”

The Company plans to evaluate the collection and integration of voltage information from AMI meters in the proposed AMI pilot – not to test the value of metering technology in general.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4783
In Re: Electric Infrastructure, Safety, and Reliability Plan FY2019
Responses to the Commission's Second Set of Data Requests
Issued on January 17, 2018

PUC 2-39

Request:

Does the Company foresee a need to rapidly replace a large number of AMRs? Please provide the most recent schedule of forecasted meter replacements. If there is a large amount to be replaced at once, please explain the reason.

Response:

The Company has not yet developed a comprehensive electric AMR meter replacement program, but considered a forecast of meter replacements need in the Company's AMF business case as part of RIPUC Docket No. 4780. The forecast assumed electro-mechanical meters with encoder receiver transmitters (ERTs) and solid-state AMR meters have a 20-year useful life. The Company estimates replacing AMR meters deployed over 2001 and 2002, representing 66.4% of the existing population over FY2022 and FY2023 as they reach the end of their useful life.

PUC 2-40

Request:

In Docket No. 4682, on March 9, 2017, Mr. Constable testified that the Company was working with the developers of CYME to obtain a software program or update to allow for hosting capacity functionality. Mr. Constable expected the software to be available in 2017. Please provide an update of the software development for the CYME to include hosting capacity functionality. If it is available, has the Company obtained it? Why or why not?

Response:

The Company has obtained sample copies of the latest CYME software containing hosting capacity functionality through its annual service contracts with CYME International T&D. Although full deployment is not complete, National Grid plans to complete its analysis and data portal goals using these sample copies.

The hosting capacity module requires a version of CYME (the Software) that was made available in October 2017. However, due to distributed generation short-circuit calculation issues with the Software, the Company refrained from full deployment of this version until sufficient testing was completed. The tests were completed as of December 2018, and the Company's Information System department is preparing the full deployment of the Software version that includes the hosting capacity module. The Expected completion date is March 2018.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4783
In Re: Electric Infrastructure, Safety, and Reliability Plan FY2019
Responses to the Commission's Second Set of Data Requests
Issued on January 17, 2018

PUC 2-41

Request:

Please provide an update on the development of a heat map.

Response:

On December 20, 2017, the PUC approved the heat map in the Company's 2018 System Reliability Procurement Plan (RIPUC Docket 4756). To date, the Company has begun organizational tasks for the heat map and plans to publish it in June 2018.

PUC 2-42

Request:

Does National Grid have GIS accuracy and functionality to appropriately enable AMI to provide incremental benefits to the utility?

Response:

Yes, the Company's existing GIS system provides sufficient functionality to support the proposed AMI/VVO pilot project proposed in the FY2019 ISR. Information from the GIS system is sufficient to align customer level voltage information captured through AMI with the feeder level VVO/CVR control schemes with sufficient granularity.

Beyond the scope of the pilot project proposed in the ISR, additional GIS information in concert with a broader set of advanced metering functionalities may enable other grid modernization functionalities such as the development of comprehensive network models for system operations, as discussed in the Company's Power Sector Transformation filing in Docket 4780.

PUC 2-43

Request:

Please provide any results or analysis from the previously approved storm hardening projects. Please also provide any results or analysis from those undertaken in NY and MA.

Response:

Please see below for the two approved storm hardening projects in Rhode Island:

1. Tunk Hill Road 15F2 Storm Hardening:

The scope of this storm hardening project was to reconnector a two-mile section of the 15F2 Hope Substation feeder from pole #21 on Hope Furnace Road to pole #87 on Tunk Hill Road. This project was completed in 2015.

From 2011 to 2015 there were 11 outages that occurred on the Tunk Hill Road section of the 15F2 circuit, mostly caused by tree contact. In comparison, 2016 and 2017, no events occurred due to a tree between pole #21 on Hope Furnace Road to pole #87 on Tunk Hill Road. Two events occurred in 2016 on the Tunk Hill Road outside the scope of the storm hardening project.

2. Foster Clayville Minor Storm Hardening:

Feeders 34F1 and 34F3 out of Chopmist Substation were selected to develop a scope of work to increase resiliency to damage during inclement weather in targeted areas. The design work has been completed. The project is scheduled to start construction in FY 2020.

Please see below for the two approved storm hardening projects in Massachusetts:

1. Mill Street 912W55:

The project scope included reconductoring lines on Cross Street, Vernon Street and Conant Street in Bridgewater, Massachusetts with spacer cable. The Project was completed in early 2016. Recent reliability data shows that during the October 2017 windstorm one there was one event due to a tree contact but outside the scope of the storm hardening work. No events occurred due to a tree on either area that was reconnected.

PUC 2-43, page 2

2. Water St 910W25:

The project scope included tree wire reconductoring on Mountain Avenue and High Street in Pembroke, Massachusetts. This project was completed in March of 2017. Recent reliability data shows the October 2017 windstorm did not impact the areas reconductored as part of storm hardening effort.

Although the storm hardening projects described above have no tree-related outages to date within their respective areas of improvement, National Grid believes it is too soon to draw firm conclusions.

PUC 2-44

Request:

Please provide any recent analysis from the current Volt/VAR optimization project, updating the results from the December 2016 presentation.

Response:

The Company does not have any updates from the December 2016 presentation. In 2017, the Company performed several system upgrades and resolved several communication challenges associated with the cellular network design, which have prevented a thorough measurement and verification (M&V) from being completed on the remaining pilot circuits. These upgrades included a whole box replacement of the Adaptivolt server to Utilidata's newer and more scalable version. The Company also identified several locations where devices were not reliably communicating and resolve them with configuration changes. The Company is currently performing M&V and is working with the vendor to provide a report for these remaining circuits.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4783
In Re: Electric Infrastructure, Safety, and Reliability Plan FY2019
Responses to the Commission's Second Set of Data Requests
Issued on January 17, 2018

PUC 2-45

Request:

In Docket No. 4382, the PUC asked: Please provide the Commission with a copy of any policies or Ordinances provided to National Grid by or pertaining to any municipality which has imposed police detail requirements on National Grid for tree-trimming activities in Fiscal Years 2012 and/or 2013. [http://www.ripuc.org/eventsactions/docket/4382-NGrid-RR\(4-12-13\).pdf](http://www.ripuc.org/eventsactions/docket/4382-NGrid-RR(4-12-13).pdf). Please update the response for Fiscal Year 2018.

Response:

Please see Attachment PUC 2-45.

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Barrington Police Dept

Hourly Labor Rate: \$ _____ Minimum: 4 # of hours

Weekend Rate: \$ _____ Hours over minimum billed: X by the hour

Holiday Rate: \$ _____ 6 hrs. _____
 8 hrs. _____
 Other _____

Cruiser Fee: \$ 25.00 hourly Minimum: 1 # of hours
 \$ _____ day

Cancellation Policy: _____ at least 1 hour before detail start
 _____ at least 1.5 hours before detail start
 _____ at least 2 hours before detail start
X at least 4 hours before detail start
 _____ at least 8 hours before detail start
 _____ Other (list) _____

Administration Fee: 10 % of invoice
 _____ \$ per hour
 _____ included in rate
7.65 Other - SS

Please note any special ordinances we need to be aware of: After 8 hours -
fine of 1/2 paid

Billing Contact: (Name, phone number, email) Anne M Agresti 401.437.3930
aagresti@barrington-ri.gov

Comments: _____



Barrington Police Department
 100 Federal Road • Barrington, Rhode Island 02806
 Telephone: (401) 437-3935 • Fax: (401) 437-3943



John M. LaCross
 Chief of Police

Barrington Police Department New Detail Rates as of July 1, 2017

- Captain \$62.8472 - Double Time \$83.7963
- Lieutenant \$60.5141 - Double Time \$80.6854
- Sergeant \$53.0157 - Double Time \$70.6877
- Detective \$50.5927 - Double Time \$67.4570
- Patrolman \$47.0390 - Double Time \$62.7186

All private and public details that exceed eight (8) hours, those hours worked after the initial eight (8) hours shall be compensated at double time the standard hourly rate of the assigned officer. Double time after 8 hours shall not apply for any details sponsored by the Town of Barrington.

Plan), to be deducted in equal installments from each paycheck.

Commencing July 1, 2013, members will pay a healthcare cost share of \$3,100.00 per year (Family Plan) / \$1,850.00 (Individual Plan), to be deducted in equal installments from each paycheck.

Commencing July 1, 2014, members will pay a healthcare cost share of \$3,400.00 per year (Family Plan) / \$2,040.00 (Individual Plan), to be deducted in equal installments from each paycheck.

SECTION 2A Military Leave

The Town will continue to provide health coverage for employees called to active duty and any officer or officers that are absent from duty for military activation (State or Federal) or deployment shall be entitled to any and all seniority based benefits that they would normally receive from the Department but for their service in the military. This includes longevity pay and clothing allowance.

SECTION 3 Shotgun

The Town agrees to have a shotgun available for emergencies. Said shotgun is to be located in the station and be taken out only upon authorization of the Chief, or if he is not immediately available, by the Officer in Charge.

SECTION 4 Special Details

a) All members of Local 644 are to be paid at the rate of time and one half (1 1/2) per hour, of Lieutenants pay, when working on any private/special detail, including highway construction, paid for by the person or contractor being served.

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SECTION 5 Breathal
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SECTION 6 Existing
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Little Compton and Lo

SECTION 7 In Servic

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share of \$3,400.00
acted in equal

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but for their
allowance.

Said shotgun is to
in of the Chief, or

b) In any case where any police officer covered by this Agreement is assigned to a detail for the Town of Little Compton, said police officer shall be paid at the rate of time and one half (1 1/2) the officer's regular hourly rate of pay.

c) All said details will have a four (4) hour minimum. However, any detail which is posted prior to seventy-two (72) hours of the time of such detail will not be considered call back with the four (4) hour minimum and the officer will be paid for the actual time worked at the rate of time and one half (1 1/2) of the officer's hourly rate of pay.

SECTION 5 Breathalyzer Recertification

All certified breathalyzer operators who are required to report for the purpose of recertification during their off-duty hours shall be compensated at the rate of time and one half (1 1/2) their normal hourly rate of pay with a two (2) hour minimum.

SECTION 6 Existing Benefits

All existing benefits, practices and policies not covered by this Agreement shall continue in effect unless changed by mutual agreement between the Town of Little Compton and Local 644.

SECTION 7 In Service Training

a) Whenever training courses or other schooling are available, and offered to members of the Department, the police officer chosen by the Chief of Police to attend such course or schooling shall be selected on the basis of aptitude and interest in said courses or schooling to insure the greatest potential benefit to the Department and the Town. A written notice of all available training courses or schooling shall be posted in the police station

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Bristol

Hourly Labor Rate: \$ 49.00 Minimum: 4 # of hours

Weekend Rate: \$ 65.00 Hours over minimum billed: by the hour

Holiday Rate: \$ 65.00 6 hrs.
8 hrs.
Other _____

Cruiser Fee: \$ 20 hourly Minimum: 0 # of hours
\$ _____ day

Cancellation Policy: _____ at least 1 hour before detail start
_____ at least 1.5 hours before detail start
 at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
Other (list) _____

Administration Fee: 20 % of invoice
_____ \$ per hour
_____ included in rate
Other _____

Please note any special ordinances we need to be aware of: After 4pm \$65/hr

Billing Contact: (Name, phone number, email) Gary Marshall (401) 253-7000
gmarshall@bristolri.us

Comments: _____



JOSUE D. CANARIO
Chief of Police

Bristol Police Department

395 METACOM AVENUE • BRISTOL, RHODE ISLAND 02809
TELEPHONE (401) 253-6000



Detail Officer Request Form
(PLEASE PRINT)

ORGANIZATION/ COMPANY NAME: _____

BILLING ADDRESS: _____ (STREET) _____ (CITY) _____ (ZIP)

CONTACT PERSON: _____ PHONE: _____

LOCATION OF DETAIL: _____

DATE: _____ START TIME: _____ (AM/PM) END TIME: _____ (AM/PM)

NUMBER OF OFFICERS REQUESTED: _____ CRUISER: (YES/NO) HOW MANY: _____

EACH DETAIL SHALL BE PAID A MINIMUM OF FOUR (4) HOURS PAY FOR EACH POLICE OFFICER. ANY TIME WORKED BEYOND FIFTEEN (15) MINUTES AND UP TO ONE (1) HOUR SHALL BE COMPENSATED FOR ONE FULL HOUR. ALL HOURS WORKED IN EXCESS OF EIGHT (8) HOURS SHALL BE PAID AT TIME AND ONE HALF OF THE DETAIL RATE. DETAIL OFFICERS SHALL BE PAID FOR THEIR LUNCH BREAKS. DETAILS SHALL BE PAID AT THE DETAIL RATE FOR WHICH THE DETAIL BEGINS AND CARRY THROUGH AT THAT RATE FOR THE REMAINDER OF THE DETAIL OR UNTIL EIGHT (8) HOURS HAVE BEEN EXCEEDED.

