Matthew R. Bernier
Associate General Counsel

July 11, 2025

VIA ELECTRONIC FILING

Adam J. Teitzman, Commission Clerk
Florida Public Service Commission
2540 Shumard Oak Boulevard
Tallahassee, Florida 32399-0850

Re: *Review of 2026-2035 Storm Protection Plan, pursuant to Rule 25-6.030, F.A.C., Duke Energy Florida, LLC;* Docket No. 20250015-EI

Dear Mr. Teitzman:

On behalf of Duke Energy Florida, LLC ("DEF"), please find enclosed for electronic filing in the above referenced docket:

- Amended direct testimony of Christopher Menendez; and
- Amended Exhibit No. (BML-1) to the direct testimony of Brian Lloyd filed on January 15, 2025.

The above amendments are consistent with Order No. PSC-2025-0217-FOF-EI, filed in the above referenced docket on June 19, 2025, as well as to fix a scrivener's error on page 39 of Amended BML-1.

Thank you for your assistance in this matter. Please feel free to call me at (850) 521-1428 should you have any questions concerning this filing.

Respectfully,

/s/ Matthew R. Bernier
Matthew R. Bernier

MRB/mh
Enclosures

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CERTIFICATE OF SERVICE

Docket No. 20250015-EI

I HEREBY CERTIFY that a true and correct copy of the foregoing has been furnished to the following by electronic mail this 11th day of July, 2025, to all parties of record as indicated below.

/s/ Matthew R. Bernier
Attorney

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BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

IN RE: REVIEW OF STORM PROTECTION PLAN, PURSUANT TO RULE 25-6.030, F.A.C., DUKE ENERGY FLORIDA, LLC.

DOCKET NO. 20250015-EI

AMENDED DIRECT TESTIMONY OF CHRISTOPHER A. MENENDEZ

ON BEHALF OF DUKE ENERGY FLORIDA, LLC

JULY 11, 2025

I. INTRODUCTION AND QUALIFICATIONS.

Q. Please state your name and business address.

A. My name is Christopher A. Menendez. My business address is Duke Energy Florida, LLC, 299 1st Avenue North, St. Petersburg, Florida 33701.

Q. By whom are you employed and in what capacity?

A. I am employed by Duke Energy Florida, LLC ("DEF" or the "Company") as Director, Rates and Regulatory Planning.

Q. What are your responsibilities as Director, Rates and Regulatory Planning?

A. I am responsible for the Company's regulatory planning and cost recovery, including the Company's Storm Protection Plan ("SPP") filing.

Q. Please summarize your educational background and work experience.

A. I joined the Company on April 7, 2008. Since joining the Company, I have held various positions in the Florida Planning & Strategy group, DEF Fossil Hydro Operations Finance, and DEF Rates and Regulatory Strategy. I was promoted to my current position in April 2021. Prior to working at DEF, I was the Manager of Inventory Accounting and Control for North American Operations at Cott Beverages. I received a Bachelor of Science degree in Accounting from the University of South Florida, and I am a Certified Public Accountant in the State of Florida.

II. PURPOSE AND SUMMARY OF TESTIMONY.

Q. What is the purpose of your amended direct testimony?

A. The purpose of my amended direct testimony is to provide an estimate of the annual revenue requirements for the Company's 2026-2035 Storm Protection Plan ("SPP"), as required by Rule 25-6.030(3)(g), F.A.C., as well as an estimate of rate impacts for each of the first three years of the SPP for DEF's typical residential, commercial, and industrial customers, as required by Rule 25-6.030(3)(h), F.A.C., in light of the stipulations approved by the Commission in this docket, as required by Order No. PSC-2025-0217-FOF-EI.

Q. Have you prepared, or caused to be prepared under your direction, supervision, or control, exhibits in this proceeding?

A. Yes. I am co-sponsoring the Revenue Requirements and Rate Impact section of Amended Exhibit No. (BML-1) to the direct testimony of Mr. Lloyd, filed on

January 15, 2025. This section of Amended Exhibit No. (BML-1) is true and accurate to the best of my knowledge and belief.

Q. What are the estimated annual revenue requirements for the Company's 2026-2035 SPP?

A. That information is found on page 60 of Amended Exhibit No. (BML-1).

Q. What are the estimated rate impacts for each of the first three years of the SPP for DEF's typical residential, commercial, and industrial customers?

A. That information is found on page 60 of Amended Exhibit No. (BML-1).

Q. Has DEF complied with the requirements of Rule 25-6.030(3)(g) and (3)(h)?

A. Yes.

Q. Does this conclude your testimony?

A. Yes, it does.

DUKE ENERGY FLORIDA

Storm Protection Plan

Program Descriptions

CONTENTS

PROGRAM DESCRIPTIONS

The following sections of this document describe each of Duke Energy Florida's ("DEF") Storm Protection Plan ("SPP") Programs. This exhibit includes the Program vision, description, costs, and estimated benefits from completion of the Program.

Note: Shifts of scope may occur between years to optimize benefits delivery to customers and execution efficiencies.

At the Commission's direction and under its supervision, DEF has engaged in significant storm hardening activities since the 2006 adoption of the Storm Hardening Rule (Rule 25-6.0342, F.A.C., since repealed, due to the adoption of § 366.96, Fla. Stat., and subsequent adoption of Rule 25-6.030, F.A.C.). After the 2016-2017 storm seasons, the Commission initiated its "Review of Florida's Electric Utility Hurricane Preparedness and Restoration Actions 2018"[1] to evaluate the efficacy of the approximately 12 years of hardening efforts. As a result of the analysis performed in that docket, the Commission determined that "Florida's aggressive storm hardening programs are working."[2] This conclusion was borne out by several observations: the length of outages from the 2016-2017 storm season was reduced markedly from the 2004-2005 storm season, hardened overhead distribution facilities performed better than non-hardened facilities, and underground facilities performed much better than overhead facilities.[3]

DEF agrees with the Commission's determination. In recognition of the efficacy of the storm hardening plans implemented since 2006, DEF's initial SPP ("SPP 2020") as well as its second SPP ("SPP 2023") carried on the storm hardening work included in the Company's 2019-2021 Storm Hardening Plan ("SHP"); as such, the programs that were carried over from the SHP into the SPP are the very programs the Commission has previously acknowledged "are grounded in substantive strengthening and protection of the utility's electric facilities. Programs include tree trimming, pole inspections, hardening of feeders and laterals, and undergrounding."[4] DEF's current SPP ("SPP 2026") will continue these programs and build upon them, adding incremental investment over the life of the Plan. DEF will also continue researching and investigating additional technologies and programs.

That said, DEF also agrees with the Commission's recognition that "[n]o amount of preparation can eliminate outages in extreme weather events"[5] so while DEF's Plan is designed with an eye toward strengthening the system and reducing outages and outage duration, it must be understood that there is no panacea, and individual storms will produce unique challenges.

[1] *Review of electric utility hurricane preparedness and restoration actions,* Docket No. 20170215-EU.
[2] *Id.* at p. 1.
[3] *See id.* at pp. 2-3.
[4] *See id.* at p. 9.
[5] *Id.* at p. 6.

Distribution Programs

Program Summaries

Feeder Hardening

Vision

Feeder Hardening is a long-term program that will systematically upgrade the feeder backbone to meet the National Electric Safety Code ("NESC") 250C extreme wind load standard. The existing backbone is approximately 6,500 miles on over 1,300 feeders. The Feeder Hardening Program began in 2021 and is estimated to take approximately 50 years to complete. At completion, all feeder miles will be hardened.

Description

The Feeder Hardening program will enable the feeder backbone to better withstand extreme weather events. This includes strengthening structures, updating basic insulation level ("BIL") to current standards, updating conductor to current standards, relocating difficult to access facilities, relocating or undergrounding facilities to address clearance encroachments, replacing oil filled equipment as appropriate, and incorporates the Company's pole inspection and replacement activities.

Figure 1: Distribution feeder poles broken by straight line winds from Category 3 hurricane.

Structure Strengthening

Structure strengthening includes upgrading existing poles and other facilities as necessary to align with the NESC 250C extreme wind load standard. For example, a stronger pole class reduces the extent of damage incurred on feeder lines during extreme wind events. Other related hardware upgrades will occur simultaneously, such as insulators, crossarms, support brackets, and guys.

Figure 2: Hardened distribution feeder including structures that have been strengthened to the NESC 250C standard and increased BIL from hardware and spacing upgrades.

BIL

While upgrading feeders to the extreme wind load standard, the Company will also upgrade the BIL to further harden the system. Upgrading the BIL involves framing for more space between phases, more wood material between insulator mounting points, application of the larger standard insulator sizes, and moving arresters to the lowest level of the primary space.

Conductor Upgrades

As part of Feeder Hardening, DEF will replace any deteriorated or undersized conductor on the feeder backbone. This conductor is more susceptible to storm damage. It will be replaced with our current standard conductor.

Relocating Difficult to Access Facilities

Where practical, feeder sections that traverse hard to access areas, such as wetlands, will be relocated to truck-accessible routes. These line sections often suffer damage in extreme wind load events and, due to their location, are among the most expensive and longest to restore outages.

Relocating or Undergrounding Facilities to Address Clearance Encroachments

While upgrading feeders to the extreme wind load standards, the Company will review clearances with non-company owned structures and assets to determine if there will be adequate clearances with the proposed, hardened structures. If inadequate, the Company will relocate the facilities or install underground facilities where necessary.

Replacing Oil-Filled Equipment

While working to upgrade each feeder, hydraulic (oil-filled) reclosers will be upgraded to electronic reclosers (vacuum interrupters) with communications and remote Supervisory Control and Data Acquisition ("SCADA") control capability, as available. Electronic reclosers enable remote visibility and control. Real-time operational information is remotely available, such as current per phase, voltage per phase, var flow per phase, health condition of the device, on-board battery health, fault information, and interrupter status by phase. This real-time data will help target restoration efforts helping to reduce outage durations. Additionally, these oil-filled devices can cause negative environmental impacts. Electronic reclosers are vacuum interruption devices and have no internal oil.

Figure 3: SCADA enabled Electronic Recloser

Pole Inspection and Replacement

Per Commission Order No. PSC-2006-0144-PAA-EI, pole inspection is performed on an 8-year cycle. These inspections determine the extent of pole decay and any associated loss of strength. The information gathered from these inspections is used to determine pole replacements and to effectuate the extension of pole life through treatment and reinforcement.

Cost

It is expected that the 10-year cost will be approximately $2.2B Capital and $7M O&M. This would cover approximately 1,400 miles of feeder hardening and costs of the pole inspection and replacement activities.

	DEF		
Feeder Hardening	**2026**	**2027**	**2028**
Totals	**$139,230,926**	**$239,435,855**	**$257,049,209**
Feeder Hardening	$125,853,126	$226,324,350	$245,790,969
Capital	$125,758,521	$226,146,984	$245,598,348
O&M	$ 94,605	$ 177,366	$ 192,621
Total Units	94	168	178
Pole Inspection/Replacement	$ 13,377,800	$ 13,111,505	$ 11,258,240
Capital	$ 13,271,144	$ 13,012,942	$ 11,159,716
O&M	$ 106,656	$ 98,563	$ 98,524
Total Units	1,340	1,286	1,066

Cost Benefit Comparison

As provided in the Cost section above, the estimated cost for DEF's Feeder Hardening Program during the 10-year planning horizon is approximately $2.2B Capital and $7M O&M.

After deployment of the 2026-2035 Feeder Hardening Program work is complete, DEF estimates it will reduce the cost of extreme weather events on the Distribution system by approximately $7.6M to $9.5M annually based on today's costs.

After deployment of the 2026-2035 Feeder Hardening Program work, DEF estimates it will reduce Distribution MED Customer Minutes Interrupted ("CMI") by approximately 20 million to 25 million minutes annually. CMI reduction is used as a proxy for reduction in extreme weather event duration for the average customer.

Prioritization Methodology

Work will be prioritized using the following process.

