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Also admitted in Massachusetts

May 15, 2023

VIA ELECTRONIC MAIL

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

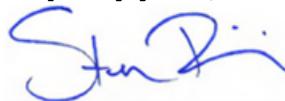
**RE: Docket 5210 - FY 2023 Gas Infrastructure, Safety, and Reliability Plan
Quarterly Update - Fourth Quarter Ending March 31, 2023**

Dear Ms. Massaro:

On behalf of Rhode Island Energy,¹ I have enclosed an electronic version of the Company's fiscal year (FY) 2023 Gas Infrastructure, Safety, and Reliability (ISR) Plan quarterly update for the fourth quarter ending March 31, 2023.² Pursuant to the provisions of the approved FY 2018 Gas ISR Plan, the Company committed to providing quarterly updates on the progress of its Gas ISR program to the Rhode Island Public Utilities Commission and the Rhode Island Division of Public Utilities and Carriers.

Thank you for your attention to this matter. If you have any questions, please contact me at 401-709-3359.

Very truly yours,



Steven J. Boyajian

Enclosures

cc: Docket 5210 Service List
Leo Wold, Esq.
John Bell, Division
Al Mancini, Division

¹ The Narragansett Electric Company d/b/a Rhode Island Energy ("Rhode Island Energy" or the "Company").

² Per a communication from Commission counsel on October 4, 2021, the Company is submitting an electronic version of this filing followed by six (6) hard copies filed with the Clerk within 24 hours of the electronic filing.

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.

Brenda L. Vucci

May 15, 2023

Docket No. 5210- RI Energy’s FY 2023 Gas Infrastructure, Safety and Reliability (ISR) Plan - Service List 8/15/2022

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Gas Infrastructure, Safety, and Reliability Plan

The Narragansett Electric Company

FY 2023 Quarterly Update

Fourth Quarter - Ending March 31, 2023

Executive Summary

Fiscal year (“FY”) 2023 Gas Infrastructure, Safety and Reliability (“Gas ISR Plan” or the “Plan”) fourth quarter results (Attachment A) reflect that the Company¹ spent approximately \$171.09 million of a fiscal year budget of \$175.66 million, resulting in a FY underspending variance of \$4.57 million. The total spending of \$171.09 million (see Attachments A & B) is comprised of \$167.03 million for the Gas ISR Plan, excluding the Southern Rhode Island Gas Expansion Project (“Gas ISR”) and \$4.06 million for the Southern Rhode Island Gas Expansion Project (“Gas Expansion Project”). The \$171.09 million of actual spend represents approximately 97.4 percent of the total FY 2023 fiscal year Gas ISR budget of \$175.66 million, resulting in an approximate 2.6 percent underspending variance for the fiscal year.

The Gas ISR (excluding Gas Expansion Project) spend through the end of the fourth quarter was \$167.03 million and includes actual spending of \$31.34 million out of a fiscal year budget of \$48.99 million for Non-Discretionary work, resulting in a fiscal year underspending variance of \$17.65 million. In addition, the spend through the fourth quarter includes actual spending of \$135.69 million of a fiscal year budget of \$119.88 million on Discretionary work, resulting in a fiscal year overspending variance of \$15.81 million. The FY 2023 Gas ISR underspending variance was driven by underspending in the following categories: Public Works – Non-Reimbursable category (money shifted to Proactive Main Replacement) and higher than

¹ The Narragansett Electric Company d/b/a Rhode Island Energy (“Rhode Island Energy” or the “Company”).

budgeted Public Works – Reimbursements (credits), underspending in Reactive Leaks, Maintenance, Low Pressure System Elimination, Transmission Station Integrity, Pressure Regulating Facilities, Valve Installation, Gas System Reliability, Exeter LNG projects, and Replace Pipe on Bridges. Those forecasted underspending variances are partially offset by spending greater than budgeted in the following categories: Proactive Main Replacement (money partially shifted in from Public Works), Large Diameter – Cast Iron Sealing Robot Joint (“CISBOT”), Atwells Avenue, Wampanoag Trail Heater Replacement and Asset Transfer, Tiverton Gate Station Ownership Transfer (Heater), Allens Avenue Multi Station Rebuild, I&R – Reactive, Portable LNG Equipment Purchase for Cumberland, and Tools & Equipment.