THE DETAIL RATE IS AS FOLLOWS (EFFECTIVE JULY 1, 2017):

| | | |
|---------------------|------------------|----------------|
| MONDAY - FRIDAY | 7:00 AM- 4:00 PM | \$49.00 per/hr |
| MONDAY - SUNDAY | 4:00 PM- 7:00 AM | \$65.00 per/hr |
| SAT/ SUN / HOLIDAYS | | \$65.00 per/hr |

DETAIL RATE FOR USE OF A POLICE CRUISER IS \$20.00 PER HOUR.

CANCELLATIONS MUST BE MADE TWO (2) HOURS PRIOR TO START OF DETAIL OR A MINIMUM OF FOUR (4) HOURS WILL BE CHARGED.

ORGANIZATIONS/COMPANIES ENGAGING IN THE SERVICES OF POLICE PERSONNEL SHALL BE RESPONSIBLE FOR THE DIRECT PAYMENT OF THOSE OFFICERS INDIVIDUALLY UNLESS OTHERWISE WAIVED BY THE CHIEF OF POLICE IN ACCORDANCE WITH THE TOWN OF BRISTOL'S POLICY.

SIGNATURE: _____ DATE: _____

Fax or deliver to Bristol P.D.
Fax # 401-253-1540
Rates effective 07/01/17

Entered in red book: _____

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Town of Burrillville

Hourly Labor Rate: \$ 70 (up to 10hrs) Minimum: 4 # of hours

Weekend Rate: \$ 85/hr Hours over minimum billed: by the hour

Holiday Rate: \$ 85/hr 6 hrs.

 8 hrs.

 Other

Cruiser Fee: \$ 20 hourly Minimum: 4 # of hours

\$ day

Cancellation Policy: at least 1 hour before detail start

 at least 1.5 hours before detail start

 at least 2 hours before detail start

 at least 4 hours before detail start

at least 8 hours before detail start

 Other (list)

Administration Fee: % of invoice

 \$ per hour

 included in rate

 Other

Please note any special ordinances we need to be aware of:

Billing Contact: (Name, phone number, email) Arnee Juneau

401-568-9466, ajuneau@burrillville.org

Comments:

TOWN OF BURRILLVILLE

TOWN FINANCE OFFICE
105 Hannayville Main Street
Burrillville, RI 02830



Phone (401) 568-4300

Town of Burrillville police detail billing rates:

DETAILS WORKED DURING THE HOURS OF 6:00 AM TO 10:00 PM MONDAY THROUGH FRIDAY WILL BE BILLED AT:

| ITEM | HOURS | DAILY RATE |
|----------------|-------|------------------|
| DETAIL OFFICER | 1-4 | \$280.00 |
| DETAIL OFFICER | 5-10 | \$70.00 PER HOUR |
| DETAIL OFFICER | 10 + | \$85.00 PER HOUR |
| CRUISER | ANY | \$20.00 PER HOUR |

DETAILS WORKED DURING THE HOURS OF 10:00 PM AND 6:00 AM MONDAY THROUGH FRIDAY, SATURDAY, SUNDAY, AND HOLIDAY HOURS WILL BE BILLED AT:

| ITEM | HOURS | DAILY RATE |
|----------------|-------|------------------|
| DETAIL OFFICER | 1-4 | \$340.00 |
| DETAIL OFFICER | 5-10 | \$85.00 PER HOUR |
| DETAIL OFFICER | 10 + | \$85.00 PER HOUR |
| CRUISER | ANY | \$20.00 PER HOUR |

Holidays include: New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Victory Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day.

MUNICIPAL DETAILS FOR OTHER TOWN OF BURRILLVILLE ENTITIES WILL BE BILLED AT A RATE OF \$50.00 AN HOUR AND NO CRUISER FEES APPLY.

A minimum of an 8 hour notice is required to cancel a detail or you will be billed for a 4 hour minimum.

Any billing inquiries please contact Kristen Santos at 401-568-4300 ext. 161. Please do not call the police department for any BILLING RELATED ISSUES.

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Central Falls Police

Hourly Labor Rate: \$ 45.00 Minimum: 4 # of hours

Weekend Rate: \$ 67.50 Hours over minimum billed: ___ by the hour

Holiday Rate: \$ 90.00 ___ 6 hrs.

8 hrs.

___ Other ___

Cruiser Fee: \$ 15.00 hourly Minimum: 4 # of hours

\$ ___ day

Cancellation Policy: ___ at least 1 hour before detail start

___ at least 1.5 hours before detail start

at least 2 hours before detail start

___ at least 4 hours before detail start

___ at least 8 hours before detail start

___ Other (list) _____

Administration Fee: ___ % of invoice

5.00 \$ per hour

___ included in rate

___ Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Mary Chace (401)616-2550

mchace@cfpd.centralfallsri.gov

Comments: See attached correspondence



Central Falls FOP Lodge #2
 160 ILLINOIS STREET
 CENTRAL FALLS RHODE ISLAND 02863

May 22, 2017

To whom it may concern:

The Central Falls Police Department is informing all companies of the Police Detail rate change effective July 1, 2017.

The detail rate will be \$45.00 per hour. This means that any Central Falls Police Department personnel who work "road jobs, school details or special details" are paid a detail rate of \$45.00 per hour.

Any "road jobs, school details or special details" must be requested a minimum of eight (8) hours prior to the start of said "road jobs, school details or special details." If any of the "road jobs, school details or special details" are requested with less than eight (8) hour notice, said "road jobs, school details or special details" will be labeled an Emergency Detail and the Officer assigned to an Emergency Detail will be paid at time and a half (\$67.50 per hour) of the detail rate. Officers will also be paid at time and a half the detail rate for any "road jobs" requested on weekends. All details requested on holidays, which include the days of Christmas Eve and New Year's Eve, will be paid at double time (\$90.00 per hour) the detail rate.

In addition, as with all "road jobs, school details or special details," please be advised that the Central Falls Police Department personnel will be paid a minimum of four (4) hours, for the "road jobs, school details or special details." "Road jobs" in excess of four (4) hours will be an automatic eight (8) hours. In determining the hours worked, any period of time worked in excess of fifteen (15) minutes will be considered a full hour. Central Falls Police Department personnel are also paid during any lunch or meal break. Any details that are worked in excess of an eight (8) hour period will be paid at time and a half (\$67.50 per hour) of the detail rate.

Cancellation of any "road jobs, school details or special details" must be made a minimum of two (2) hours prior to the start of said detail. If such notification of cancellation is not made prior to two (2) hours of the start of the detail, then your agency will be responsible for a minimum of four (4) hours paid to the Officer assigned to the detail.

The vehicle fee is (\$15.00 per hour) and the administrative fee (\$5.00 per hour) assessed by the City of Central Falls. If the detail Officers deem the location of said detail to be a public or officer safety issue, a cruiser will be required.

Respectfully,

 Jeffrey G. Araujo
 President
 Central Falls FOP Lodge #2 (RI)
 Contact No. (401) 616-2550
 jaraujo@cfpd.centralfallsri.gov

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Charlestown

Hourly Labor Rate: \$ 45.00 Minimum: 4 # of hours

Weekend Rate: \$ _____ Hours over minimum billed: ✓ by the hour

Holiday Rate: \$ _____ 6 hrs.

OT Rate 67.50 over 8 hrs ✓ 8 hrs.

Other _____

Cruiser Fee: \$ 25 hourly Minimum: 4 # of hours

\$ _____ day

Cancellation Policy: ✓ at least 1 hour before detail start

_____ at least 1.5 hours before detail start

_____ at least 2 hours before detail start

_____ at least 4 hours before detail start

_____ at least 8 hours before detail start

_____ Other (list) _____

Administration Fee: _____ % of invoice

_____ \$ per hour

_____ included in rate

✓ Other depends if workmans comp is needed + FICA

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Dianna Palmer 401-364-1235

Comments: _____

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Coventry

Hourly Labor Rate: \$ 42 Minimum: 4 # of hours

Weekend Rate: \$ 63 Hours over minimum billed: 1/2 by the hour

Holiday Rate: \$ 84 _____ 6 hrs.
_____ 8 hrs.
_____ Other _____

Cruiser Fee: \$ 30 hourly Minimum: none # of hours
\$ _____ day

Cancellation Policy: _____ at least 1 hour before detail start
_____ at least 1.5 hours before detail start
_____ at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
 Other (list) 24 hr

Administration Fee: 5% % of invoice
_____ \$ per hour
_____ included in rate
_____ Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Therese Stafford 401-822-9190
business.office@coventrypd.org

Comments: OT is billed after 8 hours at whichever rate
is applicable

COVENTRY POLICE DEPARTMENT - DETAIL CONTRACT

NATURE OF ASSIGNMENT: _____

LOCATION OF ASSIGNMENT: _____

ALCOHOLIC BEVERAGES SERVED: YES _____ NO _____

DATE OF ASSIGNMENT: _____ TIME: _____ TO _____

COMPANY OR ORGANIZATION: _____

OWNER OR AGENT: _____

NUMBER OF OFFICERS REQUIRED: _____ TOTAL MAN HOURS: _____ CAR NEEDED: _____

OWNER OR AGENT AUTHORIZED TO CONTRACT FOR DETAILS AGREES AND AFFIRMS THAT ALL FEES AND COSTS TO THIS CONTRACT ARE DUE AND PAYABLE WITHIN FOURTEEN (14) DAYS FROM ASSIGNMENT. THE OFFICER WHO IS ASSIGNED THE ABOVE DETAIL WILL PRESENT TO YOU A PAY VOUCHER. AN INVOICE WILL BE FORWARDED TO YOU. THE RATE PER HOUR IS \$45.22 WITH A MINIMUM OF 4 HOURS. VEHICLES ARE CHARGED AT \$30 PER HOUR. A 5% ADMINISTRATIVE SERVICE CHARGE WILL BE ADDED TO THE TOTAL OF ALL DETAILS.

SATURDAY AND SUNDAY ROAD CONSTRUCTION AND TRAFFIC CONTROL DETAILS WILL BE PAID AT A RATE OF TIME AND ONE HALF.

THE FOLLOWING DAYS WILL BE PAID AT A DOUBLE TIME RATE:

| | | | |
|---------------------|------------------|------------------------|---------------|
| New Year's Day | Columbus Day | Washington's Birthday | Victory Day |
| Christmas Day | Thanksgiving Day | Day after Thanksgiving | Labor Day |
| Independence Day | Memorial Day | Martin Luther King Day | Veteran's Day |
| Police Memorial Day | | | |

Any detail worked after Noon (1200 hrs) on the following days will also be paid at the rate of double time. Good Friday, Day before Thanksgiving, Christmas Eve, New Year's Eve.