1. Probability of Damage: To prioritize the work in the Florida regions, the Transmission and Distribution systems were modeled, and weather simulations were run to provide probabilistic exposure frequency for all asset locations. The weather modeling uses the FEMA Hazus and Sea, Lake, and Overland Surges from Hurricanes ("SLOSH") models, which contain the weather data for storms over the last 200 years. Using the geographical locations of the Florida assets and the historic storm paths embedded in the Hazus model, a spatial correlation of future storm exposure can be derived. To determine probability of damage given that exposure, eight years of historical outage data was provided and correlated with the closest weather tower to determine the conditions during historic failures recorded in the outage data. Then, the expected quantities of asset failure for simulated future weather exposure conditions was derived by combining simulated weather patterns with historical asset failure through conditional probability methods.
2. Consequence of Damage: Once the output of probabilistic damage is assessed, the probable impact to customers is considered. This step considers the number of customers served by a given asset (e.g., each pole, or segment of conductor on a feeder), observed outage durations,

the mix of customers, and critical facilities. This step is performed both for the existing configuration of each feeder and the hardened configuration resulting from the particular program. The difference between the existing condition and the hardened configuration is the program impact.

3. Distribution subject matter experts then use these outputs to determine the optimum deployment plan considering factors such as current projects in the area, critical customers, operational knowledge, resource availability and efficiency.

Year 1 Project List

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - FEEDER HARDENING

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
EAST CLEARWATER BANK01 - C901	1 57	1 314	1,958 854	1567	1/2/2026	9/30/2026
EATONVILLE_BANK03 - M1139	0.83	1,631	1,428,859	1,143	1/2/2026	2/28/2027
HAINES CITY_BANK01 - K18	0.73	1,892	1,215,876	973	1/2/2026	1/30/2027
HAINES CITY_BANK01 - K21	1.01	3,330	1,693,393	1,355	1/2/2026	1/30/2027
HAINES CITY_BANK02 - K16	0.36	1,046	798,086	638	1/2/2026	12/30/2027
HAINES CITY_BANK02 - K17	0.57	2,527	1,248,077	998	1/2/2026	12/30/2027
JASPER SOUTH_BANK02 - N192	0.26	1,037	571,304	457	1/2/2026	12/30/2027
JASPER SOUTH_BANK02 - N191	0.44	850	966,619	773	1/2/2026	12/30/2027
KELLER ROAD_BANK01 - M3	0.09	50	108,694	87	1/2/2026	7/30/2026
LAKE BRYAN_BANK02 - K239	0.88	907	1,096,391	877	1/2/2026	11/30/2026
LAKE BRYAN_BANK03 - K230	0.17	32	215,025	172	1/2/2026	8/30/2026
MADISON_BANK02 - N1	1.2	1,225	2,629,426	2,104	1/2/2026	12/30/2027
SILVER SPRINGS SHORES_BANK02 - A128	0.1	25	194,597	156	1/2/2026	6/30/2027
SIXTEENTH STREET_BANK01 - X45	0.49	2,071	861,696	689	1/2/2026	3/30/2027
SIXTEENTH STREET_BANK02 - X46	0.39	2,836	690,908	553	1/2/2026	3/30/2027
SUN N LAKES_BANK02 - K1137	2.51	33	3,128,495	2,503	1/2/2026	12/30/2026
SUNFLOWER_BANK01 - W0470	0.98	2,087	1,227,532	982	1/2/2026	5/30/2026
UCF_BANK01 - W1013	0.24	988	395,733	317	1/2/2026	1/30/2027
MAXIMO_BANK03 - X142	0.24	2,621	443,664	355	1/2/2026	6/30/2027
DUNEDIN - C102	2.34	1,606	2,925,284	2,340	1/2/2026	12/30/2026
FORTIETH STREET_BANK02 - X84	0.47	2,181	615,480	492	1/2/2026	6/30/2027
FORTIETH STREET_BANK02 - X85	0.62	1,045	674,754	540	1/2/2026	6/30/2027
LARGO - J406	2.47	2,042	2,236,030	1,789	1/2/2025	12/30/2026
DINNER LAKE BANK01 - 0415 - K1690	1.06	1,685	2,054,307	1,643	1/2/2024	3/30/2026
DINNER LAKE BANK01 - 0415 - K1691	0.6	2,281	1,987,704	1,590	1/2/2024	3/30/2026
DINNER LAKE BANK02 - 0415 - K1687	0	695	906,272	725	1/2/2024	12/30/2025
DINNER LAKE BANK02 - 0415 - K1688	0	923	347,539	278	1/2/2024	12/30/2025
DINNER LAKE BANK02 - 0415 - K1689	0	1,342	2,380,967	1,905	1/2/2024	12/30/2025
ANCLOTE PLANT BANK08 - 0183 - C4202	1.97	1,957	1,982,605	1,586	1/2/2025	12/30/2026

ANCLOTE PLANT BANK08 - 0183 - C4203	2.83	2,340	3,771,859	3,017	1/2/2025	12/30/2026
CABBAGE ISLAND BANK02 - 0306 - K1614	1.61	103	2,249,134	1,799	1/2/2025	9/30/2026
CABBAGE ISLAND BANK02 - 0306 - K1616	2.14	1,433	3,148,848	2,519	1/2/2025	9/30/2026
DOUGLAS AVENUE BANK01 - 0320 - M1704	1.11	951	1,145,898	917	1/2/2025	3/30/2026
DOUGLAS AVENUE BANK02 - 0320 - M1709	0.36	302	773,349	619	1/2/2025	6/30/2026
FLORA MAR BANK01 - 0209 - C4002	3.73	2,343	3,480,519	2,784	1/2/2025	6/30/2026
FLORA MAR BANK02 - 0209 - C4007	3.44	3,137	4,070,051	3,256	1/2/2025	10/30/2026
FLORA MAR BANK02 - 0209 - C4009	4.78	2,100	4,512,302	3,610	1/2/2025	10/30/2026
FORTIETH STREET BANK01 - 0014 - X81	1.64	1,210	1,620,566	1,296	1/2/2025	12/30/2026
FORTIETH STREET BANK01 - 0014 - X82	1.81	1,539	1,911,741	1,529	1/2/2025	12/30/2026
ISLEWORTH BANK01 - 0387 - K789	2.45	2,481	2,167,687	1,734	1/2/2025	12/30/2026
LAKE WILSON BANK02 - 0156 - K883	2.5	1,243	3,416,318	2,733	1/2/2025	7/30/2026
LAKE WILSON BANK02 - 0156 - K884	0.27	1,934	729,454	584	1/2/2025	7/30/2026
LARGO BANK02 - 0123 - J407	2.66	2,367	2,050,087	1,640	1/2/2025	12/30/2026
LARGO BANK02 - 0123 - J409	1.86	2,209	2,381,164	1,905	1/2/2025	12/30/2026
MAXIMO BANK01 - 0029 - X143	2.37	3,312	2,833,302	2,267	1/2/2025	3/30/2027
MAXIMO BANK01 - 0029 - X146	2.85	2,530	3,255,427	2,604	1/2/2025	3/30/2027
MAXIMO BANK01 - 0029 - X147	2.61	2,889	2,957,819	2,366	1/2/2025	3/30/2027
MAXIMO BANK02 - 0029 - X150	1.66	2,484	2,909,244	2,327	1/2/2025	12/30/2026
MAXIMO BANK02 - 0029 - X151	1.03	2,330	2,166,018	1,733	1/2/2025	12/30/2026
MYRTLE LAKE BANK02 - 0394 - M648	1.3	1,637	1,388,828	1,111	1/2/2025	6/30/2026
MYRTLE LAKE BANK02 - 0394 - M649	1.67	1,205	1,591,992	1,274	1/2/2025	6/30/2026
MYRTLE LAKE BANK03 - 0394 - M659	1.12	1,436	1,043,856	835	1/2/2025	3/30/2026
NARCOOSSEE BANK01 - 0221 - W0212	0.89	1,978	1,220,582	976	1/2/2025	12/30/2026
NARCOOSSEE BANK01 - 0221 - W0213	2.29	2,162	3,360,240	2,688	1/2/2025	12/30/2026
NARCOOSSEE BANK02 - 0221 - W0217	1.29	2,549	1,284,914	1,028	1/2/2025	6/30/2026
NORTHEAST BANK01 - 0077 - X284	2.78	3,195	2,960,658	2,369	1/2/2025	6/30/2026
NORTHEAST BANK02 - 0077 - X287	2.52	2,408	2,647,391	2,118	1/2/2025	9/30/2026
NORTHEAST BANK02 - 0077 - X289	1.31	1,022	1,505,138	1,204	1/2/2025	9/30/2026
ODESSA BANK02 - 0445 - C4320	2.38	1,685	2,435,041	1,948	1/2/2025	6/30/2026
OVIEDO BANK02 - 0303 - W0174	2.99	1,944	2,167,395	1,734	1/2/2025	9/30/2026
TAFT BANK02 - 0163 - K1023	2.85	380	1,989,250	1,591	1/2/2025	9/30/2026
TAFT BANK02 - 0163 - K1025	1.58	257	1,518,807	1,215	1/2/2025	9/30/2026
WINTER PARK BANK04-0305-W0015	0.62	1,792	1,895,660	1,517	1/2/2025	7/30/2026
WINTER PARK BANK04-0305-W0016	2.38	873	2,713,811	2,171	1/2/2025	7/30/2026
ENGINEERING/MATERIALS FOR FUTURE YEAR PROJECTS			7,500,000			

Pole inspections and replacements benefit the entire distribution system. These annual programs are completed on a cycle-basis. As such, these SPP programs do not lend themselves to identification of specific project locations. A Year 1 Project List has been provided at the Operations Center level.

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - FEEDER HARDENING POLE REPLACEMENTS

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
BUENA VISTA	93	158,538	875,316	700	1/2/2026	12/15/2026
CLEARWATER	189	148,422	1,778,868	1,423	1/2/2026	12/15/2026
DELAND	155	91,841	1,458,860	1,167	1/2/2026	12/15/2026
HIGHLANDS	16	57,774	150,592	120	1/2/2026	12/15/2026
JAMESTOWN	8	146,108	75,296	60	1/2/2026	12/15/2026
LAKE WALES	214	148,811	2,014,168	1,611	1/2/2026	12/15/2026
LONGWOOD	32	96,080	301,184	241	1/2/2026	12/15/2026
MONTICELLO	177	60,125	1,665,924	1,333	1/2/2026	12/15/2026
OCALA	175	94,307	1,647,100	1,318	1/2/2026	12/15/2026
SE ORLANDO	33	102,974	310,596	248	1/2/2026	12/15/2026
ST. PETERSBURG	16	183,237	150,592	120	1/2/2026	12/15/2026
WALSINGHAM	136	155,414	1,280,032	1,024	1/2/2026	12/15/2026
WINTER GARDEN	96	91,089	903,552	723	1/2/2026	12/15/2026

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - FEEDER HARDENING POLE INSPECTIONS

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
BUENA VISTA	2,166	158,538	45,948	6,731	1/2/2026	12/15/2026
CLEARWATER	4,374	148,422	92,792	13,590	1/2/2026	12/15/2026
DELAND	3,593	91,841	76,216	11,167	1/2/2026	12/15/2026
HIGHLANDS	366	57,774	7,756	1,141	1/2/2026	12/15/2026
JAMESTOWN	185	146,108	3,920	577	1/2/2026	12/15/2026
LAKE WALES	4,957	148,811	105,140	15,411	1/2/2026	12/15/2026
LONGWOOD	733	96,080	15,540	2,282	1/2/2026	12/15/2026
MONTICELLO	4,113	60,125	87,248	12,783	1/2/2026	12/15/2026
OCALA	4,067	94,307	86,268	12,642	1/2/2026	12/15/2026
SE ORLANDO	755	102,974	16,016	2,346	1/2/2026	12/15/2026
ST. PETERSBURG	371	183,237	7,868	1,154	1/2/2026	12/15/2026
WALSINGHAM	3,156	155,414	66,948	9,808	1/2/2026	12/15/2026
WINTER GARDEN	2,234	91,089	47,404	6,936	1/2/2026	12/15/2026

Lateral Hardening

Vision

Lateral Hardening is a long-term Program that will systematically upgrade and harden branch line sections fed by the feeder backbone. There will be two main approaches, undergrounding and overhead hardening. The existing lateral system is approximately 12,000 miles. The Lateral Hardening Program began in 2022 and is estimated to take 70 years to complete. At completion, approximately all lateral miles will be hardened.