The Gas Expansion Project spending through the end of the fourth quarter was \$4.06 million out of a fiscal year budget of \$6.79 million, resulting in a fiscal year underspending variance of \$2.73 million. Underspending in the Other Upgrades/Investments and Regulator Station Investment categories were the primary drivers of the underspending variances.

FY 2023 Capital Spending by Category

Non-Discretionary Work²

Public Works Program – \$7.19 million variance under fiscal year budget

For FY 2023, the Company spent \$13.41 million, net reimbursements, against a fiscal year budget of \$20.60 million for the Public Works program, resulting in an underbudget variance of \$7.19 million. For FY 2023, the Company installed 5.9 miles of a plan of 14.0 miles of new

² Non-Discretionary programs include projects that are required by legal, regulatory code, and/or agreement, or are the result of damage or failure, with limited exceptions.

replacement gas main and abandoned 8.5 miles of a plan of 14.0 miles of leak-prone pipe through the Public Works program. The anticipated volume of workable projects did not fully materialize earlier in the fiscal year in time to execute the budgeted volume of Public Works projects in FY 2023, mainly due to the timing of when the project requests were submitted into the Company. However, project requests were received later in the year and the Company began executing that work in the third and fourth quarters of FY 2023 and will be continuing throughout FY 2024. In FY 2023, the Company was able to shift the resources (crews and dollars) from Public Works into the Proactive Main Replacement program. This was the main driver of the Public Works underbudget variance and Proactive Main Replacement overbudget variance. Additionally, the FY 2023 Reimbursements (credits) for Public Works projects totaled \$3.94 million, which was \$2.50 million higher than budget. As a result, the Public Works Program category was underbudget by \$7.19 million at fiscal year-end.

Mandated Programs – \$10.43 million underspending variance to fiscal year budget

For FY 2023, the Company spent approximately \$17.93 million of a fiscal year budget of \$28.36 million for Mandated Programs, resulting in an underspending variance of \$10.43 million. The primary drivers of the underspend in the Mandated category were lower than anticipated costs in the Reactive Leaks, Reactive Main Replacement – Maintenance, Low Pressure System Elimination, Transmission Station Integrity, and Pipeline Integrity – IVP – Wampanoag Trail Pipeline Replacement categories. The Reactive Leaks category was underbudget by \$2.79 million at fiscal year-end as the Company experienced fewer leaks than forecasted and therefore repaired fewer leaks than anticipated. The Reactive Main Replacement – Maintenance category was underbudget by \$1.57 million because the Oxbow Farms project in Middletown, Rhode Island has not yet started (main and service replacements were budgeted for FY 2023). The Company is continuing to evaluate the approach for the project scope with the housing

development owner. The Low Pressure System Elimination category was underbudget by \$1.91 million at fiscal year-end as the construction for Phase 2 of the Tuckerman Avenue project was deferred into FY 2024, due in part to limited construction windows in that higher volume tourism area. The Transmission Station Integrity program was underbudget by \$4.25 million partially because the records review process (OPEX – Non-ISR) has taken longer than expected, due initially to COVID-19 related delays, which in turn delayed the ISR/Capital related activities. Additionally, the Scott Road project, which is a full station and heater replacement, was underbudget for FY 2023 (included within the \$4.25 million forecasted underspend) as additional time has been required to coordinate the site and station design, which shifted some spending into the FY 2024 budget. The Pipeline Integrity – IVP – Wampanoag Trail Pipeline Replacement category was underbudget by \$0.38 million at fiscal year-end as the project surveying and engineering work started later than originally anticipated. This resulted in the budgeted materials purchasing being deferred into the FY 2024 budget. As a result of the factors detailed above, the Mandated category was underbudget by \$10.43 million at fiscal year-end.