CANCELLATIONS MUST BE RECEIVED TWENTY-FOUR (24) HOURS PRIOR TO THE ASSIGNMENT DATE OR ALL FEES WILL BE DUE AND PAYABLE AS STATED ABOVE.

CHECKS WILL BE MADE PAYABLE TO:
TOWN OF COVENTRY SPECIAL DETAIL FUND
BUSINESS OFFICE
1075 MAIN STREET
COVENTRY, RI 02816

EXECUTED BY: _____ PHONE: _____

BILL TO ADDRESS: _____

DATE OF EXECUTION: _____

POLICE DEPARTMENT DETAIL RATES as of July 2015

City/Town: Cranston

Hourly Labor Rate: \$ 46.54
OIC - 51.61

Minimum: 4 # of hours

Weekend Rate: \$ —

Hours over minimum billed: by the hour

Holiday Rate: \$ 90.58

6 hrs

" OIC - 95.65

8 hrs

Other _____

Cruiser Fee: \$ 20 hourly
\$ — day

Minimum: 4 # of hours

Cancellation Policy: at least 1 hour before detail start

at least 1½ hours before detail start

at least 2 hours before detail start

at least 4 hours before detail start

at least 8 hours before detail start

Other (list) _____

Administration Fee: % of invoice

\$ per hour

included in rate

Other _____

Please note any special ordinances we need to be aware of: —

Billing Contact: (Name, phone number, email) Kerry Moretti 401-477-5008

kmorette@cranstonpolice.ri.com

Comments: please note details over 8 hours are billed as

follows - OT rate - 68.56, OIC OT rate - 73.63,

Holiday OT rate - 134.62, Holiday OIC OT rate - 139.69



John R. Desmarais
Chief of Police

CUMBERLAND

Fee schedule sent last week was incorrect,
- This is up to date
Thanks
Ch. Cook CPD

DEPARTMENT



Community

From: Lt Jonathan Cook
To: Vendor Company
In Re: CPD detail pricing
Date: 07/07/16

Accounts Payable,

The following is the Cumberland Police Department's detail billing pricing effective 07/01/16.

-Regular daytime scheduled detail work is billed at \$48.00 per hour. This amount incorporates a processing fee charged by the Town of Cumberland. There is a 4 hour minimum charge.

-Any hours worked beyond a regular 8 hour day, are billed at \$71.00 per hour. This amount also includes a processing fee charged by the Town of Cumberland.

-Weekend details are billed at \$71.00 per hour. This price does not increase after 8 hrs, and reflects the Town processing fee. 4 hr minimum charge applies.

-Emergency detail rate is billed at \$71.00 per hour. This price includes the above mentioned processing fee. An emergency detail is any detail not scheduled before 6pm the previous day. 4 hour minimum charge applies.

-Note, An emergency detail that occurs on a weekend / holiday will be billed at \$71 per hour for the 1st four hours (minimum), any hour accrued after the 1st four are billed at \$94.00 per hour. A detail that starts after 7pm is billed at \$56/hr & \$71 after 8 hrs.

-Cruisers are billed at \$20.00 per hour.

-The company ordering the detail will be responsible for payment, unless arrangement is made prior the job.

Thank you for your inquiry

Lt Jonathan Cook #1

"A NATIONALLY ACCREDITED AGENCY"

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: EAST GREENWICH
Hourly Labor Rate: \$ 46.58 Minimum: 4 # of hours
Weekend Rate: \$ _____ Hours over minimum billed: _____ by the hour
Holiday Rate: \$ 93.16 Christmas Eve & Day _____ 6 hrs.
69.87 New Year's Eve & Day _____
69.87 Thanksgiving Day _____ 8 hrs.
_____ Easter _____
_____ Other _____
Cruiser Fee: \$ 25 hourly Minimum: _____ # of hours
\$ _____ day
Cancellation Policy: at least 1 hour before detail start
_____ at least 1.5 hours before detail start
_____ at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
_____ Other (list) _____
Administration Fee: 20 % of invoice
_____ \$ per hour
_____ included in rate
_____ Other _____

Please note any special ordinances we need to be aware of: _____
Billing Contact: (Name, phone number, email) Deborah Gregory
401-886-8628 dgregory@eastgreenwichri.com
Comments: _____

East Greenwich RI

SECTION 3 - COMPENSATION FOR DETAIL
As of July 1, 2016, all details shall be compensated at the following rates:

School Details and Town Details \$40.00 per hour
All Other Special Details Time and one-half (1 1/2) Class
Patrolman's hourly rate of pay with a
Minimum 300 (3) hours pay

All details will be billed by the Police Department and all details, other than School Details, surcharged 20% for administrative handling. The Town will initially use the surcharge to pay the officers the detail pay. The Town has an obligation to pay the detail amount if there are not sufficient funds in the account.

All details shall have a starting minimum of four (4) hours pay at the detail rate.
Any details not cancelled within one (1) hour prior to the scheduled starting time of detail shall be paid to the officer and billed for the four (4) hour minimum. Details, other than School Details, which actually go beyond the four (4) hours, shall have a minimum of eight (8) hours pay at the detail rate. Details which actually go beyond the eight (8) hours shall be paid at time and one-half of the detail rate for all hours worked in excess of the eight (8) hours.

SECTION 4 - SPECIAL DETAIL RATE ON HOLIDAYS
Police Officers shall receive double time for working special details on the following named holidays:
New Year's Eve, Commencing at 6:00 P.M.
New Year's Day
Thanksgiving Day
Christmas Eve, Commencing at 6:00 P.M.
Christmas Day
Police Officers shall receive time and one-half for working special details on the following named holidays:

*1 **

SECTION 1 - SALARY SCHEDULE INCREASE
2016 Salary Schedule July 1, 2016
2016 Salary Schedule July 1, 2017
2016 Salary Schedule July 1, 2018
Regular police officers of the Police Department of the Town of East Greenwich shall be paid in accordance with the following salary schedule:

SECTION 1 - SALARY SCHEDULE ACROSSABLE July 1, 2018 (2018 SALARY INCREASE)
Regular police officers of the Police Department of the Town of East Greenwich shall be paid in accordance with the following salary schedule:

| CLASS | MINIMUM SALARY | ANNUAL SALARY |
|---|----------------|---------------|
| 1st Class Officer | \$1,240.00 | \$16,124.00 |
| 2nd Class Officer | \$1,075.00 | \$14,187.50 |
| (*After completion of 60 (60) months of service as a 2nd Class Officer) | | |
| 3rd Class Officer | \$1,245.00 | \$16,387.50 |
| (*After completion of 60 (60) months of service as a 3rd Class Officer) | | |
| Detective Foreman | \$1,585.00 | \$20,807.50 |
| Supervisor | \$1,280.00 | \$16,872.00 |
| Detective Sergeant | \$1,300.00 | \$17,100.00 |
| Lieutenant | \$1,380.00 | \$18,156.00 |
| Detective Lieutenant | \$1,420.00 | \$18,664.00 |

East Greenwich RI

July 1, 2018 (2018 SALARY INCREASE)
Regular police officers of the Police Department of the Town of East Greenwich shall be paid in accordance with the following salary schedule:

| CLASS | MINIMUM SALARY | ANNUAL SALARY |
|---|----------------|---------------|
| 1st Class Officer | \$1,285.00 | \$16,905.00 |
| 2nd Class Officer | \$1,095.00 | \$14,437.50 |
| (*After completion of 60 (60) months of service as a 2nd Class Officer) | | |
| 3rd Class Officer | \$1,290.00 | \$17,175.00 |
| (*After completion of 60 (60) months of service as a 3rd Class Officer) | | |
| Detective Foreman | \$1,635.00 | \$21,652.50 |
| Supervisor | \$1,320.00 | \$17,364.00 |
| Detective Sergeant | \$1,340.00 | \$17,628.00 |
| Lieutenant | \$1,420.00 | \$18,664.00 |
| Detective Lieutenant | \$1,460.00 | \$19,172.00 |

7/1/2018

New Detail Rate

July 1, 2018 (2018 SALARY INCREASE)
Regular police officers of the Police Department of the Town of East Greenwich shall be paid in accordance with the following salary schedule:

| CLASS | MINIMUM SALARY | ANNUAL SALARY |
|---|----------------|---------------|
| 1st Class Officer | \$1,290.00 | \$17,377.50 |
| 2nd Class Officer | \$1,100.00 | \$14,520.00 |
| (*After completion of 60 (60) months of service as a 2nd Class Officer) | | |
| 3rd Class Officer | \$1,300.00 | \$17,400.00 |
| (*After completion of 60 (60) months of service as a 3rd Class Officer) | | |
| Detective Foreman | \$1,640.00 | \$21,720.00 |
| Supervisor | \$1,330.00 | \$17,598.00 |
| Detective Sergeant | \$1,350.00 | \$17,862.00 |
| Lieutenant | \$1,430.00 | \$18,798.00 |
| Detective Lieutenant | \$1,470.00 | \$19,306.00 |

POLICE DEPARTMENT DETAIL RATES as of June 2015

City/Town: East Providence

Hourly Labor Rate: \$ 50.00 Minimum: 4 # of hours

Weekend Rate: \$ _____ Hours over minimum billed: by the hour
Holiday Rate: \$ _____ 6 hrs
 8 hrs
 Other _____

Cruiser Fee: \$ 25 hourly Minimum: 4 # of hours
\$ _____ day

Cancellation Policy: _____ at least 1 hour before detail start
_____ at least 1½ hours before detail start
 at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
_____ Other (list) _____

Administration Fee: _____ % of invoice
_____ \$ per hour
 included in rate
_____ Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name & phone number) _____
Susan Lusignan 435-7600 ext 20083

Comments: _____

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: EXETER
Hourly Labor Rate: \$ 40.⁰⁰ Minimum: 4 # of hours
Weekend Rate: \$ 60.⁰⁰ Hours over minimum billed: by the hour
Holiday Rate: \$ SAME AS OT 6 hrs.
After 8 hrs.
 Other

Cruiser Fee: \$ 30.⁰⁰ hourly Minimum: 4 # of hours
\$ day

Cancellation Policy: at least 1 hour before detail start
 at least 1.5 hours before detail start
 at least 2 hours before detail start
 at least 4 hours before detail start
 at least 8 hours before detail start
 Other (list)

Administration Fee: % of invoice
10% \$ per hour
 included in rate
 Other

Please note any special ordinances we need to be aware of:

Billing Contact: (Name, phone number, email) Sgt. Richard S. Brown;
(401) 952-7379; townsergeant@town.exeter.ri.us

Comments:



FOSTER POLICE DEPARTMENT

182 Howard Hill Rd
Foster, Rhode Island 02825
Ph# 401-397-3317 Fax# 401-397-8731
Chief William J. Zech

November 15, 2017

National Grid Forestry Department
ATTN: Janice Hitchcock
642 George Washington Highway
Lincoln, RI 02865

RE: Foster Police Department 2017 Police Officer Detail Rates

To Whom It May Concern,

Please find enclosed the detail payment schedule for the uniformed officers of the Foster Police Department effective as of today's date. We are forwarding this fee schedule as per your request.

Enclosed is a copy (page 12-13) of the current police officer's contract. I have also included a breakdown of the payment fee for each police officer rank. Most details are billed at Rate #3.

If you have any further questions, please feel free to contact me at 401-397-3317.