Description

The Lateral Hardening Program will enable branch lines to better withstand extreme weather events. This will include undergrounding of the laterals most prone to damage during extreme weather events and overhead hardening of those laterals less prone to damage.

Lateral Undergrounding

Lateral segments that are most prone to damage resulting in outages during extreme weather events will be placed underground. Doing so will greatly reduce both damage costs and outage duration for DEF customers. Lateral Undergrounding focuses on branch lines that historically experience the most outage events, contain assets of greater vintage, are susceptible to damage from vegetation, and/or often have facilities that are inaccessible to trucks. These branch lines will be replaced with a modern, updated, and standard underground design of today.

Figure 1: An example cf residential customers that would be candidates for Undergrounding due to section cf line and service in heavily vegetated areas.

Figure 2: Section cf lines that runs through backlot and heavily vegetated areas that i a candidate for Undergrounding.

Lateral Hardening Overhead

The overhead hardening strategy includes structure strengthening, deteriorated conductor replacement, removing open secondary wires, replacing fuses with automated line devices, pole replacement (when needed), line relocation, and/or hazard tree removal.

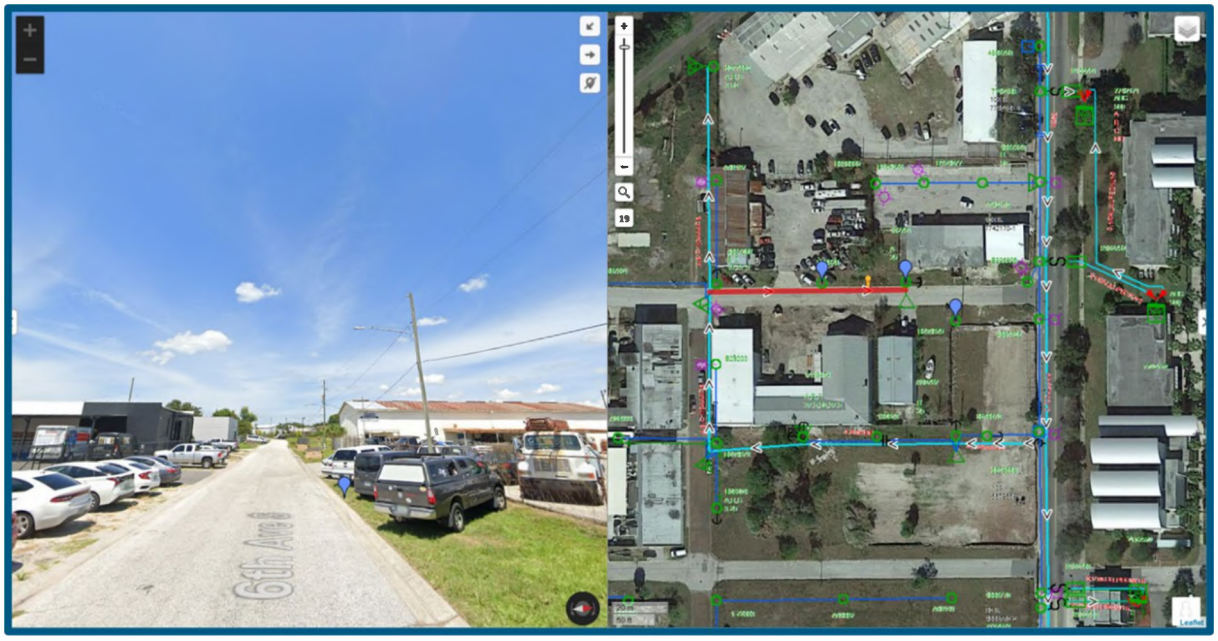


Figure 3: The teal tap line branches cJf the main road through an open lot to side streets where it splits again. It serves a few customers with minimal, to no vegetation. The street view is a view cf the red line where there are no vegetation concerns.

Structure Strengthening

Structure Strengthening includes upgrading existing poles and other facilities as necessary to align with the NESC 250C extreme wind loading standard. For example, a stronger pole class reduces the extent of damage incurred on lateral lines during extreme wind events. Other related hardware upgrades will occur simultaneously, such as installation of insulators, crossarms, support brackets, and guys.

Conductor Upgrades

As part of Lateral Hardening Overhead, DEF will replace any deteriorated or undersized conductor on the lateral. This conductor is more susceptible to storm damage. It will be replaced with our current standard conductor.

Upgrade Open Wire Secondary

Removing the open secondary wire will mitigate outages during extreme weather conditions. This activity will eliminate an older design standard that is susceptible to wires contacting vegetation and debris. Modern triplex cable will be installed to replace the open wire secondary.

Figure 4: Three examples of open wire secondary that will be addressed.

Fusing

DEF will replace current one-time use fuses with automated line devices ("ALD"), which are small vacuum reclosers, to improve lateral performance in extreme weather events. ALDs use current fuse holders and do not generally require pole reframing. The reclosing capability inherent in the ALD will reduce outage events for downstream customers. ALDs will also serve as the temporary fault clearing device, thus reducing momentary interruptions for customers upstream on the feeder.

Line Relocation

Where practical, lateral line sections that traverse hard to access areas, such as wetlands, will be relocated to truck accessible routes. These line sections often suffer damage in extreme wind load events, and due to their location are among the most expensive to repair and take the longest to restore to service from an outage.

Hazard Tree

During the upgrade process DEF will identify hazard trees in the area surrounding the lateral requiring remediation. A hazard tree is a tree that is dead, structurally unsound, dying, diseased, leaning, or otherwise in a condition that is likely to result in striking electrical lines or other assets. Once identified, hazard trees are assigned to a contractor for remediation. When hazard trees are located in areas where DEF does not have the legal right to mitigate the danger, DEF or its contractor will work with the property owner to gain access and remediate.

Pole Inspection and Replacement

Per Commission Order No. PSC-2006-0144-PAA-EI, pole inspection is performed on an 8-year cycle. These inspections determine the extent of pole decay and any associated loss of strength. The information gathered from these inspections is used to determine pole replacements and to effectuate the extension of pole life through treatment and reinforcement.

Cost

It is expected that the 10-year cost will be approximately $2.9B Capital and $22M O&M. This would cover approximately 500 miles of Lateral Hardening Underground, approximately 800 miles of Lateral Hardening Overhead, and costs of the pole inspection and replacement activities.

	DEF		
Lateral Hardening	**2026**	**2027**	**2028**
Totals	$224,484,237	$307,196,663	$301,946,370
Lateral Hardening	$180,270,969	$263,855,954	$264,729,624
Capital	$179,653,329	$263,009,034	$263,921,628
O&M	$ 617,640	$ 846,920	$ 807,996
Total Units	110	171	174
Pole Inspection/Replacement	$ 44,213,268	$ 43,340,709	$ 37,216,746
Capital	$ 43,854,288	$ 43,014,981	$ 36,891,160
O&M	$ 358,980	$ 325,728	$ 325,586
Total Units	4,428	4,251	3,524

Cost Benefit Comparison

As provided in the Cost section above, the estimated cost for DEF's Lateral Hardening Program during the 10-year planning horizon is approximately $2.9B Capital and $22M O&M.

After deployment of the 2026-2035 Lateral Hardening Program work, DEF estimates it will reduce the cost of extreme weather events on the Distribution system by approximately $19.5M to $24.4M annually based on today's costs.

After deployment of the 2026-2035 Lateral Hardening Program work, DEF estimates it will reduce Distribution MED CMI by approximately 152 million to 190 million minutes annually. CMI reduction is used as a proxy for reduction in extreme weather event duration for the average customer.

Prioritization Methodology

The following steps are used to prioritize the work:

1. Probability of Damage: To prioritize the work in the Florida regions, the Transmission and Distribution systems were modeled, and weather simulations were run to provide probabilistic exposure frequency for all asset locations. The weather modeling uses the FEMA Hazus and SLOSH models, which contain the weather data for storms over the last 200 years. Using the geographical locations of the Florida assets and the historic storm paths embedded in the Hazus model, a spatial correlation of future storm exposure can be derived. To determine probability of damage given that exposure, eight years of historical outage data was provided and correlated with the closest weather tower to determine the conditions during historic failures recorded in the outage data. Then, the expected quantities of asset failure for simulated future weather exposure conditions was derived by combining simulated weather patterns with historical asset failure through conditional probability methods.
2. Consequence of Damage: Once the output of probabilistic damage is assessed, the probable impact to customers is considered. This step considers number of customers served by a given asset (e.g. each pole, or segment of conductor on a feeder), observed outage durations, the mix of customers, and critical facilities. This step is performed both for the existing configuration of each feeder, and the hardened configuration resulting from the particular

program. The difference between the existing condition and the hardened configuration is the program impact.

3. Distribution subject matter experts then use these outputs to determine the optimum deployment plan considering factors such as current projects in the area, critical customers, operational knowledge, resource availability and efficiency.

Year 1 Project List

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - LATERAL HARDENING OVERHEAD

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
BEACON HILL_BANK02 - N527	1.78	1,563	2,156,009	1,725	1/2/2026	5/30/2027
BEACON HILL_BANK02 - N515	0.64	458	773,888	619	1/2/2026	5/30/2027
EAST CLEARWATER_BANK01 - C901	0.09	1,314	77,558	62	1/2/2026	9/30/2026
EATONVILLE_BANK03 - M1138	1.19	471	1,364,229	1,091	1/2/2026	2/28/2027
FERN PARK_BANK01 - M907	0.83	1,292	991,347	793	1/2/2026	4/30/2027
FERN PARK_BANK01 - M909	1.02	793	1,214,246	971	1/2/2026	4/30/2027
HAINES CITY_BANK01 - K18	0.9	1,892	1,022,102	818	1/2/2026	1/30/2027
HAINES CITY_BANK02 - K16	0.76	1,046	1,041,580	833	1/2/2026	12/30/2027
LAKE BRYAN_BANK02 - K238	0.1	902	90,681	73	1/2/2026	11/30/2026
LAKE BRYAN_BANK02 - K244	0.33	2,402	289,876	232	1/2/2026	11/30/2026
SILVER SPRINGS SHORES_BANK02 - A128	0.28	25	343,502	275	1/2/2026	6/30/2027
SIXTEENTH STREET_BANK01 - X43	0.79	1,328	925,367	740	1/2/2026	3/30/2027
SUN N LAKES_BANK02 - K1137	0.31	33	278,604	223	1/2/2026	12/30/2026
UCF_BANK01 - W1012	0.37	2,486	418,619	335	1/2/2026	1/30/2027
ULMERTON WEST_BANK01 - J680	1.65	695	1,461,831	1,169	1/2/2026	12/30/2026
MAXIMO_BANK03 - X142	0.31	2,621	319,937	256	1/2/2026	6/30/2027
DUNEDIN - C102	3.43	1,606	3,046,141	2,437	1/2/2026	12/30/2026
LARGO - J406	3.9	2,042	2,504,763	2,004	1/2/2026	12/30/2026
DINNER LAKE BANK01 - 0415 - K1690	0.32	1,685	2,013,289	1,611	1/2/2024	3/30/2026
DINNER LAKE BANK01 - 0415 - K1691	0.28	2,281	1,188,114	950	1/2/2024	3/30/2026
DINNER LAKE BANK02 - 0415 - K1687	0.8	695	256,411	205	1/2/2024	12/30/2025
ANCLOTE PLANT BANK08 - 0183 - C4202	2.37	1,957	2,546,215	2,037	1/2/2025	12/30/2026
ANCLOTE PLANT BANK08 - 0183 - C4203	4.24	2,340	2,997,270	2,398	1/2/2025	12/30/2026
CABBAGE ISLAND BANK02 - 0306 - K1614	0.15	103	427,779	342	1/2/2025	9/30/2026
CABBAGE ISLAND BANK02 - 0306 - K1616	0.13	1,433	296,048	237	1/2/2025	9/30/2026
DOUGLAS AVENUE BANK01 - 0320 - M1704	1.05	951	768,597	615	1/2/2025	3/30/2026
DOUGLAS AVENUE BANK02 - 0320 - M1706	0	1,642	-5,576	-4	1/2/2025	6/30/2026
DOUGLAS AVENUE BANK02 - 0320 - M1709	0.28	302	492,827	394	1/2/2025	6/30/2026
FLORA MAR BANK01 - 0209 - C4002	1.91	2,343	1,352,876	1,082	1/2/2025	6/30/2026
FLORA MAR BANK02 - 0209 - C4007	1.3	3,137	1,006,433	805	1/2/2025	10/30/2026
FLORA MAR BANK02 - 0209 - C4009	1.91	2,100	726,638	581	1/2/2025	10/30/2026
FORTIETH STREET BANK01 - 0014 - X81	2.62	1,210	2,226,963	1,782	1/2/2025	12/30/2026
FORTIETH STREET BANK01 - 0014 - X82	1.85	1,539	1,308,727	1,047	1/2/2025	12/30/2026
ISLEWORTH BANK01 - 0387 - K789	0.38	2,481	431,558	345	1/2/2025	12/30/2026
LAKE WILSON BANK02 - 0156 - K883	0.1	1,243	253,086	202	1/2/2025	7/30/2026