In June 2021, the Company, in collaboration with the Rhode Island Division of Public Utilities and Carriers (“Division”), developed and implemented a plan to continuously improve the Company’s tracking of its meter inventory and its purchasing strategies. This was implemented in compliance with the Rhode Island Public Utilities Commission’s (“PUC”) Order in the Company’s FY 2022 Gas ISR Plan, Docket No. 5099. The first component of the plan is an enhanced process to track meter inventory. The Company is conducting a manual count of the meter lab inventory each month until the Company has validated that the Maximo system is accurately capturing inventory data. The Company conducted a physical inventory count on June 10, 2021 to establish the baseline count. The chart below provides a summary of the meter lab inventory counts on June 10, 2021, and the closest date to the close of each quarter that followed, which were June 30, 2021, September 30, 2021, January 3, 2022, March 31, 2022, June 30, 2022, September 30, 2022, January 3, 2023, and March 31, 2023. The Company is

continuing to review the variances between the physical counts and the meter inventory tracked in Maximo and working to address factors that contribute to the variance, including the timing of when inventory is counted, when reports are run, and the timing of data cleanup in the Maximo system.

Meter Lab Inventory				
Measure	Physical Count	Maximo	Variance	Variance %
Inventory as of 6/10/2021	9,943	10,926	983	9%
Inventory as of 6/30/2021	9,156	9,988	823	8%
Inventory as of 9/30/2021	9,568	10,370	802	8%
Inventory as of 1/3/2022*	9,994	10,986	992	9%
Inventory as of 3/31/2022	11,724	12,605	881	7%
Inventory as of 6/30/2022	7,354	8,164	810	10%
Inventory as of 9/30/2022	6,513	7,452	939	13%
Inventory as of 1/3/2023	5,043	5,963	940	16%
Inventory as of 3/31/2023	8,647	9,716	1,069	11%

***Due to Vacations, the Meter Lab gathered inventory data the first Monday after New Years.**

Damage/Failure Reactive Program – \$0.025 million variance to budget

For FY 2023, the Company spent \$0 of a fiscal year budget of \$0.025 million for the Damage/Failure Reactive program, resulting in an under-budget variance of \$0.025 million. The Company did not experience any reactive projects that qualified for this program in FY 2023.

Discretionary Work³

Proactive Main Replacement & Rehabilitation Programs – \$13.31 million overspending variance to budget

For FY 2023, the Company spent approximately \$92.23 million of a fiscal year budget of \$78.92 million for the Proactive Main Replacement & Rehabilitation programs, resulting in an overspending variance of approximately \$13.31 million. For FY 2023 in the Proactive Main Replacement (“MRP”) Program, the Company installed 44.4 miles of new replacement gas main against a plan of 39.4 miles. Across all ISR programs, the Company installed a total of 50.7 miles of new replacement gas main against a plan of 57.5 miles. For FY 2023, the Company abandoned 55.8 miles in the MRP Program against a plan of 49.4 miles. Across all programs, the Company abandoned 65.5 miles against an overall plan of 64.5 miles. To start the year, the Company made good progress on planned projects and construction work, in the mandated and reliability categories, which draw from the same resources required to abandon main. During the second half of the year, the Company resources were more heavily focused on abandonment, which enabled the Company to abandon a number of main replacement jobs that had been ongoing for several years and the Company was able to exceed the abandonment target. Additionally, as mentioned above in the Public Works categories and Maintenance category, the volume of FY 2023 work that was budgeted for those categories did not materialize to be fully executable within FY 2023. However, the Company was able to shift resources (crews and dollars) from Public Works and Maintenance to the Proactive Main Replacement programs, which is the primary driver of the overbudget variance in the Proactive Main Replacement

³ Discretionary programs are not required by legal, regulatory code, or agreement, or a result of damage or failure, with limited exceptions.

programs. Additionally, costs for this and all other main replacement programs are seeing a moderate increase due to inflationary pressure on materials, fuel, and asphalt.