Respectfully,

Dispatcher Linda Niles
Detail Billing Clerk
Foster Police Department

WM/n

encl: Page 12-13 of Foster Police Officer's Contract
Current detail payment schedule for Foster Police Officers

FOSTER POLICE DEPARTMENT DETAIL FEE SCHEDULE AS OF 10/25/2017

| PATROL RANK | REGULAR RATE OF PAY | OVERTIME RATE OF PAY | HOLIDAY RATE OF PAY | OVERTIME/HOLIDAY RATE OF PAY (AFTER 8 HOURS) | WEEKEND RATE OF PAY | WEEKEND RATE OF PAY (AFTER 8 HOURS) |
|-------------------|---------------------|----------------------|---------------------|--|---------------------|-------------------------------------|
| RATE #1 Capt. | \$ 61.32 | \$ 91.98 | \$ 122.63 | \$ 183.95 | \$ 91.98 | \$ 137.98 |
| RATE #2 Sgt. | \$ 54.87 | \$ 82.31 | \$ 109.74 | \$ 164.61 | \$ 82.31 | \$ 123.45 |
| RATE #3 Patrol | \$ 49.52 | \$ 74.28 | \$ 99.04 | \$ 148.56 | \$ 74.28 | \$ 111.42 |

ARTICLE XII

CALL BACK

Employees called back to work shall be called back as per Article XI and compensated for a minimum of four (4) hours and shall be paid time and one half of the employee's straight time regular rate of pay, regardless if any type of time off is taken during their scheduled work week.

If callback is needed, the officer who is willing to accept the full shift will be awarded it over the officer who only wishes to work part of the shift.

First, a junior officer will be ordered back. The junior officer cannot be ordered back to work a second consecutive department overtime. Therefore, the overtime/order back will move to the next junior officer and so on. Department overtime precedes details. An officer cannot decline an order back because he/she is scheduled for a detail. The detail will be given up and the officer will be required to work overtime/order back.

ARTICLE XIII

COURT TIME

Employees required to attend court on their off time will be compensated as per call back.

ARTICLE XIV

SPECIAL DETAILS

- (a) Civic details, i.e. those performed for the Town of Foster, shall be paid as per call back.
- (b) Private details (and highway construction details, hereafter referred to as private details) shall be paid at the rate of forty-six dollars (\$46.00) per hour or at the rate of time and one-half of an Officer's straight time rate of pay, whichever is greater, for a minimum of four (4) hours.
- (c) Any detail assigned on any holiday covered by this contract and December 24th and December 31st, will be compensated at double the regular rate with a minimum of four (4) hours. Any time worked in excess of four (4) hours will be paid for eight (8) hours. Any hours worked in excess of eight (8) hours will be paid one and one half (1.5) times the holiday detail rate.
- (d) Private details must be authorized by the Chief of Police or his designee. Details shall be offered in the same manner as outlined in Article XI.

- (e) In determining hours of work, any period of time worked in excess of four (4) hours, will be at eight (8) hours.
- (f) A Police Officer injured while on special detail and in the performance of their duties will be compensated by the Town as provided in R.I.G.L. (1956) Section 45-19-1.
- (g) Any Officer who agrees to work any detail and said detail is cancelled and the Officer assigned is not notified and reports for said detail that Officer will be paid at the detail rate of pay for a minimum of four (4) hours by the company hiring said Officer(s).
- (h) Any detail worked in excess of eight (8) hours shall be compensated at the rate of one and one half (1 1/2) times the detail rate per hour in excess of the original eight (8) hours.
- (i) Any detail worked on a Saturday or Sunday will be paid at the rate of one and one half (1.5) times the regular detail rate (weekend rate). Any hours worked after eight (8) hours will be paid one and one half (1.5) times weekend rate.
- (j) The Town shall recognize that all parades, in and out of Town shall be on a voluntary basis of the member participating. At his discretion, the Chief of Police may elect to pay the members, at their overtime rate, unless the member elects to take compensatory time. No disciplinary action may be taken towards the member for not attending the parade.
- (k) The Town agrees that commencing July 1, 2017, the Town and the Union will agree on a financing mechanism so that officers who work a detail shall be paid by the Town the next pay period after that detail has been worked. The Union agrees to provide a sworn officer as a point of contact to allow direct contact with the Town Finance Department.
- (l) If no member of this agreement is available to work the third party detail, it will then be assigned to a retired member(s), then to officers of other police departments. Only sworn or retired police officers will be offered third party details.
- (m) Members of this agreement that engage upon special/third party details shall be subject to all the rules and regulations of the Foster Police Department. Any member of this agreement that is injured while on assignment for such detail(s) shall receive the same rights, privileges and benefits to which he/she is entitled to as a police officer of the Town.
- (n) At least two (2) officers shall be assigned to any detail which requires the control of a gathering of one-hundred (100) or more people, unless the Chief of Police and the Union agree otherwise in case where no reasonable risk of any problems exist.

- (o) RETIREES SERVING AS RESERVE OFFICERS-When a police officer retires from the Foster Police Department and chooses to remain as a reserve officer, the officer will be placed on a reserve list with seniority from his or her date of appointment as an active member. Prior reserve time will also be added to seniority. All reserve officers shall be subject to all Departmental Rules, Regulations and Orders governing Reserve Officers.

ARTICLE XV

CLOTHING AND EQUIPMENT ALLOWANCE

- (a) Commencing July 1, 2014, all full time Police Officers of the Town of Foster shall be paid bi-annually an amount of seven hundred fifty dollars (\$750.00), for cleaning and maintaining such clothing as may be used by such employee. Payments will be prorated from an officer's date of hire and will be made on April 1 and October 1 of each fiscal year.
- (b) Employees shall be responsible for proper maintenance of all uniforms and equipment. Uniform clothing shall not be used by the employee except during the performance of assigned departmental duties. Upon inspection by the Chief of Police or other supervisor, if any employee's clothing or equipment is judged to be in need of replacement the Officer shall be obligated to replace it.
- (c) At the time an Officer achieves permanent status, the cleaning allowance will be pro-rated for the current fiscal year.
- (d) Awards and Badges-The Town recognizes that criminal elements take notice and avoid conflict with decorated officers, therefore, as an addition to command presence, an officer may elect to wear any weapons qualifications, special skills, or instructor badges/awards. Specifically, BCI, DRE, firearm qualifications, FTO.

ARTICLE XVI

PAID HOLIDAYS

- (a) Effective 7/1/04 holiday pay shall be an amount equal to the employee's hourly rate times the number of hours regularly scheduled to work as outlined in Article X, Section (b)(c) and incorporated into the employee's regular weekly salary. Holiday pay will be included in the annual base salary for the purpose of retirement. Paid holidays are: New Year's Day, Martin Luther King's Birthday, President's Day, Memorial Day, Independence Day, V-J Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Christmas Day, and Police Memorial Day (May 15).

POLICE DEPARTMENT DETAIL RATES as of June 2015

City/Town: Gloucester

Hourly Labor Rate: \$ 41.12

Minimum: 4 # of hours

Weekend Rate: \$ 61.68

Hours over minimum billed: by the hour

Holiday Rate: \$ 61.68

6 hrs

8 hrs

Other _____

Cruiser Fee: \$ 20 hourly
\$ _____ day

Minimum: 4 # of hours

- Cancellation Policy: at least 1 hour before detail start
 at least 1½ hours before detail start
 at least 2 hours before detail start
 at least 4 hours before detail start
 at least 8 hours before detail start
 Other (list) _____

Administration Fee: % of invoice

\$ per hour over labor rate

included in rate

Other

4.11/hr labor rate 6.17/hr

weekend
OT rate

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name & phone number) _____

Matthew Floor 568-2533

Comments: _____

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Hopkinton

Hourly Labor Rate: \$.39 Minimum: 4 # of hours

Weekend Rate: \$.39 Hours over minimum billed: by the hour

Holiday Rate: \$ 58.50 6 hrs.

8 hrs.

Other _____

Cruiser Fee: \$ 25 hourly Minimum: 4 # of hours

\$ _____ day

Cancellation Policy: at least 1 hour before detail start

at least 1.5 hours before detail start

at least 2 hours before detail start

at least 4 hours before detail start

at least 8 hours before detail start

Other (list) _____

Administration Fee: _____ % of invoice

_____ \$ per hour

included in rate

15% Other of salary

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Sherryl Stedman

377-7750 sstedman@hopkintonpolice.org

Comments: _____



Edward A. Mello
Chief of Police

JAMESTOWN POLICE DEPARTMENT

250 Conanicus Avenue, Jamestown, RI 02835
Tel: (401) 423-1212 Fax: (401) 423-3710
www.jamestownri.gov/police



EFFECTIVE JULY 1, 2017 – JUNE 30, 2018

HOURLY RATE OF PAY

| <u>Rank</u> | <u>Regular Detail Rate</u> | <u>Overtime Rate</u> | <u>Holiday Rate</u> |
|-------------|----------------------------|----------------------|---------------------|
| Lieutenant | \$57.03 | \$85.54 | \$114.05 |
| Sergeant | \$52.12 | \$78.18 | \$104.25 |
| Detective | \$49.99 | \$74.99 | \$99.98 |
| Officer | \$47.82 | \$71.73 | \$95.64 |

- Detail officers who work more than fifteen (15) minutes over the hour are compensated for the full hour.
- Detail officers who work more than eight (8) hours are compensated at the overtime rate listed.
- Detail officers who work on Thanksgiving, Christmas or New Year's Eve from 3:00PM, Christmas Day and New Year's Day are compensated at the holiday rate for a minimum of four (4) hours.
- Detail officers who report for work without having been notified that the work was cancelled will be paid for a minimum of four (4) hours.
- Persons requesting the detail officer must contact the Police Department one (1) hour prior to the detail if the detail is cancelled for any reason. Failure to do so will result in a minimum of four (4) hour charge.
- Police officers/dispatchers are selected to serve on special details on the basis of a seniority rotation list in all cases, except when the Chief of Police determines that a supervisor (Chief, Lieutenant or Sergeant) is needed for the detail. Therefore, you may be charged at a different rate depending on the person assigned.
- Should a vehicle (cruiser) be required for the detail, it will be made available at the rate of twenty (\$20) dollars per hour.
- Reimbursement to the Town of Jamestown will include costs of wages, benefits and administrative fees at the rate of ten (10%) percent.



Johnston Police Department
Town of Johnston
1651 Atwood Avenue
Johnston, Rhode Island 02919
www.johnstonpd.com

*Revised
8-11-17*

Chief of Police
Richard S. Tamburini

Telephone- 231-4210
Fax No.- 231-9650

August 1, 2017

To whom it may concern,

This is to inform you that the following is the detail rate change that will take effect Friday September 1, 2017 for the Johnston Police Department. The rate of the officer working the detail will be the only change (see below for new rates). The other administrative and cruiser fees will not be changing at this time.

- Monday thru Saturday detail rate is \$46.33 per hour.
- Sunday and Holiday detail rate is \$69.50 per hour.
- After 8 hours the officer rate increases to \$69.50 per hour. (Only Mon. thru Sat.)

Note that the following is still in place:

- There is a four (4) hour minimum, any cancellation must be done **no later than one hour and thirty minutes** before the start of the detail or the company will be charged the four hours.
- The Town of Johnston adds on a \$2.50 per hour administrative fee.
- If a police cruiser/equipment is utilized and needed there is a \$20.00 per hour fee.