LAKE WILSON BANK02 - 0156 - K884	0.09	1,934	357,230	286	1/2/2025	7/30/2026
LARGO BANK02 - 0123 - J407	2.75	2,367	1,517,773	1,214	1/2/2025	12/30/2026
LARGO BANK02 - 0123 - J409	0.41	2,209	268,465	215	1/2/2025	12/30/2026
MAXIMO BANK01 - 0029 - X143	1.32	3,312	2,185,981	1,749	1/2/2025	3/30/2027
MAXIMO BANK01 - 0029 - X146	2.16	2,530	2,776,007	2,221	1/2/2025	3/30/2027
MAXIMO BANK01 - 0029 - X147	0.52	2,889	1,047,183	838	1/2/2025	3/30/2027
MAXIMO BANK02 - 0029 - X150	1.1	2,484	1,254,646	1,004	1/2/2025	12/30/2026
MAXIMO BANK02 - 0029 - X151	0.99	2,330	1,069,683	856	1/2/2025	12/30/2026
MYRTLE LAKE BANK02 - 0394 - M648	0.12	1,637	260,439	208	1/2/2025	6/30/2026
MYRTLE LAKE BANK02 - 0394 - M649	0.1	1,205	73,618	59	1/2/2025	6/30/2026
MYRTLE LAKE BANK03 - 0394 - M659	0.34	1,436	222,727	178	1/2/2025	3/30/2026
NARCOOSSEE BANK01 - 0221 - W0212	3.79	1,978	3,569,199	2,855	1/2/2025	12/30/2026
NARCOOSSEE BANK01 - 0221 - W0213	1.02	2,162	1,063,128	851	1/2/2025	12/30/2026
NARCOOSSEE BANK02 - 0221 - W0217	0.32	2,549	174,522	140	1/2/2025	6/30/2026
NORTHEAST BANK01 - 0077 - X284	1.49	3,195	1,215,254	972	1/2/2025	6/30/2026
NORTHEAST BANK02 - 0077 - X287	0.5	2,408	430,615	344	1/2/2025	9/30/2026
NORTHEAST BANK02 - 0077 - X289	0.78	1,022	504,053	403	1/2/2025	9/30/2026
ODESSA BANK02 - 0445 - C4320	1.32	1,685	232,402	186	1/2/2025	6/30/2026
OVIEDO BANK02 - 0303 - W0174	3.19	1,944	1,629,592	1,304	1/2/2025	9/30/2026
OVIEDO BANK02 - 0303 - W0175	0.68	923	527,793	422	1/2/2025	9/30/2026
TAFT BANK02 - 0163 - K1023	3.09	380	1,791,922	1,434	1/2/2025	9/30/2026
TAFT BANK02 - 0163 - K1025	1.31	257	846,302	677	1/2/2025	9/30/2026
WINTER PARK BANK04 - 0305 - W0015	2.94	1,792	2,248,328	1,799	1/2/2025	7/30/2026
WINTER PARK BANK04 - 0305 - W0016	0.64	873	697,536	558	1/2/2025	7/30/2026
ENGINEERING/MATERIALS FOR FUTURE YEAR PROJECTS			1,250,000			

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - LATERAL HARDENING UNDERGROUND

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
CLEARWATER 69KV - C10	0.29	1,151	1 359 785	6,663	1/2/2025	9/2/2026
CLEARWATER 69KV - C11	0.43	1,181	1,465,785	7,182	1/2/2025	9/2/2026
CLEARWATER 69KV - C12	0.16	1,211	428,891	2,102	1/2/2025	9/2/2026
CLEARWATER 69KV - C18	0.17	2,049	863,926	4,233	1/2/2025	9/2/2026
PORT RICHEY WEST 115KV - C202	0.36	2,299	1,226,705	6,011	1/2/2022	3/27/2026
PORT RICHEY WEST 115KV - C208	0.12	2,046	367,573	1,801	1/2/2022	3/31/2026
PORT RICHEY WEST 115KV - C209	0.43	1,994	499,958	2,450	1/2/2022	3/31/2026
PORT RICHEY WEST 115KV - C210	0.12	2,413	634,869	3,111	1/2/2022	3/31/2026
SEVEN SPRINGS 230KV - C4501	0.08	2,196	171,857	842	1/2/2025	9/30/2026
SEVEN SPRINGS 230KV - C4508	0.02	2,434	26,131	128	1/2/2023	9/30/2026
CURLEW 115KV - C4973	0.9	1,843	1,561,891	7,653	1/2/2025	6/30/2026
CURLEW 115KV - C4976	0.36	2,228	526,665	2,581	1/2/2025	6/30/2026
CURLEW 115KV - C4985	1.08	1,309	1,877,081	9,198	1/2/2025	7/30/2026
CURLEW 115KV - C4987	0.16	904	152,555	748	1/2/2025	6/30/2026
CURLEW 115KV - C4989	1.84	2,105	1,903,555	9,327	1/2/2025	9/30/2027

CURLEW 115KV - C4990	0.58	1,692	1,656,466	8,117	1/2/2025	9/30/2027
CURLEW 115KV - C4991	0.68	2,117	1,843,082	9,031	1/2/2025	9/30/2027
OAKHURST 69KV - J224	4.15	2,425	12,671,892	62,092	1/2/2025	11/18/2027
OAKHURST 69KV - J227	1.02	1,952	3,850,267	18,866	1/2/2025	2/3/2028
CENTRAL PARK 69KV - K495	2.08	1,015	5,265,374	25,800	1/2/2025	5/3/2027
CLERMONT 69KV - K601	0.24	2,369	618,140	3,029	1/2/2025	4/13/2029
CLERMONT 69KV - K605	0.1	1,087	260,206	1,275	1/2/2025	4/13/2029
BAY HILL 69KV - K67	0.21	1,920	444,500	2,178	1/2/2025	4/26/2027
BAY HILL 69KV - K68	1.58	1,877	2,426,795	11,891	1/2/2025	4/26/2027
BAY HILL 69KV - K73	0.25	906	459,578	2,252	1/2/2025	4/26/2027
BAY HILL 69KV - K76	1.51	835	1,942,893	9,520	1/2/2025	4/26/2027
BOGGY MARSH 69KV - K957	0.19	3,602	358,456	1,756	1/2/2025	4/26/2027
BOGGY MARSH 69KV - K959	0.27	1,013	431,589	2,115	1/2/2025	4/26/2027
MAITLAND 69KV - M80	0.37	1,445	1,234,408	6,049	1/2/2025	9/2/2029
MAITLAND 69KV - M82	0.09	591	326,746	1,601	1/2/2025	9/2/2029
MAITLAND 69KV - W0079	2.31	1,303	4,670,694	22,886	1/2/2023	9/2/2029
MAITLAND 69KV - W0086	0.15	385	739,650	3,624	1/2/2025	9/2/2029
LAKE ALOMA 69KV - W0151	0.57	1,735	1,549,799	7,594	1/2/2025	7/1/2027
LAKE ALOMA 69KV - W0153	0.02	748	84,496	414	1/2/2023	7/1/2027
ECON 230KV - W0320	0.24	2,878	244,176	1,196	1/2/2025	6/11/2027
ECON 230KV - W0321	0.57	1,442	1,493,817	7,320	1/2/2025	6/11/2027
SKY LAKE 230KV - W0363	0.6	1,868	837,136	4,102	1/2/2025	3/31/2028
SKY LAKE 230KV - W0365	0.56	2,592	1,733,722	8,495	1/2/2025	3/31/2028
SKY LAKE 230KV - W0366	1.32	959	2,536,269	12,428	1/2/2025	3/31/2028
SKY LAKE 230KV - W0367	0.01	213	12,654	62	1/2/2025	3/31/2028
SKY LAKE 230KV - W0368	1	1,804	1,655,256	8,111	1/2/2025	3/31/2028
CENTRAL PARK 69KV - W0497	0.06	58	201,588	988	1/2/2025	5/3/2027
DELAND 69KV - W0805	0.76	1,361	4,170,141	20,434	1/2/2022	5/31/2028
DELAND 69KV - W0806	0.94	1,810	3,224,942	15,802	1/2/2022	5/31/2028
DELAND 69KV - W0807	1.16	1,527	4,287,001	21,006	1/2/2022	5/31/2028
DELAND 69KV - W0808	0.35	1,938	786,293	3,853	1/2/2022	5/31/2028
DELAND 69KV - W0809	0.67	905	2,075,421	10,170	1/2/2022	5/31/2028
RIO PINAR 230KV - W0968	0.12	3,557	216,299	1,060	1/2/2025	4/26/2027
RIO PINAR 230KV - W0970	0.21	2,402	940,501	4,608	1/2/2023	4/26/2027
RIO PINAR 230KV - W0975	0.15	3,512	246,141	1,206	1/2/2025	4/26/2027
FIFTY-FIRST STREET 230KV - X101	0.56	1,719	2,710,497	13,281	1/2/2022	2/17/2027
FIFTY-FIRST STREET 230KV - X102	2.33	4,025	13,199,599	64,678	1/2/2022	3/11/2027
FIFTY-FIRST STREET 230KV - X108	3	1,991	12,246,609	60,008	1/2/2022	12/1/2027
GATEWAY 115KV - X111	0.19	318	173,603	851	1/2/2025	8/20/2026
GATEWAY 115KV - X125	0.24	342	549,642	2,693	1/2/2025	8/20/2026
PASADENA 230KV - X213	0.13	1,937	531,687	2,605	1/2/2025	1/13/2026
PASADENA 230KV - X219	0.38	1,919	1,060,633	5,197	1/2/2025	10/16/2026
VINOY 115KV - X70	1.97	2,026	5,648,376	27,677	1/2/2025	10/22/2027
VINOY 115KV - X71	0.3	3,036	914,990	4,483	1/2/2025	9/18/2026
VINOY 115KV - X72	0.04	1,905	232,145	1,148	1/2/2025	9/18/2026

Pole inspections and replacements benefit the entire distribution system. These annual programs are completed on a cycle-basis. As such, these SPP programs do not lend themselves to identification of specific project locations. A Year 1 Project List has been provided at the Operations Center level.