For FY 2023, the Proactive Main Replacement – Large Diameter LPCI Program was overbudget by \$2.55 million. The original budget called for two CISBOT jobs, but based on Contractor availability, project readiness, moderate Company resource requirements for this type of work, and budget availability (offset by Public Works – Reimbursements), the Company completed four CISBOT jobs in FY 2023 and started a fifth job towards the end of the fiscal year.

For the Atwells Avenue Project, the Company has completed its final restoration activities for Segments 1A and 1B. The Company is awaiting the final vendor invoice for the line striping work (center lines and parking/valet lines), so the costs associated with that work will carry over into the FY 2024 spending. The final restoration work for DePasquale Square was started in October 2022 and was completed in November 2022; this work was completed ahead of schedule, so the \$0.40 million that was originally budgeted for this work was removed from the FY 2024 budget prior to the Company's proposal and PUC's approval of the FY 2024 budget. Segment 3 of the project was budgeted to be completed in FY 2023, but the project has been deferred into FY 2024, as the Company is continuing to work in close conjunction with Providence Water (replacing water pipe) and the City of Providence (replacing leak prone pipe ahead of municipal paving) to address the highest priority work, with the majority of the FY 2023 work being completed on the East Side of Providence. The \$1.10 million associated with the Atwells Avenue Segment 3 work was removed from the FY 2023 forecast and was approved in the FY 2024 budget.

Proactive Service Replacement Program – \$0.44 million underspending variance to budget

For FY 2023, the Company spent \$0.16 million of a fiscal year budget of \$0.60 million for the Proactive Service Replacement Program (“SRP”), resulting in an underspending variance of

\$0.44 million. In FY 2023, the Company has continued focusing on replacing the remaining copper services located in Cumberland. To start the fiscal year, there were 25 Cumberland copper services remaining; however, during an engineering review, another 2 copper services were found on Abbot Run Valley Road in Cumberland, which brought the count of remaining Cumberland copper services to 27. For FY 2023, 24 of 27 copper services were replaced and the 25th service is scheduled to be replaced in Q1 FY 2024. The customers/property owners of the final 2 unscheduled copper services in Cumberland have continued to be reluctant to allow their service replacements, but the Company is continuing to pursue all available options to complete those final replacements. The Company also replaced 12 steel services on plastic main in the Lincoln area in FY 2023 (an additional 2 services have been relayed and the service transfers and abandonment will occur in FY 2024). The Company also completed 3 proactive services replacements in the Providence area. In total, the Company completed 39 proactive service replacements in FY 2023. The Company is also continuing to review the population of services that were originally included on the Proactive Service Replacement list and has been conducting written customer outreach as accounts are being confirmed as leak-prone services on main that is not leak-prone.

Reliability Programs – \$2.94 million overspending variance to budget

For FY 2023, the Company spent \$43.30 million of a fiscal year budget of \$40.36 million for Reliability programs, resulting in an overspending variance of \$2.94 million for this category. Several reliability categories were underbudget at fiscal year-end, however, those underbudget variances were offset by greater than budget spending on the Wampanoag Trail and Tiverton Heater Replacement projects, I&R Reactive, Tools & Equipment, Allens Avenue Multi Station Rebuild, and the purchase of Portable LNG Equipment for Cumberland. The Wampanoag Trail Heaters Replacement and Ownership Transfer project was placed in-service in FY 2023, as planned; however, the FY 2023 spending was \$0.64 million more than budget as contractor bid