Any questions I can be contacted at 401-757-3132

Sincerely, Lieutenant Steven Guilmette

Lt. Steven Guilmette
Department Special Police Detail - Administrator
sguilmette@johnstonpd.com

THE JOHNSTON POLICE DEPARTMENT IS AN EQUAL OPPORTUNITY EMPLOYER

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: LITTLE Compton Police
Hourly Labor Rate: \$ 46.49 Minimum: 4 # of hours
Weekend Rate: \$ _____ Hours over minimum billed: _____ by the hour
Holiday Rate: \$ SAME _____ 6 hrs.
_____ 8 hrs.
_____ Other _____
Cruiser Fee: \$ 20.00 hourly Minimum: _____ # of hours
\$ _____ day
Cancellation Policy: _____ at least 1 hour before detail start
_____ at least 1.5 hours before detail start
_____ at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
 Other (list) No written Policy: Earliest convenience for the officer
Administration Fee: _____ % of invoice
_____ \$ per hour
_____ included in rate
 Other None
Please note any special ordinances we need to be aware of: N/A
Billing Contact: (Name, phone number, email) Chief of Police Antonio Marion III
401-635-2311
Comments: bmarion@tlcrf.com



Little Compton Police Department
60 Simmons Road
Town of Little Compton, Rhode Island
Office of the Police Chief

MEMORANDUM

Date: September 29, 2011
To: Patrol - Dispatch
From: Sidney Wordell, Chief of Police
Subject: Police vehicle use on private details

Effective October 1, 2011 all private vendors requesting a detail will also be asked if they are requiring a cruiser along with the detail officer. All details which encompass nighttime hours will be required to have a police vehicle on location.

The Officer In Charge (OIC) can mandate that a police vehicle be used on any public roadway to enhance officer safety. If an OIC requires a police vehicle when otherwise none was requested a report shall be forwarded to the Chief of Police indicating the circumstances.

The current rate per hour for any police car will be \$20.00 per hour.

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Middletown

Hourly Labor Rate: \$ 47.00 Minimum: 4 # of hours

Weekend Rate: \$ _____ Hours over minimum billed: X by the hour

Holiday Rate: \$ 94.00 *70.00 hourly after 8 hrs _____ 6 hrs.

Thanksgiving _____ 8 hrs.

Christmas Eve _____ Other _____

Christmas Day _____

New Year's Eve _____

New Year's Day _____

Cruiser Fee: \$ 25.00 hourly Minimum: 4 # of hours

\$ _____ day

Cancellation Policy: _____ at least 1 hour before detail start

_____ at least 1.5 hours before detail start

X at least 2 hours before detail start

_____ at least 4 hours before detail start

_____ at least 8 hours before detail start

_____ Other (list) The more notice - the better

Administration Fee: 10 % of invoice

_____ \$ per hour

_____ included in rate

_____ Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Barbara Fenlon

401-842-6500 x 1062 bfenlon@middletownri.com

Comments: _____

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: NARRAGANSETT

Hourly Labor Rate: \$ 50 Minimum: 4 # of hours

Weekend Rate: \$ 75 Hours over minimum billed: by the hour

Holiday Rate: \$ 75 6 hrs.

8 hrs.

Other _____

Cruiser Fee: \$ 25 hourly Minimum: 4 # of hours

\$ _____ day

Cancellation Policy: at least 1 hour before detail start

at least 1.5 hours before detail start

at least 2 hours before detail start

at least 4 hours before detail start

at least 8 hours before detail start

Other (list) _____

Administration Fee: 10 % of invoice

\$ per hour

included in rate

Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) PIRM PAUL Boisclair

401-789-1091 ex 334 pboisclair@narragansettelectric.com

Comments: ANY JOB THATS OVER 8HRS WILL BE BILLED @ \$75
OR HE SET THE TIME OVER 8

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: City of Newport RI

Hourly Labor Rate: \$ 55⁰⁰ Minimum: 4 # of hours

Weekend Rate: \$ same Hours over minimum billed: by the hour

Holiday Rate: \$ same _____ 6 hrs.
_____ 8 hrs.
_____ Other _____

Cruiser Fee: \$ N/A hourly Minimum: _____ # of hours
\$ N/A day

Cancellation Policy: at least 1 hour before detail start
_____ at least 1.5 hours before detail start
_____ at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
_____ Other (list) _____

Administration Fee: N/A % of invoice
_____ \$ per hour
_____ included in rate
_____ Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Charlene Cordeiro

401-845-5377 ccordeiro@cityofnewport.com

Comments: _____

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: North Providence Police

Hourly Labor Rate: \$ _____ Minimum: _____ # of hours

Weekend Rate: \$ _____ Hours over minimum billed: _____ by the hour

Holiday Rate: \$ _____

Cruiser Fee: \$ 15 hourly Minimum: _____ # of hours
\$ _____ day

Cancellation Policy: _____ at least 1 hour before detail start
_____ at least 1.5 hours before detail start
 at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start

Other (list) _____

Administration Fee: _____ % of invoice
\$ _____ per hour
 included in rate
 Other \$5.00 Per Detail

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Lisa D. Calkins
401-271-4533 ext 133 lalkins@northprovidenceri.org

Comments: _____

See
Attach

ARTICLE XVII
(Details)

N. Prov

Section 1. Detail Assignments

Whenever there are details preference shall be given to employees as follows:

Seasonal Weekly Details: Details known to be on a weekly basis between April 3rd and September 30th shall be distributed to employees every week with the senior employee having his preference of one (1) detail every other week.

Other Details: Details occurring on a weekly basis between October 1st and March 31st and details not occurring on a weekly basis shall be distributed to the employees on a rotating basis. Each employee shall have the opportunity to have the same amount of details as every other employee within a six (6) month period.

Unless on duty or on vacation, a refusal by an employee to take a detail offered under this section shall be counted as a detail worked for each six (6) month total.

The Chief or his designee shall maintain a file on each detail.

Any employee shall have the right to withdraw his name from the detail list at any time, but the employee's name shall not be deleted from the list without his consent, unless for cause.

Section 2. Suspension From Detail List

An employee can be suspended from the detail list for a period of up to thirty (30) days for cause by the Chief. Details lost during suspension shall be counted toward the employee's six (6) month total.

An employee may appeal any suspension or any unfair application of this section through the grievance procedure.

Section 3. Detail Pay

The following rates of pay shall apply to all employees who are assigned details and shall be paid by the Town.

All details shall be for a minimum of four (4) hours.

Except as set forth below, the hourly rate of pay for a detail shall be Thirty-Eight Dollars (\$38.00) per hour.

Employees on non-Town details for security shall be paid at a rate of Thirty-Eight Dollars (\$38.00) per hour. After eight (8) consecutive hours, the detail rate shall be Fifty-Seven Dollars (\$57.00) per hour.

Employees on non-Town details for traffic regulation, highway construction sites and/or utility sites, and details where liquor is served shall be paid at the rate of Forty-One Dollars (\$41.00) per hour. After eight (8) consecutive hours, the detail rate shall be Sixty-Two Dollars (\$62.00) per hour.

Non-Town details for traffic regulation and/or highway construction sites and/or utility sites on holidays listed in Article IX, Section 3 (except the employee's birthday) and/or Sundays shall be paid at twice the rate of pay set forth above for non-Town details for traffic regulation and/or highway construction sites and/or utility sites.

Employees working details where alcoholic beverages will be served on all holidays listed in Article IX, Section 3 (except the employee's birthday) and Christmas Eve, New Year's Eve and Easter will be paid at the rate of double time for all hours worked, with a minimum of four (4) hours of work.

All officers in charge of two (2) or more men shall receive a minimum of four (4) hours pay at the rate of Four Dollars (\$4.00) more per hour than the applicable detail rate as set forth above. The senior patrolman shall receive the officer-in-charge pay if no sergeant or above is assigned to a detail of three (3) or more police officers. After eight (8) consecutive hours, the additional hourly supervisory rate of pay will increase from Four Dollars (\$4.00) per hour to Six Dollars (\$6.00) per hour.

All payments shall be at the conclusion of the detail and paid directly to the officer by the Town.

After four (4) hours, a part of an hour (exceeding ten minutes) is considered a full hour's work and compensation shall be for a full hour's work.

N. Prov

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: North Smithfield

Hourly Labor Rate: \$ 48.- Minimum: 4 # of hours

Emergency Rate ← Weekend Rate: \$ 68.- → Hours over minimum billed: 48 by the hour
Holiday Rate: \$ 68.- → \$ 99.7 per hour after 8 hours 48 hrs.
55.8 hrs. and later
Other _____

Cruiser Fee: \$ 25 hourly Minimum: N/A # of hours
\$ - day

Cancellation Policy: _____ at least 1 hour before detail start
_____ at least 1.5 hours before detail start
 at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
_____ Other (list) _____

Administration Fee: _____ % of invoice
3 \$ per hour
 included in rate
_____ Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Denise Davis ddavis@nsmithfield.org
767-2200

Comments: _____

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Portsmouth

Hourly Labor Rate: \$ 44.00 Minimum: 4 # of hours

Weekend Rate: \$ _____ Hours over minimum billed: ✓ by the hour

Holiday Rate: \$ Double Rate _____ 6 hrs.

_____ 8 hrs.

_____ Other _____

Cruiser Fee: \$ 25.00 hourly Minimum: 4 # of hours

\$ _____ day

- Cancellation Policy: _____ at least 1 hour before detail start
_____ at least 1.5 hours before detail start
✓ _____ at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
_____ Other (list) _____

Administration Fee: _____ % of invoice
5 \$ per hour
_____ included in rate
_____ Other _____

Please note any special ordinances we need to be aware of: 48 Hour Notice

Cannot guarantee detail without 48 Hour Notice

1 1/2 detail rate 6 vel 8 hours
Billing Contact: (Name, phone number, email) _____

Comments: _____

Hitchcock, Janice

From: Martinus, Michael [Mmartinus@providenceri.gov]
Sent: Monday, May 16, 2016 1:53 PM
To: Hitchcock, Janice
Subject: EXT || Detail Info
Attachments: PDAGREEREVISED060814.doc

I received a form for updated detail information:
I have attached the information requested.

Sgt. Martinus

SERGEANT MICHAEL MARTINUS
Commanding Officer - Detail Office
Providence Police Department
Public Safety Complex
225 HOODEMANS AVENUE
PROVIDENCE, RHODE ISLAND 02903
401 241 5962 OFFICE
401 241 6453 FAX
mmartinus@providenceri.com
www.providenceri.com

CITY OF PROVIDENCE

5/17/2016

Company or Agency Name (if applicable): _____
Owner's Name or Individual (if not a company, copy of license): _____
Federal Tax ID #: _____
Company Address: _____
Billing Address (if different from above): _____
Contact Person: _____
Phone Number: _____
Fax Number: _____

I, _____, an authorized representative of _____, hereby request police detail(s) as described herein and agree to the terms hereof on behalf of _____.

Sign Name Date

Print Name

Accepted: _____
Sergeant Michael Martinus, Police Detail Office Date
Providence Police Department

EXHIBIT A

NEW BILLING RATES FOR POLICE DETAIL INVOICES DATED 7/1/14:

| Officers | Plain Clothes Detectives | Mounted Horseperson |
|-----------------------------|--------------------------|---------------------|
| Patrol officer 59.21 | Patrol Officer 66.07 | Flat Rate 64.36 |
| Sergeant 67.63 | Sergeant 75.51 | |
| Lieutenant 73.65 | Lieutenant 82.25 | |
| Captain 79.13 | Captain 88.38 | |
| Major 101.17 | Major 104.13 | |

If a police car is also needed then an additional \$15.00 per hour per vehicle is added to the bill.
If a police boat is also needed then an additional \$75.00 per hour for boats 27 feet long and \$45.00 per hour for boats 15 feet long and 19 feet long.
These rates may change without notice, at the time of your request please verify billing rates.