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - LATERAL HARDENING POLE REPLACEMENTS

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
BUENA VISTA	61	158,538	574,132	549	1/2/2026	12/15/2026
CLEARWATER	641	148,422	6,033,092	5,769	1/2/2026	12/15/2026
DELAND	491	91,841	4,621,292	4,419	1/2/2026	12/15/2026
HIGHLANDS	162	57,774	1,524,744	1,458	1/2/2026	12/15/2026
JAMESTOWN	25	146,108	235,300	225	1/2/2026	12/15/2026
LAKE WALES	662	148,811	6,230,744	5,958	1/2/2026	12/15/2026
LONGWOOD	52	96,080	489,424	468	1/2/2026	12/15/2026
MONTICELLO	813	60,125	7,651,956	7,317	1/2/2026	12/15/2026
OCALA	872	94,307	8,207,264	7,848	1/2/2026	12/15/2026
SE ORLANDO	96	102,974	903,552	864	1/2/2026	12/15/2026
ST. PETERSBURG	127	183,237	1,195,324	1,143	1/2/2026	12/15/2026
WALSINGHAM	328	155,414	3,087,136	2,952	1/2/2026	12/15/2026
WINTER GARDEN	98	91,089	922,376	882	1/2/2026	12/15/2026

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - LATERAL HARDENING POLE INSPECTIONS

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
BUENA VISTA	1,420	158,538	30,128	4,410	1/2/2026	12/15/2026
CLEARWATER	14,854	148,422	315,084	46,168	1/2/2026	12/15/2026
DELAND	11,385	91,841	241,500	35,386	1/2/2026	12/15/2026
HIGHLANDS	3,767	57,774	79,912	11,706	1/2/2026	12/15/2026
JAMESTOWN	580	146,108	12,292	1,808	1/2/2026	12/15/2026
LAKE WALES	15,339	148,811	325,360	47,681	1/2/2026	12/15/2026
LONGWOOD	1,210	96,080	25,676	3,757	1/2/2026	12/15/2026
MONTICELLO	18,858	60,125	400,008	58,618	1/2/2026	12/15/2026
OCALA	20,212	94,307	428,736	62,823	1/2/2026	12/15/2026
SE ORLANDO	2,235	102,974	47,404	6,949	1/2/2026	12/15/2026
ST. PETERSBURG	2,949	183,237	62,552	9,167	1/2/2026	12/15/2026
WALSINGHAM	7,606	155,414	161,336	23,642	1/2/2026	12/15/2026
WINTER GARDEN	2,260	91,089	47,964	7,013	1/2/2026	12/15/2026

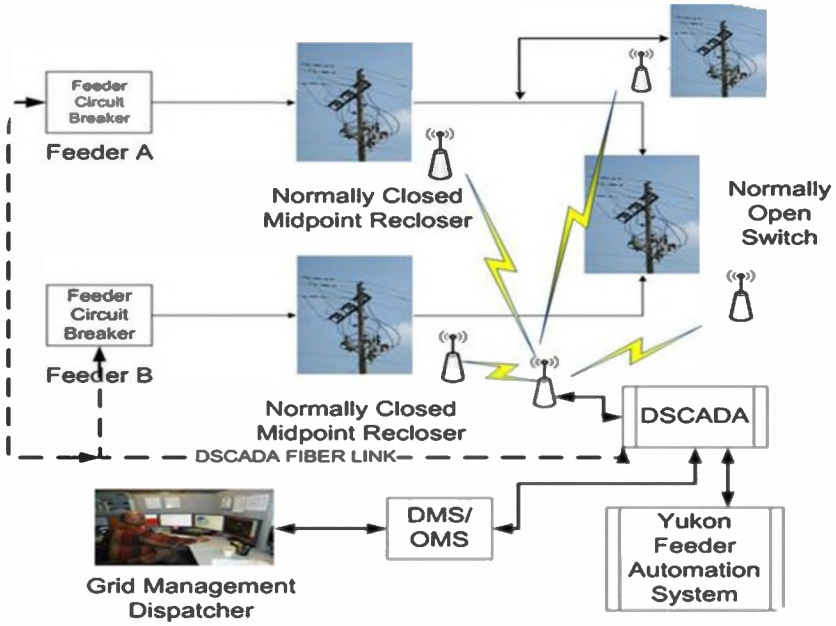
Self-Optimizing Grid – SOG

Vision

The SOG Program started as part of DEF's Grid Investment Plan which was partially funded through the 2017 Revised and Restated Settlement Agreement and was later continued through SPP 2020 and SPP 2023. DEF plans to continue this Program through SPP 2026 and at end of year 2026, approximately 80% of the distribution feeders on the DEF system will have the ability to automatically reroute power around damaged line sections. Nearly 100% of the distribution feeders will have automated switching capability. DEF is continuing to evaluate data gathered as result of hurricanes Debby, Helene, and Milton, but initial indications show the SOG Program was responsible for saving over 300 million minutes of customer outages during these storms. As a result of the Program's impressive customer benefits, DEF is evaluating whether the SOG program should be continued to cover a greater percentage of the distribution system.

Description

The current grid has limited ability to reroute and rapidly restore power. The SOG Program is established to address both issues.



The SOG Program consists of three (3) major components: capacity, connectivity, and automation and intelligence. The SOG Program redesigns key portions of the distribution system and transforms it into a dynamic smart-thinking, self-healing network. The grid will have the ability to automatically reroute power around trouble areas, like a tree on a power line, to quickly restore power to the maximum number of customers and rapidly dispatch line crews directly to the source of the outage. Self-healing technologies can reduce outage impacts by as much as 75 percent on affected feeders.

The **SOG Capacity projects** focus on expanding substation and distribution line capacity to allow for two-way power flow. **SOG Connectivity projects** create tie points between circuits. **SOG Automation projects** provide intelligence and control for the SOG operations; Automation projects enable the grid to dynamically reconfigure around trouble and restore customers not impacted by an outage.

Cost

The SOG Program's deployment to serve 80% of feeders with automated power rerouting around damaged sections of line is planned to be completed in 2026. Below are the projected units and costs for 2026-2028:

	DEF		
Self-Optimizing Grid (SOG)	**2026**	**2027**	**2028**
Totals	$ 115,635,787	$ -	$ -
Automation	$ 58,916,342	$ -	$ -
Capital	$ 58,635,408	$ -	$ -
O&M	$ 280,934	$ -	$ -
Total Units	624	0	0
Connectivity & Capacity	$ 56,719,445	$ -	$ -
Capital	$ 56,471,083	$ -	$ -
O&M	$ 248,362	$ -	$ -

Cost Benefit Comparison

Costs from 2026 through 2028 are approximately $115M Capital and $0.5M O&M.

At completion, with more customers automatically restored through automated switching, cost reductions can be achieved through better targeting of restoration efforts and personnel. SOG enables the grid to rapidly reroute power around damaged line sections. Accordingly, the benefit from the completion of this program is a reduction in customers affected by long duration outages as a result of extreme weather events, increased ability to target restoration efforts, and enhancement of overall reliability via anticipated decrease in CMI.

After deployment of the currently planned 2026 Self-Optimizing Grid Program work, DEF estimates it will reduce Distribution MED CMI by approximately 32 million to 40 million minutes annually. CMI reduction is used as a proxy for reduction in extreme weather event duration for the average customer.

Prioritization Methodology

The following steps are used to prioritize the work:

1. Probability of Damage: SOG does not directly reduce damage but rather is intended to reduce the duration of outages, thus SOG impacts are conservatively assessed after other hardening projects. Since other hardening projects reduce equipment failures and outages, the simulated SOG impacts are evaluated against this new hardened baseline. To prioritize the work in the Florida regions, the Transmission and Distribution systems were modeled, and weather simulations were run to provide probabilistic exposure frequency for all asset locations. The weather modeling uses the FEMA Hazus and SLOSH models, which contain the weather data for storms over the last 200 years. Using the geographical locations of the Florida assets and the historic storm paths embedded in the Hazus model, a spatial correlation of future storm exposure can be derived. To determine probability of damage given that exposure, eight years of historical outage data was provided and correlated with the closest weather tower to determine the conditions during historic failures recorded in the outage data. Then, the expected quantities of asset failure for simulated future weather exposure conditions was

derived by combining simulated weather patterns with historical asset failure through conditional probability methods.

2. Consequence of Damage: Once the output of probabilistic damage is assessed, the probable impact to customers is considered. This step considers the number of customers served by a given asset (e.g., each pole, or segment of conductor on a feeder), observed outage durations, the mix of customers, and critical facilities. For SOG, this step is performed based on the hardened configuration of the feeder after completion of the Feeder Hardening program (see above for a description of the Feeder Hardening program).
3. Consequence of Automation: Because the program benefits are tied to reduction in outage length and customers affected during outages, these values were calculated as a part of the simulation described in steps 1 and 2, with the addition of SOG automation. The outage time reduction varied feeder by feeder, based on number of customers served, historic observed outage durations by asset class on each feeder, the reduction impact of feeder hardening on the feeder, and current level of automation.
4. Distribution subject matter experts then use these outputs to determine the optimum deployment plan considering factors such as current projects in the area, critical customers, operational knowledge, resource availability and efficiency.

Year 1 Project List

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - SELF-OPTIMIZING GRID SEGMENTATION & AUTOMATION

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
DELTONA EAST - W0123	4	2,299	366,471	1,796	1/2/2026	12/15/2026
CASSADAGA - W0516	1	1,625	90,208	442	1/2/2026	12/15/2026
CASSADAGA - W0523	1	814	92,088	451	1/2/2026	12/15/2026
BITHLO - W0956	3	2,260	274,383	1,344	1/2/2026	12/15/2026
BITHLO - W0951	3	1,676	274,383	1,344	1/2/2026	12/15/2026
BITHLO - W0955	4	1,487	366,471	1,796	1/2/2026	12/15/2026
BITHLO - W0952	1	818	92,088	451	1/2/2026	12/15/2026
UCF - W1012	5	2,486	494,410	2,423	1/2/2026	12/15/2026
SUNFLOWER - W0475	5	2,760	446,343	2,187	1/2/2026	12/15/2026
UCF NORTH - W0992	5	2,301	412,008	2,019	1/2/2026	12/15/2026
EAST ORANGE - W0265	4	2,039	329,607	1,615	1/2/2026	12/15/2026
SUNFLOWER - W0472	4	1,787	357,074	1,750	1/2/2026	12/15/2026
UCF - W1018	2	1,026	164,803	808	1/2/2026	12/15/2026
UCF - W1013	3	988	247,205	1,211	1/2/2026	12/15/2026
UCF - W1015	3	130	247,205	1,211	1/2/2026	12/15/2026
HUNTERS CREEK - K40	4	2,190	366,471	1,796	1/2/2026	12/15/2026
HUNTERS CREEK - K48	3	1,811	274,383	1,344	1/2/2026	12/15/2026
HUNTERS CREEK - K43	3	1,598	274,383	1,344	1/2/2026	12/15/2026
MIDWAY - K1475	5	2,909	458,558	2,247	1/2/2026	12/15/2026
MIDWAY - K1473	4	2,478	366,471	1,796	1/2/2026	12/15/2026
POINCIANA NORTH - K631	3	2,198	274,383	1,344	1/2/2026	12/15/2026
POINCIANA - K1237	3	2,383	274,383	1,344	1/2/2026	12/15/2026
MIDWAY - K1472	2	2,026	182,296	893	1/2/2026	12/15/2026
POINCIANA - K1556	2	1,745	182,296	893	1/2/2026	12/15/2026
POINCIANA - K1509	4	1,676	366,471	1,796	1/2/2026	12/15/2026