prices came in higher than anticipated and the site's parking lot required a redesign from the original project plan. The Pressure Regulating Facilities category was underbudget by \$2.61 million at fiscal year-end as the construction phase of one station was deferred into FY 2024 and the initial engineering and design phase of a second station was also deferred into FY 2024. As a result of those deferrals, both of those pressure regulation station projects were factored into the FY 2024 approved budget. The Allens Avenue Multi Station Rebuild project incurred closeout costs in FY 2023 as approximately \$0.23 million of additional work was required for the Chromatograph building and approximately \$0.72 million was incurred related to the abandonment and disposal of above ground piping and site restoration, resulting in project spending of \$0.95 million that was not in the FY 2023 budget. The Tiverton Gate Station Ownership Transfer (Heater) project was overbudget by \$0.92 million as contractor bid prices were higher than anticipated and additional work was required for the boiler controls. The project is now expected to go in-service in FY 2024 instead of FY 2023 based on the timing of the acceptance testing and execution of the asset transfer. The Valve Installation/Replacement program was underbudget by \$0.96 million as the four remaining isolation valves in Newport were deferred into the FY 2024 budget as the Company continues to work through project permitting. Additionally, following critical valve inspections it was determined that no reactionary valve work was required earlier in FY 2023.

The Gas System Reliability category was underbudget by \$2.96 million at fiscal year-end as the Company needed to assign resources towards Reinforcement projects (non-ISR). The Company deferred three projects (including phase 1 of a two-phase Newport project) into the FY 2024 budget and a fourth project, which was a proposed downrating project in East Providence, is currently being reevaluated by the Company. The I&R – Reactive category was overbudget by \$0.68 million as additional work related to regulator replacements and upgrades needed to be completed in the fiscal year. The Distribution Station Over Pressure Protection category was

underspent by \$0.25 million as several header projects were deferred into the FY 2024 budget. These deferrals occurred because the associated main replacement projects had not been completed.

The LNG category was underbudget by \$1.00 million as 1) the timing of some materials purchasing and early stages of the construction schedule for the Exeter Boiloff Compressors Upgrade was shifted into the FY 2024 budget; 2) the costs to finish the Exeter Hi Ex Foam System project have come in lower than originally anticipated; 3) those underspending variances were partially offset by site improvements for the existing Old Mill Lane site that were not in the original budget. Regarding Portable LNG Equipment for the Cumberland facility, the Company performed a cost-benefit and operational analysis and determined that purchasing equipment, instead of renewing the existing lease, was in the best interest of Rhode Island gas customers in terms of costs, system reliability, and operational benefits. Therefore, in FY 2023, the Company incurred costs of \$7.14 million to purchase Portable LNG Equipment for the Cumberland facility and that equipment will be placed in-service during FY 2024.

The Replace Pipe on Bridges category was underbudget by \$0.69 million at fiscal year-end, primarily due to construction on the Lonsdale Avenue bridge in Pawtucket being deferred from FY 2023 into the FY 2024 budget. The Access Protection Remediation category was underbudget by \$0.12 million at fiscal year-end as two scheduled projects were deferred into the FY 2024 budget. The Tools and Equipment category was overbudget by \$1.42 million at fiscal year-end for several reasons. First, certain specialty equipment that was ordered, but not delivered in FY 2022, was received in FY 2023. Second, a review of the Company's tools & equipment was conducted as part of the separation from National Grid USA. The Company determined that wear and tear on the Company's existing tool stock has increased over the last few years as more live gas work is being performed by the Company's internal labor force

because in late FY 2019, the Company's Field Operations labor union declined to extend a voluntary agreement to allow non-Company contractors to perform many kinds of live gas operations related to the Leak Prone Pipe replacement programs. Lastly, the Company pre-ordered certain tools and equipment that were not expected to be available or delivered until FY 2024; however, the Company received some of the tools and equipment in February 2023. These tools and equipment include the T.D. Williamson ProStopp equipment and a specialty saw. Combined, these tools and equipment purchases increased the FY 2023 spending by \$0.58 million and reduced the Company's FY 2024 budget proposal by the same amount. When the Company originally placed the order for the T.D. Williamson ProStopp, the equipment had a 23-week lead time, which would have resulted in a delivery date of two or three months into FY 2024. Given the long lead time, the Company did not want to risk the availability of the equipment by waiting until FY 2024 to place the order; as stated above, this equipment was delivered to the Company in February 2023, which was earlier than expected. Additionally, the Company had plans to purchase a specialty saw that had an eight-month delivery lead time and was expected to arrive in FY 2024. However, in February 2023, the saw became available for purchase because another utility provider cancelled their order with the supplier. Because of the immediate need, the Company proceeded with the purchase of the new saw, which the Company began to use in FY 2023.