Please initial this exhibit and return it along with pages 1 through 3 of the attached agreement.
Revised 6/2014

**PROVIDENCE POLICE
DEPARTMENT
POLICE DETAIL AGREEMENT**

- (1). Request for detail services (description):

- (2). Requested Number of officers and hours:
- | | | | | | |
|----|------|------|----|-----------------|-------------|
| a) | DATE | FROM | TO | NO. OF OFFICERS | TOTAL HOURS |
| b) | DATE | FROM | TO | NO. OF OFFICERS | TOTAL HOURS |
| c) | DATE | FROM | TO | NO. OF OFFICERS | TOTAL HOURS |
| d) | DATE | FROM | TO | NO. OF OFFICERS | TOTAL HOURS |
| e) | DATE | FROM | TO | NO. OF OFFICERS | TOTAL HOURS |
| f) | DATE | FROM | TO | NO. OF OFFICERS | TOTAL HOURS |
| g) | DATE | FROM | TO | NO. OF OFFICERS | TOTAL HOURS |
| h) | DATE | FROM | TO | NO. OF OFFICERS | TOTAL HOURS |
| i) | DATE | FROM | TO | NO. OF OFFICERS | TOTAL HOURS |

- (2). Cont.
- (a). **Four (4) hours minimum per officer.**
(b). Any time worked in any part of one-half (1/2) hour from the start of the detail shall be considered one (1) full half (1/2) hour.
(c). **Double time shall be charged for: Thanksgiving Day Eve, Thanksgiving Day, Christmas Eve, Christmas Day, New Year's Eve, New Year's Day, Holy Saturday, Easter Sunday.**
(d). If an arrest is made during a detail and is related to said detail, time for processing said arrest shall be included in the billing for the detail.
(e). If details are to be requested on a regular basis, write "VARIOUS" where applicable.
- (3). **Cancellation:** To avoid billing, cancellation must be received by the Detail Office, at (401)243-6158, **twelve (12) business hours** prior to commencement of requested detail. The detail office is open from 7:00 AM to 3:00 PM, Monday through Friday (excepting Holidays). If cancellation is not received, a four (4) hour minimum for each of the requested detail officers shall be billed and owed from the company, agency, or individual, which requested the detail.
- (4). **Disputes:** To avoid billing with respect to disputes, a phone call must be received by the Detail Office, at (401) 243-6158, within one (1) business day of the dispute with a written letter sent within seven (7) business days of the dispute outlining same.
- (5). **Payment:** Payment shall be made to the City Controller's Office, Providence City Hall, 25 Dorrance Street, Providence, RI 02903, (401) 456-9100 ext 11534, within thirty (30) days of invoice date. **Payment by company checks, money orders and certified bank checks only. Prepayment is required for all new accounts.** Interest at eighteen (18 %) percent per annum shall accrue after thirty (30) days. The cost of collection, if necessary, together with reasonable attorney's fees, shall be the responsibility of the company requesting the detail and failing to make payment when due. **Personal checks are not acceptable and cash payments are not permitted.**
- (6). **Bank Reference:**
Bank Name: _____ Type of Account: _____ Account Number: _____
- (7). **Credit Card Reference (attach copy):**
Credit Card Type: _____ Account Number: _____
- (8). **Complete Billing Address:**

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Richmond

Hourly Labor Rate: \$ 40.00 Minimum: 4 # of hours

Weekend Rate: \$ _____ Hours over minimum billed: by the hour

Holiday Rate: \$ 60.00 _____ 6 hrs.

_____ 8 hrs.

_____ Other _____

Cruiser Fee: \$ 27.50 hourly Minimum: _____ # of hours

\$ _____ day

Cancellation Policy: at least 1 hour before detail start

_____ at least 1.5 hours before detail start

_____ at least 2 hours before detail start

_____ at least 4 hours before detail start

_____ at least 8 hours before detail start

_____ Other (list) _____

Administration Fee: 10 % of invoice

\$ per hour

_____ included in rate

_____ Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Helena Bowen, Admin. Clerk

401-539-5289 hbowen@Richmond.pd.org

Comments: Police Detail Form must be filed with prior to request with Billing and contact information (see attached)

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Scituate Police Department

Hourly Labor Rate: \$ 45 ^{officer} ^{\$5} ^{Admin} ^{fee} Minimum: 4 # of hours

Weekend Rate: \$ 67.50 Hours over minimum billed: ___ by the hour

Holiday Rate: \$ 95 ___ 6 hrs.

8 hrs.

___ Other ___

Cruiser Fee: \$ 30 hourly Minimum: 4 # of hours

~~\$ ___~~ day

Cancellation Policy: ___ at least 1 hour before detail start

___ at least 1.5 hours before detail start

at least 2 hours before detail start

___ at least 4 hours before detail start

___ at least 8 hours before detail start

___ Other (list) _____

Administration Fee: ___ % of invoice

\$ 5 \$ per hour

___ included in rate

___ Other _____

Please note any special ordinances we need to be aware of: N/A

Billing Contact: (Name, phone number, email) _____

Mrs. Toni DePaolo 821-5902

Comments: _____

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Smithfield, R.I.
Hourly Labor Rate: \$ 48⁰⁰ Minimum: 4 # of hours
Weekend Rate: \$ 48⁰⁰/hr Hours over minimum billed: by the hour
Holiday Rate: \$ double _____ 6 hrs.
_____ 8 hrs.
_____ Other _____
Cruiser Fee: \$ 20⁰⁰ hourly Minimum: 4 # of hours
\$ _____ day
Cancellation Policy: _____ at least 1 hour before detail start
 at least 1.5 hours before detail start
_____ at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
_____ Other (list) _____
Administration Fee: _____ % of invoice
_____ \$ per hour
 included in rate
_____ Other _____
Please note any special ordinances we need to be aware of: _____
Billing Contact: (Name, phone number, email) _____
Sheryl Caris, 401-231-2500 x 115, scanis@smithfieldpd.com
Comments: Holidays include Victory Day (2nd Mon in Aug)
and May 4th (R.I. Independence Day)

** details over 8 hrs
are billed at
time and 1/2 for
the officer.
(Cruiser remains \$20/hr)*

JFP:pac 6653/35 065337/CBA/665335 2a CBA 2016-2019-FINAL 4-20-16.doc

**COLLECTIVE BARGAINING AGREEMENT
BETWEEN
THE TOWN OF SMITHFIELD, RHODE ISLAND
AND
SMITHFIELD LODGE NO. 17,
FRATERNAL ORDER OF POLICE
EFFECTIVE JULY 1, 2016 THROUGH JUNE 30, 2019**

(PUC)

**ARTICLE XIV
MISCELLANEOUS**

Section 1. Attendance at Conventions

One official delegate and one alternate of the FOP will be allowed five (5) working days off, without loss of pay, to attend one National and one State convention of Fraternal Orders of Police. Requests for such leave shall be submitted, in writing, to the Chief of Police at least two (2) weeks in advance of such attendance. Such time off shall not be considered as annual, sick or emergency leave.

Section 2. Traffic Vests

Police officers shall wear traffic vests for traffic direction and control, consistent with Department General Orders and Special Orders established by the Chief of Police.

Section 3. Details

- (a) Police officers of the Department assigned to perform special details as identified in Article IV, Section 6 hereof, shall be compensated at the rate of Forty-Eight (\$48.00) Dollars per hour with a four (4) hour minimum guarantee. Any detail that lasts at least fifteen (15) minutes after the hour will be billed for a full hour. Of the Forty-Eight (\$48.00) Dollars per hour, Two (\$2.00) Dollars per hour shall constitute an administrative fee which shall be forwarded to the Department, and One (\$1.00) Dollar per hour shall be paid into the Town's OPEB Trust Fund. [Example: An eight hour detail shall result in the private vendor being billed in the amount of Three Hundred Eighty-Four (\$384.00) Dollars. The police officer shall receive Three Hundred Sixty (\$360.00) Dollars, while the Department receives Sixteen (\$16.00) Dollars and the OPEB Trust Fund receives Eight (\$8.00) Dollars.]
- (b) For such special details that occur on the holidays set forth in Article V, Section 2 as well as Christmas Eve and New Year's Eve, the compensation shall be double the amount per hour, as set forth in Section 3(a) hereof, each with a four (4) hour minimum guarantee. In these instances, Four (\$4.00) Dollars per hour shall constitute an administrative fee which shall be forwarded to the Department. The holidays shall be considered to commence at 8:00 a.m. on the day of the holiday, up to 8:00 a.m. on the day following each holiday. Christmas Eve shall be considered to commence at 8:00 a.m. on December 24th up to 8:00 a.m. on December 25th, and New Year's Eve shall be considered to commence at 8:00 a.m. on December 31st up to 8:00 a.m. on January 1st.



Vincent Vespa, Jr.
Chief of Police

South Kingstown Police Department

1790 KINGSTOWN ROAD
WAKEFIELD, RHODE ISLAND 02879

(401) 783-3166
FAX: (401) 783-8139

1 July 2016

SOUTH KINGSTOWN POLICE DEPARTMENT OUTSIDE DETAIL GUIDELINES

Requests: Requests are to be made to the Detail Officer (currently Officer Chris Warner) by calling the main South Kingstown Police Department phone number at 401-783-3166 ("202" for Officer Warner) or 401-783-3166 ("0" for Dispatch). The Detail Officer is scheduled from 7am - 3pm Monday - Friday. A voicemail may be left, but a follow up call is suggested if a return confirmation call is not received, especially for next day requests. If the Detail Officer is not working, the request can be made through Dispatch. Advance requests may also be made via e-mail to cwarner@skpd.org, again a follow up call is suggested if no confirmation e-mail is returned.

| Billing rates (hourly): | 7/1/16 - 6/30/17 | 7/1/17 - 6/30/18 | 7/1/18 - 6/30/19 |
|---------------------------------|------------------|------------------|------------------|
| School/ Commercial /Non-Traffic | \$36.00 | \$37.00 | \$38.00 |
| Traffic or Alcohol | \$48.00 | \$49.00 | \$50.00 |

Arrival time: Detail officers will be assigned a maximum of ½ hour prior to the start of a function unless prior approval is granted.

Police vehicle rate: \$35 per hour per vehicle

Minimum payment: Any police officer or traffic constable will be paid a minimum of four (4) hours for any detail less than four (4) hours in length. Additional time will be billed hourly.

Overtime Rate: Any detail lasting longer than 8 hours will be billed at 1.5 times the detail rate for those hours in excess.

Cancellation policy: Any scheduled detail must be cancelled a minimum of two (2) hours in advance or the company will be billed the four (4) hour minimum. Cancellation must be made by contacting either the Detail Officer or the South Kingstown Police Dispatch. Short notice cancellations MUST be received by either the Detail Officer or Dispatch, not by voice message or e-mail, or the company will be billed.

Payment: Payments are due NO LATER THAN 30 Days from the date of the bill. This may vary slightly from the actual day of the work performed. The Town may institute an administrative late fee if the 30 day mark is exceeded. If this occurs, information will be included on future bills.

Any questions regarding detail requests and costs may be made to the Detail Officer, Officer Chris Warner, at 401-783-3166 x 202 or cwarner@skpd.org. Specific billing inquiries should be addressed to the Town of South Kingstown Finance Department 789-9331 x 1210.