POINCIANA NORTH - K629	1	1,545	90,208	442	1/2/2026	12/15/2026
MONTICELLO - N67	1	1,643	90,208	442	1/2/2026	12/15/2026
MONTICELLO - N69	1	1,317	90,208	442	1/2/2026	12/15/2026
WAUKEENAH - N65	1	550	92,088	451	1/2/2026	12/15/2026
MONTICELLO - N66	1	731	92,088	451	1/2/2026	12/15/2026
WAUKEENAH - N64	5	698	458,558	2,247	1/2/2026	12/15/2026
MONTICELLO - N68	1	318	92,088	451	1/2/2026	12/15/2026
ZEPHYRHILLS - C855	6	2,962	550,646	2,698	1/2/2026	12/15/2026
ZEPHYRHILLS - C851	5	3,002	458,558	2,247	1/2/2026	12/15/2026
ZEPHYRHILLS NORTH - C340	4	2,901	366,471	1,796	1/2/2026	12/15/2026
ZEPHYRHILLS NORTH - C341	4	2,582	366,471	1,796	1/2/2026	12/15/2026
ZEPHYRHILLS NORTH - C345	1	1,588	90,208	442	1/2/2026	12/15/2026
ZEPHYRHILLS - C852	2	484	182,296	893	1/2/2026	12/15/2026
BEVERLY HILLS - A75	3	2,149	274,383	1,344	1/2/2026	12/15/2026
BEVERLY HILLS - A72	3	1,783	274,383	1,344	1/2/2026	12/15/2026
BEVERLY HILLS - A74	1	1,625	90,208	442	1/2/2026	12/15/2026
HOLDER - A47	2	1,718	182,296	893	1/2/2026	12/15/2026
BEVERLY HILLS - A73	2	1,451	182,296	893	1/2/2026	12/15/2026
PERRY NORTH - N14	1	1,704	90,208	442	1/2/2026	12/15/2026
PERRY - N9	1	1,136	90,208	442	1/2/2026	12/15/2026
PERRY - N10	1	1,093	92,088	451	1/2/2026	12/15/2026
PERRY - N7	1	1,049	92,088	451	1/2/2026	12/15/2026
PERRY NORTH - N15	1	1,013	90,208	442	1/2/2026	12/15/2026
PERRY - N8	1	389	92,088	451	1/2/2026	12/15/2026
DUNNELLON TOWN - A68	3	2,480	274,383	1,344	1/2/2026	12/15/2026
INDIAN PASS - N556	2	2,272	189,039	926	1/2/2026	12/15/2026
BEACON HILL - N527	2	1,563	126,026	618	1/2/2026	12/15/2026
PORT ST. JOE - N53	2	1,318	126,026	618	1/2/2026	12/15/2026
PORT ST. JOE - N52	1	821	63,013	309	1/2/2026	12/15/2026
PORT ST. JOE - N54	1	791	63,013	309	1/2/2026	12/15/2026
PORT ST. JOE IND. - N202	2	1,152	126,026	618	1/2/2026	12/15/2026
MADISON - N3	1	1,568	89,269	437	1/2/2026	12/15/2026
MADISON - N2	1	921	44,634	219	1/2/2026	12/15/2026
CIRCLE SQUARE - A251	5	2,702	458,558	2,247	1/2/2026	12/15/2026
CIRCLE SQUARE - A250	7	2,863	642,733	3,149	1/2/2026	12/15/2026
CIRCLE SQUARE - A253	3	1,866	274,383	1,344	1/2/2026	12/15/2026
HERNANDO AIRPORT - A431	5	2,781	458,558	2,247	1/2/2026	12/15/2026
TANGERINE - A264	1	1,078	92,088	451	1/2/2026	12/15/2026
TANGERINE - A263	3	897	274,383	1,344	1/2/2026	12/15/2026
HERNANDO AIRPORT - A430	1	453	90,208	442	1/2/2026	12/15/2026
ANCLOTE - C4206	3	2,462	274,383	1,344	1/2/2026	12/15/2026
ELFERS - C953	3	1,939	274,383	1,344	1/2/2026	12/15/2026
ELFERS - C954	1	1,356	92,088	451	1/2/2026	12/15/2026
BROOKSVILLE - A95	2	1,768	182,296	893	1/2/2026	12/15/2026
BROOKSVILLE - A96	1	1,696	90,208	442	1/2/2026	12/15/2026
TANGERINE - A262	1	1,671	90,208	442	1/2/2026	12/15/2026

BROOKSVILLE - A97	1	1,554	90,208	442	1/2/2026	12/15/2026
BROOKSVILLE - A98	1	1,477	90,208	442	1/2/2026	12/15/2026
DENHAM - C152	5	3,119	458,558	2,247	1/2/2026	12/15/2026
MORGAN RD - C55	4	2,403	366,471	1,796	1/2/2026	12/15/2026
MORGAN RD - C53	4	2,249	366,471	1,796	1/2/2026	12/15/2026
DENHAM - C157	1	1,896	90,208	442	1/2/2026	12/15/2026
DENHAM - C151	3	1,678	274,383	1,344	1/2/2026	12/15/2026
DENHAM - C156	3	1,594	274,383	1,344	1/2/2026	12/15/2026
MORGAN RD - C54	2	1,244	182,296	893	1/2/2026	12/15/2026
MORGAN RD - C52	5	1,365	458,558	2,247	1/2/2026	12/15/2026
MORGAN RD - C56	1	1,070	90,208	442	1/2/2026	12/15/2026
MORGAN RD - C57	1	1,591	90,208	442	1/2/2026	12/15/2026
INVERNESS - A82	2	1,958	182,296	893	1/2/2026	12/15/2026
INVERNESS - A81	1	1,772	90,208	442	1/2/2026	12/15/2026
INVERNESS - A84	1	1,296	92,088	451	1/2/2026	12/15/2026
INVERNESS - A85	2	1,010	182,296	893	1/2/2026	12/15/2026
ADAMS - A199	1	1,527	90,208	442	1/2/2026	12/15/2026
DUNNELLON TOWN - A69	3	1,130	274,383	1,344	1/2/2026	12/15/2026
DUNNELLON TOWN - A70	1	1,408	92,088	451	1/2/2026	12/15/2026
RAINBOW SPRINGS - A368	1	1,400	92,088	451	1/2/2026	12/15/2026
DUNNELLON TOWN - A71	1	1,082	92,088	451	1/2/2026	12/15/2026
RAINBOW SPRINGS - A369	1	1,147	92,088	451	1/2/2026	12/15/2026
GEORGIA PACIFIC - A45	3	1,425	274,383	1,344	1/2/2026	12/15/2026
ZUBER - A205	1	1,122	92,088	451	1/2/2026	12/15/2026
ZUBER - A202	1	751	90,208	442	1/2/2026	12/15/2026
LAND O LAKES - C148	7	2,853	642,733	3,149	1/2/2026	12/15/2026
LAND O LAKES - C141	7	2,190	642,733	3,149	1/2/2026	12/15/2026
ODESSA - C4322	7	3,684	642,733	3,149	1/2/2026	12/15/2026
ODESSA - C4318	5	1,855	458,558	2,247	1/2/2026	12/15/2026
EATONVILLE - M1135	5	2,651	458,558	2,247	1/2/2026	12/15/2026
SPRING LAKE - M669	3	2,011	274,383	1,344	1/2/2026	12/15/2026
PIEDMONT - M474	2	2,040	182,296	893	1/2/2026	12/15/2026
PIEDMONT - M473	2	1,706	182,296	893	1/2/2026	12/15/2026
LOCKHART - M412	2	1,809	182,296	893	1/2/2026	12/15/2026
PIEDMONT - M472	1	1,539	90,208	442	1/2/2026	12/15/2026
SUN-N-LAKES - K1136	4	2,336	366,471	1,796	1/2/2026	12/15/2026
LAKEWOOD - K1706	2	2,047	182,296	893	1/2/2026	12/15/2026
SUN-N-LAKES - K1135	2	2,011	182,296	893	1/2/2026	12/15/2026
SUN-N-LAKES - K1297	2	1,383	182,296	893	1/2/2026	12/15/2026
SUN-N-LAKES - K1300	1	1,289	90,208	442	1/2/2026	12/15/2026
LAKEWOOD - K1705	1	1,107	90,208	442	1/2/2026	12/15/2026
DESOTO CITY - K3222	1	527	90,208	442	1/2/2026	12/15/2026
MINNEOLA - K949	3	2,518	274,383	1,344	1/2/2026	12/15/2026
MINNEOLA - K946	2	1,607	182,296	893	1/2/2026	12/15/2026
EUSTIS - M504	3	1,414	274,383	1,344	1/2/2026	12/15/2026
EUSTIS SOUTH - M1059	1	1,750	90,208	442	1/2/2026	12/15/2026

EUSTIS - M499	2	1,630	182,296	893	1/2/2026	12/15/2026
EUSTIS - M503	1	1,444	90,208	442	1/2/2026	12/15/2026
EUSTIS SOUTH - M1055	1	1,473	90,208	442	1/2/2026	12/15/2026
EUSTIS - M501	1	1,732	90,208	442	1/2/2026	12/15/2026
EUSTIS SOUTH - M1054	1	756	92,088	451	1/2/2026	12/15/2026
LEISURE LAKES - K1415	3	2,145	274,383	1,344	1/2/2026	12/15/2026
LAKE PLACID NORTH - K24	1	951	90,208	442	1/2/2026	12/15/2026
DESOTO CITY - K3221	3	329	274,383	1,344	1/2/2026	12/15/2026
CHAMPIONS GATE - K1764	3	2,056	274,383	1,344	1/2/2026	12/15/2026
LAKE WILSON - K881	2	2,587	182,296	893	1/2/2026	12/15/2026
BAY RIDGE - M451	1	1,078	92,088	451	1/2/2026	12/15/2026
BAY RIDGE - M453	3	1,675	274,383	1,344	1/2/2026	12/15/2026
WELCH ROAD - M548	2	1,723	182,296	893	1/2/2026	12/15/2026
WELCH ROAD - M545	5	1,129	458,558	2,247	1/2/2026	12/15/2026
BAY RIDGE - M447	4	1,317	366,471	1,796	1/2/2026	12/15/2026
WOLF LAKE - M564	3	1,063	274,383	1,344	1/2/2026	12/15/2026
BAY RIDGE - M445	4	1,716	366,471	1,796	1/2/2026	12/15/2026
KELLY PARK - M822	4	453	366,471	1,796	1/2/2026	12/15/2026
LAKE OF THE HILLS - K1885	1	1,353	92,088	451	1/2/2026	12/15/2026
CYPRESSWOOD - K561	1	1,167	90,208	442	1/2/2026	12/15/2026
COUNTRY OAKS - K1443	1	1,157	90,208	442	1/2/2026	12/15/2026
DUNDEE - K3246	1	446	92,088	451	1/2/2026	12/15/2026
LISBON - M1519	3	2,052	274,383	1,344	1/2/2026	12/15/2026
LISBON - M1518	3	1,875	274,383	1,344	1/2/2026	12/15/2026
LISBON - M1520	1	1,903	90,208	442	1/2/2026	12/15/2026
UMATILLA - M4407	3	2,312	274,383	1,344	1/2/2026	12/15/2026
UMATILLA - M4405	1	790	90,208	442	1/2/2026	12/15/2026
EAGLES NEST - A228	2	1,727	182,296	893	1/2/2026	12/15/2026
WILDWOOD - A395	3	3,022	274,383	1,344	1/2/2026	12/15/2026
LAKE WEIR - A61	2	1,743	182,296	893	1/2/2026	12/15/2026
TRENTON - A90	1	1,261	90,208	442	1/2/2026	12/15/2026
EAST CLEARWATER - C903	2	559	178,537	875	1/2/2026	12/15/2026
ELFERS - C951	2	1,577	182,296	893	1/2/2026	12/15/2026
EAST LAKE WALES - K1032	2	1,602	182,296	893	1/2/2026	12/15/2026
CYPRESSWOOD - K317	1	992	92,088	451	1/2/2026	12/15/2026
GROVELAND - K673	2	1,645	182,296	893	1/2/2026	12/15/2026
LAKE EMMA - M424	1	1,027	92,088	451	1/2/2026	12/15/2026
SUNFLOWER - W0469	6	1,253	535,611	2,624	1/2/2026	12/15/2026
MAGNOLIA RANCH - W0504	5	3,036	458,558	2,247	1/2/2026	12/15/2026
HIGHBANKS - W0751	1	1,767	92,088	451	1/2/2026	12/15/2026
BARBERVILLE - W0902	2	1,516	182,296	893	1/2/2026	12/15/2026
DISSTON - X61	1	1,009	92,088	451	1/2/2026	12/15/2026
GIFFORD - K83	7	4,190	642,733	3,149	1/2/2026	12/15/2026
GIFFORD - K84	7	3,755	642,733	3,149	1/2/2026	12/15/2026
REEDY LAKE - K1108	7	3,131	635,348	3,113	1/2/2026	12/15/2026
LARGO BANK 02 - J406	3	2,042	225,963	1,107	1/2/2026	12/15/2026