FY 2023 Southern Rhode Island Gas Expansion Project Spending by Category

Construction

Pipeline – \$0.08 million underspending variance

For FY 2023, the Company spent \$0.52 million of a fiscal year budget of \$0.60 million for the Gas Expansion Project – Main Installation, resulting in an underspending variance of \$0.08

million for this category. The FY 2023 spending in this category was for closeout costs related to the Main Installation final restoration and those activities have now been completed.

Other Upgrades/Investments

Maximum Operating Pressure (MOP) Project, Launcher/Receiver, Installation of Remote Operating Valve (ROV) – \$0.39 million underspending variance to budget

For FY 2023, the Company spent \$0.002 million of a fiscal year budget of \$0.31 million for the Other Upgrades/Investments category, resulting in an underspending variance of \$0.39 million for this category. In FY 2023, the Company closed out the Maximum Operating Pressure project. The Company budgeted \$0.35 million for the Launcher-Receiver/ Install Remote Operated Valve portion of this budget for investigation and design work but did not proceed with most of the work and was under budget by \$0.348 million at fiscal year-end. The Company is conducting additional analysis to determine the viability of the Launcher-Receiver and/or Remote Operated Valve within Rhode Island Energy's operating system and is not planning to progress this work during FY 2024.

Regulator Station Investment

Updates to Cranston Regulator Station, Cowesett Regulator Station, and New Regulator Station – \$2.25 million underspending variance to budget

For FY 2023, the Company spent \$3.54 million of a fiscal year budget of \$5.79 million for the Regulator Station Investment category, resulting in an underspending variance of \$2.25 million for this category. The two main focuses of this category in FY 2023 were Cowesett Regulator Station Upgrades and Cranston Regulator Station Upgrades. For the Cowesett Regulator Station Upgrades project, the new regulator pit was installed and gassed-in/placed in-service in FY 2023; this project was underbudget by \$0.27 million for FY 2023 and no additional charges are

expected in FY 2024. The Cranston Regulator Station Upgrades project was underbudget by \$1.28 million as some elements of the project scope/construction plan required re-design to accommodate stop gas work on Rhode Island Energy's system versus the transmission company's system; ongoing work for this project was incorporated into the FY 2024 budget. Finally, the New Regulator Station near the Cowesett Regulator Station project was underbudget by \$0.70 million. The Company is continuing the process of identifying a desired location(s) and then survey and design work will follow, so the project materials purchasing was deferred into the FY 2024 budget to align with future project construction.

Plant-in-Service Forecast

For FY 2023, the Company placed Capital Additions In-Service totaling \$152.59 million versus a target of \$162.92 million, resulting in an under-target variance of \$10.34 million. See Attachment C for a summary of actual versus target Capital Additions placed In-Service for FY 2023. One of the primary drivers of the under-target variance is that the Take Station Enhancement Program – Tiverton Gate Station Ownership Transfer was not placed in-service in FY 2023 as planned. Winter operational restrictions impacted the timing of the acceptance testing and execution of the asset transfer, so those assets will be placed in-service in FY 2024, which was incorporated into the FY 2024 Gas ISR Plan.