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Tiverton
Hourly Labor Rate: \$ 54.00 Minimum: 4 # of hours
Weekend Rate: \$ 81.00 Hours over minimum billed: ___ by the hour
Holiday Rate: \$ 81.00 6 hrs.
8 hrs.
Other: over 8 hrs paid @ time and one half.
Cruiser Fee: \$ 20.00 hourly Minimum: 4 # of hours
\$ ___ day
Cancellation Policy: ___ at least 1 hour before detail start
___ at least 1.5 hours before detail start
 at least 2 hours before detail start
___ at least 4 hours before detail start
___ at least 8 hours before detail start
___ Other (list) 1
Administration Fee: 20 % of invoice
\$10.80 per hour
yes included in rate
___ Other _____

Please note any special ordinances we need to be aware of: Details requiring 3 or more officers require Officer in Charge. Officer in Charge shall receive \$3.00 more per hour.
Billing Contact: (Name, phone number, email) Jean Mello 1401 2291454
Jmello@tivertonpolice.com

Comments: _____

TIVERTON POLICE DEPARTMENT
PRIVATE EMPLOYMENT
FY 2015 - 2016

8/11/2017

DATE: JULY 1, 2017

FROM: TIVERTON POLICE DEPT.

| No. of Hours | *REGULAR DETAIL | OT & HOLIDAY DETAIL | *NON-PROFIT DETAIL | TOWN DETAIL | DOT DETAIL | DOT O.T. & HOLIDAY |
|--|-----------------|---------------------|--------------------|-------------|------------|--------------------|
| HOURLY RATES | 54.00/HR | 81.00/HR | 35.50 | 33.00/HR | 45.00/HR | 67.50/HR |
| 2.00 | 108.00 | 162.00 | 71.00 | 66.00 | 90.00 | 135.00 |
| 4.00 | 216.00 | 324.00 | 142.00 | 132.00 | 180.00 | 270.00 |
| 5.00 | 270.00 | 405.00 | 177.50 | 165.00 | 225.00 | 337.50 |
| 6.00 | 324.00 | 486.00 | 213.00 | 198.00 | 270.00 | 405.00 |
| 7.00 | 378.00 | 567.00 | 248.50 | 231.00 | 315.00 | 472.50 |
| 8.00 | 432.00 | 648.00 | 284.00 | 264.00 | 360.00 | 540.00 |
| OVER 8 HOURS PAID AT HOLIDAY RATE | | | | | | |
| 9.00 | 513.00 | 769.50 | | | 427.50 | 641.25 |
| 10.00 | 594.00 | 891.00 | | | 495.00 | 742.50 |
| 11.00 | 675.00 | 1012.50 | | | 562.50 | 843.75 |
| 12.00 | 756.00 | 1134.00 | | | 630.00 | 945.00 |

PLEASE NOTE:
* HOURLY RATE INCLUDES FICA CONTRIBUTION OF 7.65% AND AN ADMINISTRATIVE FEE TO THE TOWN.

FOR DETAILS REQUIRING 3 OR MORE OFFICERS THERE WILL BE AN OFFICER IN CHARGE. THE RATE FOR THE OFFICER IN CHARGE IS AN ADDITIONAL \$3.00/HR TO THE ABOVE RATE.

CRUISER DETAIL - \$20.00 PER HOUR

4 HOURS PER DIEM MINIMUM 2 HOUR SHOW UP PAY.

Thomas Blakey
TIVERTON POLICE CHIEF
THOMAS BLAKEY

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: WARREN POLICE
Hourly Labor Rate: \$ 50.00 Minimum: 4 # of hours
Weekend Rate: \$ 115.00 Hours over minimum billed: by the hour
Holiday Rate: \$ 100.00 SATURDAY 6 hrs.
+ SUNDAY Other

TIME AT ONE HALF ✓ 8 hrs. AFTER 8 HRS

Cruiser Fee: \$ 25 hourly Minimum: 0-40 # of hours
\$ day

Cancellation Policy: at least 1 hour before detail start
 at least 1.5 hours before detail start
X at least 2 hours before detail start
 at least 4 hours before detail start
 at least 8 hours before detail start
 Other (list)

Administration Fee: 18 % of invoice
 \$ per hour
 included in rate
 Other

Please note any special ordinances we need to be aware of:

Billing Contact: (Name, phone number, email)
LT. ROY BORGES 401-245-1311 ROY.BORGES@WARRENRI.PD.C

Comments:

ARTICLE XVIII

18.01 SPECIAL DETAILS

A. Any employee who is assigned to any special detail shall be compensated at \$45.00 an hour as of July 1, 2014 and this rate shall continue through June 30, 2017. There shall be no retroactivity to application of this specific article. Officers shall be paid at time and one half their hourly rate for "Town-paid" details. Payment for special details shall be in a separate check. All other provisions outlined in this section shall apply through the term of this contract. It is understood that those not covered by this Collective Bargaining Agreement are not necessarily entitled to this hourly rate.

There shall be a four (4) hour minimum with time and one half (1/2) on holidays. Time and one half (1/2) shall also be paid after eight (8) hours on any detail, as well as on any detail between 4 PM and 7 AM.

B. All construction and traffic control details on Saturday shall be paid at time and one half (1/2) with four (4) hours minimum. All time after fifteen (15) minutes on a highway detail shall be paid at a rate of one (1) hour. Sundays and holidays shall be paid in the same manner, but at double time with a four (4) hour minimum. After 8 hours, officers will be paid at the rate of double time and one half. Holidays are defined in Section 8.01 of this Collective Bargaining Agreement, entitled Paid Holidays.

C. All bar and non-traffic details must pay time and one half (1/2) for holidays and for services over eight (8) hours, but will not pay any premium for service between 4 PM and 7 AM or for Saturday and Sunday. After 8 continuous hours on details as described in this section, officers shall be paid at double rate.

D. Any officer calling out sick during any regularly scheduled shift shall not be eligible for special detail for a 24-hour period from the end of the shift on which he or she has called out sick on. This provision shall not apply to callback status.

18.02 DETAIL PRIORITIES

All permanent members of the Warren Police Department shall have priority on all details. A rotating list shall be maintained as in 7.03 (C). The order of selection shall be permanent members, retired members and reserve officers. All retired members have the right to work special details regardless of whether they reside in town.

18.03 INJURIES SPECIAL DETAILS

Whenever an officer of the Warren Police Department covered by this Agreement, who has been assigned to any private or special details, is injured in the course of such detail, he/she shall be compensated by the Town of Warren for all medical and hospital expenses, etc; and also the regular rate of pay is to be continued during the period of incapacity as provided by Section 45-19-1 of the General Laws of Rhode Island, 1956, as amended.

ARTICLE XIX

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Warwick, RI

Hourly Labor Rate: \$ 48.⁰⁰ Minimum: 4 # of hours

Weekend Rate: \$ 48.⁰⁰ Hours over minimum billed: 1.5 by the hour

Holiday Rate: \$ 72.⁰⁰ _____ 6 hrs.

8 hrs.

Other _____

Cruiser Fee: \$ 25.⁰⁰ hourly Minimum: 4 # of hours

\$ _____ day

Cancellation Policy: at least 1 hour before detail start

at least 1.5 hours before detail start

at least 2 hours before detail start

at least 4 hours before detail start

at least 8 hours before detail start

Other (list) _____

Administration Fee: _____ % of invoice

.50 \$ per hour

included in rate

Other _____

Please note any special ordinances we need to be aware of: Boarding Towns
by contract

Billing Contact: (Name, phone number, email) Carmela Brazeau

(401) 468-4322 Carmela.brazeau@warwickri.com

Comments: _____

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: West Greenwich

Hourly Labor Rate: \$ 48.77 Minimum: 4 # of hours

Weekend Rate: \$ 72.41 - Sat
96.04 - Sun Hours over minimum billed: by the hour

Holiday Rate: \$ 96.04 _____ 6 hrs.
_____ 8 hrs.
_____ Other _____

Cruiser Fee: \$ 25.00 hourly Minimum: 4 # of hours
\$ N/A day

Cancellation Policy: at least 1 hour before detail start
_____ at least 1.5 hours before detail start
_____ at least 2 hours before detail start
_____ at least 4 hours before detail start
_____ at least 8 hours before detail start
_____ Other (list) _____

Administration Fee: _____ % of invoice
_____ \$ per hour
 included in rate
_____ Other _____

Please note any special ordinances we need to be aware of: N/A

Billing Contact: (Name, phone number, email) Deborah Jendzjec
401-297-2246; djendzjec@wgpdr.com

Comments: Rates change early beginning July 1st as per
contract agreement with TBO Local 517

POLICE DEPARTMENT DETAIL RATES as of January 2016

City/Town: West Warwick
Hourly Labor Rate: \$ 47.00 Minimum: 4 # of hours
Weekend Rate: \$ 70.50 Hours over minimum billed: _____ by the hour
Holiday Rate: \$ 94.00 6 hrs
 8 hrs
 Other _____

Cruiser Fee: \$ 9 hourly Minimum: _____ # of hours
\$ _____ day

Cancellation Policy: _____ at least 1 hour before detail start
 at least 1 1/2 hours before detail start
 at least 2 hours before detail start
 at least 4 hours before detail start
 at least 8 hours before detail start
 Other (list) _____

Administration Fee: _____ % of invoice
\$ _____ per hour
 included in rate
 Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Ann M. Petrozzi
401-822-9834 aptrozzi@westwarwickri.org

Comments: If you hire 7 to finish will be 8hrs. Need a finish time

Section 5. Recertification Hours

A) Whenever any off duty employee is required to attend any police related activity, including, but not limited to, Firearms Recertification, PR-24 Recertification, A.E.D. Recertification or Breathalyzer Recertification he/she shall be compensated at the rate of time and one-half the regular rate of pay with a minimum of four (4) hours.

Section 6. Non-Departmental Overtime (Special Details)

A) Non-departmental overtime includes school details, road construction details, details worked for the Board of Canvassers, details where liquor is being served, or any other detail for a private company, organization, or enterprise.

B) Non-departmental overtime shall be compensated at the following rates:

- 1) Detail Rate = Time and one-half the patrol officer's rate of pay.
- 2) Saturday Rate = Time and one-half the Detail Rate.
- 3) Sunday/Holiday Rate = Double the Detail Rate.
 - a) Road Construction details hired for weekdays (non-holiday) shall be compensated at the Detail rate as defined above. In the event that a road construction detail exceeds eight (8) hours, those hours worked after the initial eight (8) hours shall be compensated at the Saturday rate as defined above.
 - b) Road construction details hired for a Saturday shall be compensated at the Saturday rate defined above. In the event that the road construction detail exceeds eight (8) hours, those hours worked after the initial eight (8) hours shall be compensated at time and one-half of the Saturday Rate.
 - c) Road construction details hired for a Sunday or a holiday, as defined in Article IX, Section 1 (including General Election Day) shall be compensated at the Sunday rate as defined above. In the event that the road construction detail exceeds eight (8) hours, those hours worked after the initial eight (8) hours shall be compensated at time and one-half of the Sunday Rate.
 - d) All other non-departmental overtime shall be compensated at the Detail Rate of pay as defined above regardless of the number of hours or the day of the week.
 - e) Any non-departmental overtime requiring a superior (ranking) officer to supervise other employees on the detail shall be compensated at the rate of time and one-half the supervisor's regular rate of pay.
 - f) Non-Departmental Overtime Special Details - Sunday / Holiday Rate=Double the Detail Rate. Christmas Eve after 12:00 PM and New Year's Eve after 12:00 PM will be compensated at the Holiday Rate for Detail purposes only.

C) All requests by third parties for non-departmental overtime shall be made forty-eight (48) hours prior to the start of the overtime, unless the overtime is the result of an emergency situation.

D) Any road construction on a main roadway or secondary roadway or in any case where public safety is concerned shall, at the discretion of the Officer-in-Charge (OIC) or Chief of Police, require a uniformed police officer to be present and he shall be paid at the above rates of pay.

E) All non-departmental overtime hired shall specify the duration of the detail, with a four (4) hour minimum required. In the event the non-departmental overtime exceeds the time specified, the employee shall be compensated for eight (8) hours.

F) All non-departmental overtime over the eight (8) hours, all time worked from fifteen (15) minutes past the hour shall be compensated as one full hour.

G) Any cancellations of the above non-departmental overtime shall be made at least two (2) hours prior to the specified time of an employee's arrival at the detail or the four (4) hour minimum shall be paid. In the event the non-departmental overtime is not canceled prior to the employee's arrival, that employee shall be compensated as if that employee had worked the overtime.