DOUGLAS AVENUE BANK02 - M113	1	1,570	90,298	442	1/2/2026	12/15/2026
DOUGLAS AVENUE BANK02 - M1706	1	1,642	99,776	489	1/2/2026	12/15/2026
DOUGLAS AVENUE BANK02 - M471	2	1,675	169,514	831	1/2/2026	12/15/2026
DOUGLAS AVENUE BANK02 - M663	1	1,274	98,392	482	1/2/2026	12/15/2026
DOUGLAS AVENUE BANK02 - M670	1	1,652	96,549	473	1/2/2026	12/15/2026
LOUGHMAN 69KV - K5079	0	1,958	34,827	171	1/2/2026	12/15/2026
ORANGE BLOSSOM 69KV - A310	0	1,586	34,066	167	1/2/2026	12/15/2026
ORANGE BLOSSOM 69KV - A388	0	1,157	18,651	91	1/2/2026	12/15/2026
DINNER LAKE BANK02 - 0415 - K1694	0	1,393	13,299	65	1/2/2026	12/15/2026
TAYLOR AVENUE- 0222 - C1007	0	1,920	33,879	166	1/2/2026	12/15/2026
TAYLOR AVENUE- 0222 - J2902	0	1,782	91,382	448	1/2/2026	12/15/2026
TAYLOR AVENUE- 0222 - J2904	0	2,226	21,649	106	1/2/2026	12/15/2026
LARGO 230KV - J404	0	3,094	21,697	106	1/2/2026	12/15/2026
TAYLOR AVENUE- 0222 - J684	0	2,711	25,174	123	1/2/2026	12/15/2026
TAYLOR AVENUE- 0222 - J689	0	184	22,147	109	1/2/2026	12/15/2026
WEKIVA 230KV - M107	1	1,866	114,969	563	1/2/2026	12/15/2026
DOUGLAS AVENUE BANK01 - 0320 - M112	1	814	81,281	398	1/2/2026	12/15/2026
WEKIVA 230KV - M115	1	753	76,018	372	1/2/2026	12/15/2026
DOUGLAS AVENUE BANK01 - 0320 - M1707	2	1,541	242,241	1,187	1/2/2026	12/15/2026
MYRTLE LAKE 230KV - M649	0	1,205	42,192	207	1/2/2026	12/15/2026
LAKE EMMA 230KV - M422	1	840	105,345	516	1/2/2026	12/15/2026
LAKE EMMA 230KV - M423	0	868	39,178	192	1/2/2026	12/15/2026
LAKE EMMA 230KV - M427	2	66	171,937	842	1/2/2026	12/15/2026
MYRTLE LAKE 230KV - M657	1	915	130,476	639	1/2/2026	12/15/2026
OVIEDO BANK02 - 0303 - W0181	3	634	304,217	1,491	1/2/2026	12/15/2026
OVIEDO BANK02 - 0303 - W0702	2	899	175,945	862	1/2/2026	12/15/2026
OVIEDO BANK02 - 0303 - W0705	0	187	50,427	247	1/2/2026	12/15/2026
OVIEDO BANK02 - 0303 - W0175	4	923	235,028	1,152	1/2/2026	12/15/2026
EATONVILLE 69KV - M1131	0	1,387	45,593	223	1/2/2026	12/15/2026
EATONVILLE 69KV - M1139	0	1,631	45,591	223	1/2/2026	12/15/2026
WINTER PARK 69KV - W0015	2	1,792	213,399	1,046	1/2/2026	12/15/2026
WINTER PARK 69KV - W0016	2	873	183,702	900	1/2/2026	12/15/2026
MAITLAND- 0023 - W0086	0	386	42,848	210	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C302	3	2,176	261,415	1,281	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C303	3	2,008	252,513	1,237	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C304	2	2,491	152,711	748	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C305	4	2,074	307,205	1,505	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C306	4	2,547	312,993	1,534	1/2/2026	12/15/2026

ANCLOTE PLANT BANK08 - 0183 - C308	2	1,634	151,063	740	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C4201	2	2,685	200,679	983	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C4202	2	1,957	210,042	1,029	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C4203	2	2,340	156,140	765	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C4207	2	1,978	157,969	774	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C955	4	2,936	365,007	1,789	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C956	3	3,017	263,415	1,291	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C957	3	2,935	260,760	1,278	1/2/2026	12/15/2026
ODESSA BANK02 - 0445 - C4320	2	1,685	139,190	682	1/2/2026	12/15/2026
ODESSA BANK02 - 0445 - C4323	4	2,519	300,954	1,475	1/2/2026	12/15/2026
ODESSA BANK02 - 0445 - C4328	3	1,986	189,860	930	1/2/2026	12/15/2026
ODESSA BANK02 - 0445 - C4329	2	2,479	198,062	971	1/2/2026	12/15/2026
ODESSA BANK02 - 0445 - C4344	4	-	207,653	1,017	1/2/2026	12/15/2026
SEVEN SPRINGS- 0225 - C4512	1	1,315	93,025	456	1/2/2026	12/15/2026
CABBAGE ISLAND BANK02 - 0306 - K1614	3	103	254,872	1,249	1/2/2026	12/15/2026
CABBAGE ISLAND BANK02 - 0306 - K1613	4	949	345,810	1,694	1/2/2026	12/15/2026
CABBAGE ISLAND BANK02 - 0306 - K1615	2	878	166,553	816	1/2/2026	12/15/2026
CABBAGE ISLAND 69KV - K1616	0	1,433	49,623	243	1/2/2026	12/15/2026
CABBAGE ISLAND 69KV - K1618	0	552	55,588	272	1/2/2026	12/15/2026
CABBAGE ISLAND BANK02 - 0306 - K966	1	650	111,175	545	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K1102	3	2,048	348,783	1,709	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K1110	4	2,217	457,026	2,239	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K1111	5	2,876	472,868	2,317	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K1113	2	50	253,745	1,243	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K1116	2	-	288,588	1,414	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K38	4	2,231	465,741	2,282	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K773	3	1,225	300,772	1,474	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K777	0	-	61,344	301	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K789	2	2,481	239,610	1,174	1/2/2026	12/15/2026
ISLEWORTH BANK01 - 0387 - K792	4	2,551	418,660	2,051	1/2/2026	12/15/2026
LAKE WILSON 69KV - K883	3	1,243	232,536	1,139	1/2/2026	12/15/2026
LAKE WILSON BANK02 - 0156 - K1409	1	503	97,606	478	1/2/2026	12/15/2026
LAKE WILSON BANK02 - 0156 - K1410	4	899	310,433	1,521	1/2/2026	12/15/2026
LAKE WILSON BANK02 - 0156 - K1412	2	81	137,613	674	1/2/2026	12/15/2026
LAKE WILSON BANK02 - 0156 - K1416	1	2,184	86,003	421	1/2/2026	12/15/2026

LAKE WILSON 69KV - K882	2	1,690	199,824	979	1/2/2026	12/15/2026
LAKE WILSON 69KV - K884	2	1,934	125,797	616	1/2/2026	12/15/2026
NARCOOSSEE BANK02 - 0221 - W0215	1	1,404	77,490	380	1/2/2026	12/15/2026
NARCOOSSEE BANK02 - 0221 - W0216	2	1,931	116,171	569	1/2/2026	12/15/2026
NARCOOSSEE BANK02 - 0221 - W0597	5	2,702	347,130	1,701	1/2/2026	12/15/2026
NARCOOSSEE BANK02 - 0221 - W0598	3	1,082	196,365	962	1/2/2026	12/15/2026
CURRY FORD 230KV - W0601	2	2,081	156,374	766	1/2/2026	12/15/2026
RIO PINAR 230KV - W0974	0	2,600	37,746	185	1/2/2026	12/15/2026
TAFT BANK02 - 0163 - K1024	2	269	109,433	536	1/2/2026	12/15/2026
TAFT BANK02 - 0163 - K1025	3	257	49,751	244	1/2/2026	12/15/2026
LARGO BANK02 - 0123 - J405	2	1,812	158,165	775	1/2/2026	12/15/2026
LARGO BANK02 - 0123 - J1001	2	2,735	219,890	1,077	1/2/2026	12/15/2026
MAXIMO BANK01 - 0029 - X141	4	2,412	506,363	2,481	1/2/2026	12/15/2026
MAXIMO BANK01 - 0029 - X97	2	1,686	233,576	1,145	1/2/2026	12/15/2026
BAYWAY 115KV - X100	0	1,323	68,610	336	1/2/2026	12/15/2026
MAXIMO BANK02 - 0029 - X151	3	2,330	342,805	1,680	1/2/2026	12/15/2026
MAXIMO BANK02 - 0029 - X152	0	94	89,956	441	1/2/2026	12/15/2026
BAYWAY 115KV - X96	4	2,927	458,963	2,249	1/2/2026	12/15/2026
BAYWAY 115KV - X99	3	2,735	455,529	2,232	1/2/2026	12/15/2026
NORTHEAST BANK02 - 0077 - X287	4	2,408	324,852	1,592	1/2/2026	12/15/2026
NORTHEAST 230KV - X283	1	1,612	103,194	506	1/2/2026	12/15/2026
NORTHEAST 230KV - X284	2	3,195	207,248	1,016	1/2/2026	12/15/2026
NORTHEAST BANK02 - 0077 - X285	4	2,133	578,523	2,835	1/2/2026	12/15/2026
NORTHEAST BANK02 - 0077 - X286	2	2,716	159,788	783	1/2/2026	12/15/2026
NORTHEAST BANK02 - 0077 - X290	3	2,838	254,116	1,245	1/2/2026	12/15/2026
LAKE WILSON 69KV - K880	4	-	366,471	1,796	1/2/2026	12/15/2026
BOGGY MARSH- 0224 - K959	1	976	90,208	442	1/2/2026	12/15/2026
BOGGY MARSH - K965	2	994	182,296	893	1/2/2026	12/15/2026
ZUBER - A203	1	346	90,208	442	1/2/2026	12/15/2026
LAKE HELEN - W1705	3	-	274,383	1,344	1/2/2026	12/15/2026
WINTER PARK EAST 230KV - W0924	1	2,899	92,088	451	1/2/2026	12/15/2026
WINTER PARK EAST - W0928	1	2,228	92,088	451	1/2/2026	12/15/2026
RIO PINAR- 0148 - W0971	1	778	90,208	442	1/2/2026	12/15/2026
PILSBURY - X256	1	402	90,208	442	1/2/2026	12/15/2026
VINOY- 0159 - X71	1	2,984	90,208	442	1/2/2026	12/15/2026
MONTVERDE- 0300 - K4840	1	2,221	92,088	451	1/2/2026	12/15/2026
FLORAL CITY - A87	1	1,049	90,208	442	1/2/2026	12/15/2026
BEACON HILL BANK02- 0248 - N515	2	458	189,039	926	1/2/2026	12/15/2026
BEACON HILL BANK02- 0248 - N516	2	1,724	126,026	618	1/2/2026	12/15/2026
BEACON HILL BANK02- 0248 - N55	1	10	63,013	309	1/2/2026	12/15/2026