Attachment A
RIPUC Docket No. 5210
FY 2023 Gas Infrastructure, Safety, and Reliability Plan
FY 2023 Quarterly Update

Attachment A - Summary

**The Narragansett Electric Company
d/b/a Rhode Island Energy - RI Gas
Capital Spending by Investment Categories - Summary
FY 2023 through March 31, 2023
(\$000)**

FY 2023 - Total

Categories	Budget	Actual	Variance
NON-DISCRETIONARY			
Public Works ¹	\$20,600	\$13,410	(\$7,190)
Mandated Programs	\$28,360	\$17,927	(\$10,433)
Damage / Failure (Reactive)	\$25	\$0	(\$25)
NON-DISCRETIONARY TOTAL	\$48,985	\$31,337	(\$17,648)
DISCRETIONARY			
Proactive Main Replacement & Rehabilitation	\$78,918	\$92,230	\$13,312
Proactive Service Replacement	\$600	\$158	(\$442)
Reliability	\$40,363	\$43,302	\$2,939
SUBTOTAL DISCRETIONARY (Without Gas Expansion)	\$119,881	\$135,691	\$15,810
Southern RI Gas Expansion Project	\$6,789	\$4,058	(\$2,731)
DISCRETIONARY TOTAL (With Gas Expansion)	\$126,670	\$139,749	\$13,079
CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)	\$168,866	\$167,028	(\$1,838)
CAPITAL ISR TOTAL (With Gas Expansion)	\$175,655	\$171,086	(\$4,569)
Additional Capital Investments (Not currently included in the ISR)	\$3,500	\$61	(\$3,439)

() in Variance column denotes an underspend

1. Public Works Program includes reimbursements which were credited as received throughout the year.

Attachment B
RIPUC Docket No. 5210
FY 2023 Gas Infrastructure, Safety, and Reliability Plan
FY 2023 Quarterly Update

Attachment B - Breakout

**The Narragansett Electric Company
d/b/a Rhode Island Energy - RI Gas
Capital Spending by Investment Categories - Detail
FY 2023 through March 31, 2023
(\$000)**

Categories	FY 2023 - Total		
	Budget	Actual	Variance
NON-DISCRETIONARY			
Public Works			
<i>CSC/Public Works - Non-Reimbursable</i>	\$20,596	\$15,277	(\$5,319)
<i>CSC/Public Works - Reimbursable</i>	\$1,437	\$2,068	\$631
<i>CSC/Public Works - Reimbursements</i>	(\$1,433)	(\$3,936)	(\$2,503)
Public Works Total	\$20,600	\$13,410	(\$7,190)
Mandated Programs			
<i>Corrosion</i>	\$1,305	\$1,295	(\$10)
<i>Purchase Meter (Replacement)</i>	\$5,248	\$5,466	\$218
<i>Reactive Leaks (CI Joint Encapsulation/Service Replacement)</i>	\$10,100	\$7,311	(\$2,789)
<i>Service Replacement (Reactive) - Non-Leaks/Other</i>	\$1,697	\$1,952	\$255
<i>Main Replacement (Reactive) - Maintenance (incl Water Intrusion)</i>	\$3,000	\$1,427	(\$1,573)
<i>Low Pressure System Elimination (Proactive)</i>	\$2,000	\$91	(\$1,909)
<i>Transmission Station Integrity</i>	\$4,510	\$262	(\$4,248)
<i>Pipeline Integrity - IVP - Wampanoag Trail Pipeline Replacement</i>	\$500	\$124	(\$376)
Mandated Total	\$28,360	\$17,927	(\$10,433)
Damage / Failure (Reactive)			
<i>Damage / Failure (Reactive)</i>	\$25	\$0	(\$25)
NON-DISCRETIONARY TOTAL	\$48,985	\$31,337	(\$17,648)
DISCRETIONARY			
Proactive Main Replacement			
<i>Main Replacement (Proactive) - Leak Prone Pipe</i>	\$75,204	\$84,673	\$9,469
<i>Main Replacement (Proactive) - Large Diameter LPCI Program</i>	\$2,250	\$4,803	\$2,553
<i>Atwells Avenue</i>	\$1,464	\$2,754	\$1,290
Proactive Main Replacement Total	\$78,918	\$92,230	\$13,312
Proactive Service Replacement			
Proactive Service Replacement Total	\$600	\$158	(\$442)
Reliability			
<i>System Automation</i>	\$800	\$830	\$30
<i>Heater Installation Program</i>	\$1,242	\$1,094	(\$148)
<i>Heater Installation Program - Wampanoag Trail Heaters Replacement and Ownership Transfer</i>	\$4,349	\$4,993	\$644
<i>Pressure Regulating Facilities</i>	\$7,585	\$4,972	(\$2,613)
<i>Allens Ave Multi Station Rebuild</i>	\$0	\$951	\$951
<i>Take Station Refurbishment</i>	\$1,150	\$1,063	(\$87)
<i>Take Station Enhancement Program - Tiverton GS Ownership Transfer</i>	\$4,529	\$5,444	\$915
<i>Valve Installation/Replacement (incl Storm Hardening & Middletown/Newport)</i>	\$988	\$31	(\$957)
<i>Gas System Reliability</i>	\$3,260	\$296	(\$2,964)
<i>I&R - Reactive</i>	\$1,375	\$2,052	\$677
<i>Distribution Station Over Pressure Protection</i>	\$3,000	\$2,745	(\$255)
<i>LNG</i>	\$10,089	\$9,091	(\$998)
<i>LNG - Portable Equipment Purchase</i>	\$0	\$7,138	\$7,138
<i>Replace Pipe on Bridges</i>	\$900	\$206	(\$694)
<i>Access Protection Remediation</i>	\$272	\$154	(\$118)
<i>Tools & Equipment</i>	\$824	\$2,241	\$1,417
Reliability Total	\$40,363	\$43,302	\$2,939
SUBTOTAL DISCRETIONARY (Without Gas Expansion)	\$119,881	\$135,691	\$15,810
Southern RI Gas Expansion Project			
<i>Pipeline</i>	\$600	\$516	(\$84)
<i>Other Upgrades/Investments</i>	\$396	\$2	(\$394)
<i>Regulator Station Investment</i>	\$5,793	\$3,541	(\$2,252)
Southern RI Gas Expansion Project Total	\$6,789	\$4,058	(\$2,731)
DISCRETIONARY TOTAL (With Gas Expansion)	\$126,670	\$139,749	\$13,079
CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)	\$168,866	\$167,028	(\$1,838)
CAPITAL ISR TOTAL (With Gas Expansion)	\$175,655	\$171,086	(\$4,569)
Additional Capital Investments (Not currently included in the ISR)			
<i>Aquidneck Island Long Term Capacity Options</i>	\$1,000	\$8	(\$992)
<i>LNG - Cumberland Tank Replacement</i>	\$2,500	\$53	(\$2,447)