H) Any employee who has been assigned non-departmental overtime and is injured in the course of such overtime shall be compensated by the Town to the extent required by §45-19-1 of the Rhode Island General Laws, 1956 as amended from time to time, until such time as the member is retired or is no longer disabled.

I) All detail monies earned will be paid through the Town payroll system with all appropriate deductions required under law and the terms of the Collective Bargaining Agreement. The cost of Social Security shall be borne by the person, organization or company employing said police officers on detail and billed for same by the Town.

1) All overtime monies earned shall be paid by the Town to the employee within one pay period of the time the detail is performed.

2) Details worked for other Police Departments shall be paid through the Town payroll system at the prevailing rate of pay established by the collective bargaining agreement of the requesting Police Department.

J) In the event an employee has to be relieved from his/her special detail for any reason, he/she shall be responsible for payment to the officer relieving him/her. The Town shall not be liable if a controversy arises over payment between the two employees involved.

K) Employees working any overtime detail shall conduct themselves consistently with on-duty conduct.

L) All members covered by this Agreement who retire on or after July 1, 2005 with a non-disability status, shall be eligible to become "Special Officers." A "Special Officer" (as

described in Article XXII) will be eligible to work all non-department overtime "Special Details." Details will be offered to Special Officers only after all full time active officers have been offered and refused-right of first refusal.

Section 7. Overtime List

A) All departmental and non-departmental overtime shall be hired from the overtime list. The overtime list shall be governed by the following rules:

- 1) The overtime book shall have the names of all employees in alphabetical order, with at least one phone number at which the employee can be reached. Employees listing more than one phone number will designate a primary phone number.
- 2) The normal time for hiring overtime shall begin at 6:00 p.m. All departmental and non-departmental overtime for the following day will be hired at that time.
 - a) In the event that departmental and/or non-departmental overtime becomes available after the 6:00 p.m. hiring time, the Officer-in-Charge will hire the overtime at the most practical time preceding the overtime.
 - b) In the event that a special function requires several officers (parade, festival, etc.), positions may be hired several days in advance.
- 3) The Officer-in-Charge or his/her designee shall call each employee available for the overtime, using the primary phone number of the employee. The use of secondary phone numbers shall be at the discretion of the Officer-in-Charge.
 - a) In the event the Officer-in-Charge reaches an answering machine, he/she will leave a brief message detailing the purpose of the call. The OIC shall note that an answering machine was reached, and then move on with the list.
 - b) If the primary number of an employee is a pager, the OIC shall leave the police station phone number on the pager, and wait a reasonable amount of time for the employee to call back. If no call is returned within the reasonable time, the OIC shall note that a pager was called, and then move on with the list.
 - c) If an employee is reached and takes or denies the overtime, this shall be noted on the overtime list.
 - d) If an employee is hired outside the 6 p.m. hiring time, he/she shall receive an "outside W," which notes that he/she shall be skipped during the next regular hiring.
 1. If all employees refuse overtime, an employee with an "outside W" will be eligible for the remaining overtime.
 2. Any employee being ordered to work shall not receive an "outside W."

POLICE DEPARTMENT DETAIL RATES as of JULY 2017

City/Town: Westley

Hourly Labor Rate: \$ 49.00 Minimum: 4 # of hours

Weekend Rate: \$ _____ Hours over minimum billed: X by the hour

Holiday Rate: \$ _____ 6 hrs.

Details in excess of 8 hrs. on Sat, Sun, +
holidays is 1 1/2 time the hourly rate. 8 hrs.

Other _____

Cruiser Fee: \$ 20 hourly Minimum: 4 # of hours

\$ _____ day

Cancellation Policy: _____ at least 1 hour before detail start

_____ at least 1.5 hours before detail start

X at least 2 hours before detail start

_____ at least 4 hours before detail start

_____ at least 8 hours before detail start

_____ Other (list) _____

Administration Fee: _____ % of invoice

_____ \$ per hour

X included in rate (\$4.00 per hr.)

_____ Other _____

Please note any special ordinances we need to be aware of: _____

Billing Contact: (Name, phone number, email) Drena Keena

401-348-6192 dkeena@westleypolice.org

Comments: _____

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4783
In Re: Electric Infrastructure, Safety, and Reliability Plan FY2019
Responses to the Commission's Second Set of Data Requests
Issued on January 17, 2018

PUC 2-46

Request:

In Docket No. 4473, the PUC asked the Company: With regard to police detail related to vegetation management, please discuss which communities have presented more of a challenge and those who have been more willing to work with the Company to negotiate when police detail is required and under what conditions. [http://www.ripuc.org/eventsactions/docket/4473-NGrid-RR\(3-26-14\).pdf](http://www.ripuc.org/eventsactions/docket/4473-NGrid-RR(3-26-14).pdf). Please update the response for more current information.

Response:

While there are some challenges, National Grid continues to work with all communities in order to reach agreements which are acceptable to all parties. In Providence, for example, National Grid has been able to reach an agreement on exactly which roads will require police details. Recently, National Grid also agreed to a plan for police details in Westerly. Thus far, Johnston is the only community which has been unwilling to negotiate and will not allow flaggers under any circumstances.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4783
In Re: Electric Infrastructure, Safety, and Reliability Plan FY2019
Responses to the Commission's Second Set of Data Requests
Issued on January 17, 2018

PUC 2-47

Request:

In Docket No. 4539, the PUC asked the Company: Which Rhode Island towns permit the use of flaggers only in certain areas? Which towns permit the use of flaggers in lieu of police officers? [http://www.ripuc.org/eventsactions/docket/4539-NGrid-RR\(3-25-15\).pdf](http://www.ripuc.org/eventsactions/docket/4539-NGrid-RR(3-25-15).pdf). Please update the response.

Response:

All municipalities in Rhode Island permit the use of flaggers in certain circumstances, with the exception of Johnston, which always requires a police detail. Most municipalities allow flaggers on roads that do not have heavy traffic.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4783
In Re: Electric Infrastructure, Safety, and Reliability Plan FY2019
Responses to the Commission's Second Set of Data Requests
Issued on January 17, 2018

PUC 2-49

Request:

Please indicate how the reduction in the corporate tax rate from 35% to 21% is anticipated to affect the Company's net operating loss position.

Response:

The Company is a member of a consolidated group that files a federal income tax return based on a fiscal year end of March 31. If the consolidated group is in a net operating loss (NOL) position, each legal entity that generates a stand alone taxable loss will be allocated a portion of the consolidated loss. The NOL of each legal entity within the consolidated return cannot utilize NOLs until the consolidated federal income tax return has taxable income. At that time, each entity with an NOL will be allocated a portion of the NOL utilization. The NOL utilization uses the oldest generated NOL balances first.

The reduction in the corporate tax rate from 35% to 21% will result in lower revenues at each utility company within the consolidated group as the effect of lower federal income taxes are reflected in the cost of service component of each rate plan. Also, the return of excess accumulated deferred income tax will also result in lower revenues. The taxable income or taxable loss forecast position of the consolidated group will depend on the timing of the implementation of new rate plans, incorporating the effects of tax reform, for many legal entities in several regulatory jurisdictions.

At this time, the Company is still forecasting that they will not generate any stand alone NOL in FY 2019 and that the consolidated federal income tax return filing group will not begin to utilize any consolidated NOLs until later years.

The Narragansett Electric Company

d/b/a National Grid

RIPUC Docket No. 4783

In Re: Electric Infrastructure, Safety, and Reliability Plan FY2019

Responses to the Commission's Second Set of Data Requests

Issued on January 17, 2018

PUC 2-50

Request:

Referencing the 3V0 program discussed on page 64 of the filing, please provide additional explanation of the program details.

- (a) National Grid states: National Grid is developing a proactive 3V0 program, the intent of which is to install 3V0 protective devices in Rhode Island substations on a priority basis.” How is National Grid prioritizing the substations in which the 3V0 technology will be installed? Is the program targeting any substation, only new substations or existing substations?
- (b) Is installation of 3V0 technology standard in new substations? If not, how is the Company planning for the technology?
- (c) How are costs currently recovered for such technology?
- (d) If costs of 3V0 are currently recovered from distributed generation customers/developers, what are the benefits to all of Rhode Island that would support a shift in costs from one subset of customers to all customers through ISR?
- (e) Will this program result in higher or lower interconnection costs for distributed generation customers?

Response:

- (a) The proposed 3V0 program uses a ranking methodology by comparing maximum Distributed Generation (DG) of a station to its minimum load. The list was further refined by a review of all ongoing project work, rebuild work, or projected retirement work. 3V0 protection will be added to the scope of ongoing project work, where possible. The Company followed the steps below while developing a list of substations:
 - The high side transformer configuration was identified for each station. Stations with a high side wye-ground transformer configuration were excluded.
 - The stations were investigated for existing zero sequence overvoltage protection. Substations equipped with high side protection scheme capable of detecting line to ground faults and tripping the low side breaker were excluded from consideration.
 - The substations were selected on the basis of DG to minimum load ratio.

PUC 2-50, page 2

- (b) Yes. The installation of 3V0 protection is standard for all new substations in Rhode Island.
- (c) Costs of 3V0 are currently recovered from DG customers/developers.
- (d) The Company believes that a shift in cost allocation is appropriate at this time to support the state's energy policy goals and the large growth in both the number and size of DG projects. As DG accumulates in the distribution system, the need for 3V0 becomes more prevalent and more difficult to assign to any one specific generator. Moreover, simple system reconfigurations with existing DG can change the DG to minimum load ratio described in part (a) and trigger the need for 3V0. When customer accumulation or system reconfiguration can trigger an issue, the utility typically considers these characteristics of a system cost, or as system improvement.
- (e) This program will result in both lower interconnection costs as well as reduce the time from executing an Interconnection Service Agreement (ISA) to allowing a DG project to come on-line needed for DG customers who trigger the need for transmission zero sequence overvoltage protection.

PUC 2-51

Request:

Referencing page 64 of the filing, National Grid states that for certain configurations, additional transmission protection called zero sequence overvoltage or 3V0 protection is required to prevent the DG from contributing to transmission faults. Is 3V0 the only solution? If not, why is this solution chosen as the preferred solution?

Response:

3V0 is the best of several possible solutions. National Grid could choose to use direct transfer trip (DTT) to individually trip off distributed energy resources (DER) during transmission fault conditions, but this option would be costly and not as effective for detecting the fault condition. Several DTT systems would be required and difficult to install because each individual DER would need to be tripped individually. National Grid could also change the substation transmission side grounding (by providing a transmission ground fault current source at the substation such as a grounding transformer) and use that ground fault to detect the DER contribution to the fault, but that would involve modifying the protection schemes and installations at multiple substations, which is a costly effort. Therefore, 3V0 is the best available solution.

Zero-sequence current magnitudes in ungrounded systems do not change enough to apply a traditional ground overcurrent scheme. In such cases, voltage-based schemes must be used to detect problems, which operate by looking at zero-sequence voltages developed during unbalanced conditions. Voltage protection on ungrounded systems requires a connection to three-phase instrument voltage transformers (VTs). The secondary sides of the three phase VTs are connected together in a broken-delta configuration, and two wire leads are brought to a single overvoltage relay. Zero sequence current that circulates in the delta develops a voltage according to the impedance of the transformer winding. The voltage is across three windings, so the relay connected to the broken delta measures 3V0. Measuring 3V0 only requires two wires but does not provide individual phase measurement of the voltage. Modern microprocessor-based relays make it possible to calculate 3V0 values internally when connected to all three phases by computing the phasor sum of all three phase-to-ground quantities, as shown, $3V0 = VA + VB + VC$ where VA and VB and VC are A, B and C phase-to-ground voltages respectively.

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Simple One Line: Ground Fault on Transmission