Attachment C
RIPUC Docket No. 5210
FY 2023 Gas Infrastructure, Safety, and Reliability Plan
FY 2023 Quarterly Update

Attachment C - Plant In-Service Summary

**The Narragansett Electric Company
d/b/a Rhode Island Energy - RI Gas
Capital Additions Placed In-Service by Investment Categories - Summary
FY 2023 through March 31, 2023
(\$000)**

FY 2023 - Total

Categories	Target	Actual	Variance
NON-DISCRETIONARY			
Public Works	\$20,179	\$14,145	(\$6,034)
Mandated Programs	\$22,678	\$15,397	(\$7,281)
Damage / Failure (Reactive)	\$24	\$0	(\$24)
NON-DISCRETIONARY TOTAL	\$42,881	\$29,542	(\$13,339)
DISCRETIONARY			
Proactive Main Replacement & Rehabilitation	\$74,856	\$86,801	\$11,945
Proactive Service Replacement	\$544	\$480	(\$64)
Reliability	\$39,943	\$31,609	(\$8,334)
SUBTOTAL DISCRETIONARY (Without Gas Expansion)	\$115,342	\$118,889	\$3,547
Southern RI Gas Expansion Project	\$4,700	\$4,156	(\$545)
DISCRETIONARY TOTAL (With Gas Expansion)	\$120,043	\$123,045	\$3,003
CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)	\$158,223	\$148,431	(\$9,792)
CAPITAL ISR TOTAL (With Gas Expansion)	\$162,924	\$152,587	(\$10,337)

() in Variance column denotes under target