MADISON_BANK02- 0063 - N1	1	1,225	32,573	160	1/2/2026	12/15/2026
ENGINEERING/MATERIALS FOR FUTURE YEAR PROJECTS			1,301,719			

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - SELF-OPTIMIZING GRID CAPACITY & CONNECTIVITY

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
UCF - W1012	0 2	2 486	239 926	1.176	1/2/2026	12/15/2026
EAST ORANGE - W0265	0.2	2,039	239,926	1,176	1/2/2026	12/15/2026
MIDWAY - K1472	0.78	2,026	666,609	3,266	1/2/2026	12/15/2026
POINCIANA - K1556	1.18	1,745	1,008,043	4,939	1/2/2026	12/15/2026
TRI-CITY - J5032	0.17	2,895	249,917	1,225	1/2/2026	12/15/2026
ZEPHYRHILLS - C855	0.41	2,962	357,693	1,753	1/2/2026	12/15/2026
ZEPHYRHILLS NORTH - C340	0.19	2,901	162,588	797	1/2/2026	12/15/2026
ZEPHYRHILLS NORTH - C341	0.09	2,582	81,294	398	1/2/2026	12/15/2026
ZEPHYRHILLS NORTH - C345	1.33	1,588	1,138,114	5,577	1/2/2026	12/15/2026
BEVERLY HILLS - A75	1.04	2,149	894,232	4,382	1/2/2026	12/15/2026
CIRCLE SQUARE - A251	0.57	2,702	487,763	2,390	1/2/2026	12/15/2026
BROOKSVILLE - A95	1.04	1,768	894,232	4,382	1/2/2026	12/15/2026
TANGERINE - A262	1.33	1,671	1,138,114	5,577	1/2/2026	12/15/2026
BROOKSVILLE - A97	1.42	1,554	1,219,407	5,975	1/2/2026	12/15/2026
MORGAN RD - C53	0.09	2,249	81,294	398	1/2/2026	12/15/2026
DENHAM - C157	1.51	1,896	1,300,701	6,373	1/2/2026	12/15/2026
MORGAN RD - C56	3.59	1,070	2,407,698	11,798	1/2/2026	12/15/2026
DUNNELLON TOWN - A69	3.47	1,130	2,306,894	11,304	1/2/2026	12/15/2026
PIEDMONT - M472	0.11	1,539	97,553	478	1/2/2026	12/15/2026
SUN-N-LAKES - K1136	0.29	2,336	243,881	1,195	1/2/2026	12/15/2026
SUN-N-LAKES - K1300	0.19	1,289	162,588	797	1/2/2026	12/15/2026
LAKE PLACID NORTH - K24	0.87	951	747,903	3,665	1/2/2026	12/15/2026
DESOTO CITY - K3221	0.29	329	243,881	1,195	1/2/2026	12/15/2026
DUNDEE - K3246	0.57	446	487,763	2,390	1/2/2026	12/15/2026
HAINES CITY - K21	0.06	3,330	143,429	703	1/2/2026	12/15/2026
PILSBURY - X256	0.76	402	650,351	3,187	1/2/2026	12/15/2026
LARGO BANK 02 - J405	0.3	1,812	637,365	3,123	1/2/2026	12/15/2026
SILVER SPRINGS - A154	0.09	936	210,123	1,030	1/2/2026	12/15/2026
MARICAMP - A333	0.41	3265	959,561	4,702	1/2/2026	12/15/2026
MARICAMP - A334	0.35	2580	830,127	4,068	1/2/2026	12/15/2026
MARICAMP - A336	0.18	2117	428,867	2,101	1/2/2026	12/15/2026
HERNANDO AIRPORT - A431	1.59	2781	1,368,825	6,707	1/2/2026	12/15/2026
LAKE WEIR - A61	1.9	1743	1,625,876	7,967	1/2/2026	12/15/2026
DENHAM - C152	0.34	3119	292,658	1,434	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C302	0.61	2176	1,664,630	8,157	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C303	0.55	2008	1,489,862	7,300	1/2/2026	12/15/2026
PALM HARBOR- 0079 - C304	0.26	2491	719,751	3,527	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C305	0.2	2074	539,073	2,641	1/2/2026	12/15/2026

ANCLOTE PLANT BANK08 - 0183 - C4203	0.07	2340	196,789	964	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C4207	0.29	1978	798,726	3,914	1/2/2026	12/15/2026
ODESSA - C4318	0.1	1855	86,171	422	1/2/2026	12/15/2026
ODESSA BANK02 - 0445 - C4329	0.32	2479	840,982	4,121	1/2/2026	12/15/2026
MORGAN RD - C52	0.09	1365	85,359	418	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C955	0.27	2936	745,767	3,654	1/2/2026	12/15/2026
ANCLOTE PLANT BANK08 - 0183 - C957	0.69	2935	1,880,260	9,213	1/2/2026	12/15/2026
TAFT BANK02 - 0163 - K1025	0.09	257	197,597	968	1/2/2026	12/15/2026
LAKE WILSON BANK02 - 0156 - K1410	0.14	899	973,155	4,768	1/2/2026	12/15/2026
LAKE WILSON BANK02 - 0156 - K1412	0.26	81	755,453	3,702	1/2/2026	12/15/2026
HAINES CITY - K16	0.26	1046	626,424	3,069	1/2/2026	12/15/2026
CABBAGE ISLAND BANK02 - 0306 - K1614	0.21	103	816,940	4,003	1/2/2026	12/15/2026
CABBAGE ISLAND BANK02 - 0306 - K1618	0.08	552	227,942	1,117	1/2/2026	12/15/2026
LAKE LUNTZ - K3288	0.67	0	1,620,742	7,942	1/2/2026	12/15/2026
CLERMONT- 0316 - K4845	0.11	607	89,423	438	1/2/2026	12/15/2026
DOUGLAS AVENUE BANK01 - 0320 - M1707	0.16	1541	518,670	2,541	1/2/2026	12/15/2026
MADISON_BANK02- 0063 - N1	0.76	1225	476,836	2,336	1/2/2026	12/15/2026
MADISON_BANK02- 0063 - N2	0.02	921	14,177	69	1/2/2026	12/15/2026
MADISON_BANK02- 0063 - N323	0.06	87	35,444	174	1/2/2026	12/15/2026
BEACON HILL BANK02- 0248 - N52	0.56	821	492,042	2,411	1/2/2026	12/15/2026
BEACON HILL BANK02- 0248 - N53	1.04	1318	912,362	4,471	1/2/2026	12/15/2026
BEACON HILL BANK02- 0248 - N55	1.68	10	1,477,793	7,241	1/2/2026	12/15/2026
OVIEDO BANK02 - 0303 - W0175	0.02	923	124,858	612	1/2/2026	12/15/2026
OVIEDO BANK02 - 0303 - W0181	0.05	634	93,013	456	1/2/2026	12/15/2026
NARCOOSSEE BANK02 - 0221 - W0596	0.34	1610	836,514	4,099	1/2/2026	12/15/2026
NARCOOSSEE BANK02 - 0221 - W0597	1.13	2702	2,775,292	13,599	1/2/2026	12/15/2026
NARCOOSSEE BANK02 - 0221 - W0598	0.04	1082	108,664	532	1/2/2026	12/15/2026
OVIEDO BANK02 - 0303 - W0705	0.05	187	76,609	375	1/2/2026	12/15/2026
RIO PINAR - W0971	1.67	778	1,430,771	7,011	1/2/2026	12/15/2026
THIRTY SECOND STREET - X23	0.72	1180	1,719,475	8,425	1/2/2026	12/15/2026
PILSBURY - X253	0.33	699	795,132	3,896	1/2/2026	12/15/2026
NORTHEAST BANK02 - 0077 - X290	0.16	2838	418,653	2,148	1/2/2026	12/15/2026
MISC, TAP CHANGES, ETC.			4,754,536			
ENGINEERING/MATERIALS FOR FUTURE YEAR PROJECTS			1,050,000			

Underground Flood Mitigation

Vision

The Underground Flood Mitigation program is a targeted Program to harden existing underground distribution facilities in locations that are prone to storm surge during extreme weather events. This Program will address the areas identified as being at high risk for significant flooding by installing submersible equipment. The Underground Flood Mitigation Program is scheduled to start in 2025 and is estimated to take 30 years to complete.

Description

Underground Flood Mitigation will harden existing underground line and equipment to withstand storm surge through the use of DEF's current storm surge standards. This involves the installation of specialized stainless-steel equipment, submersible connections and concrete pads with increased mass. The primary purpose of this hardening activity is to minimize the equipment damage caused by storm surge and thus reduce customer outages and/or expedite restoration after the storm surge has receded.

For selected locations, DEF would utilize a concrete pad with increased weight and stainless steel tiedowns and change all the connections to waterproof (submersible) connections. Conventional switchgear would be replaced with submersible switchgears that are able to withstand the storm surge.

Figure 1: Underground construction with severe corrosion and electrolysis due to storm surge during Hurricane Helene

Figure 2: Underground construction with sealed connectors mitigating impacts cf storm surge.

Cost

It is expected that the 10-year cost will be approximately $15M.

	DEF		
UG Flood Mitigation	2026	2027	2028
Totals	$ 1,497,150	$ 1,534,575	$ 1,551,963
Capital	$ 1,497,150	$ 1,534,575	$ 1,551,963
O&M	$ -	$ -	$ -
Total Units	75	75	74

Cost Benefit Comparison

As provided in the Cost section above, the estimated cost for DEF's Underground Flood Mitigation Program during the 10-year planning horizon is approximately $15M Capital.

After deployment of the 2026-2035 Underground Flood Mitigation Program work, DEF estimates it will reduce the cost of extreme weather events on the Distribution system by approximately $0.8M to $1.0M annually based on today's costs.

After deployment of the 2026-2035 Underground Flood Mitigation Program work, DEF estimates it will reduce Distribution MED CMI by approximately 0.6 million to 0.8 million minutes annually. CMI reduction is used as a proxy for reduction in extreme weather event duration for the average customer.

Prioritization Methodology

Work will be prioritized using the following process.

1. Probability of Damage: To prioritize the work in the Florida regions, the Transmission and Distribution systems were modeled, and weather simulations were run to provide probabilistic exposure frequency for all asset locations. The weather modeling uses the FEMA Hazus and SLOSH models, which contain the weather data for storms over the last 200 years. Using the geographical locations of the Florida assets and the historic storm paths embedded in the Hazus model, a spatial correlation of future storm exposure can be derived. To determine probability of damage given that exposure, eight years of historical outage data was provided and correlated with the closest weather tower to determine the conditions during historic failures recorded in the outage data. Then, the expected quantities of asset failure for simulated future weather exposure conditions was derived by combining simulated weather patterns with historical asset failure through conditional probability methods.
2. Consequence of Damage: Once the output of probabilistic damage is assessed, the probable impact to customers is considered. This step considers the number of customers served by a given asset (e.g., each pole, or segment of conductor on a feeder), observed outage durations, the mix of customers, and critical facilities. This step is performed both for the existing configuration of each feeder, and the hardened configuration resulting from completion of the program. The difference between the existing condition and the hardened configuration is the program impact.

3. Distribution subject matter experts then use these outputs to determine the optimum deployment plan considering factors such as current projects in the area, critical customers, operational knowledge, resource availability and efficiency.

Year 1 Project List

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS – UNDERGROUND FLOOD MITIGATION

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
FLORAMAR - C4002	31	2,308	543,947	-	1/2/2026	3/30/2026
NORTHEAST – X283	9	1,632	113,171	-	1/2/2026	6/30/2027
NORTHEAST – X286	20	2,625	280,484	-	1/2/2026	9/30/2027
NORTHEAST – X290	15	2,848	559,548	-	1/2/2026	12/30/2027

Distribution Vegetation Management

Vision

DEF will continue to utilize a fully Integrated Vegetation Management (IVM) to minimize the impact of vegetation on the distribution assets.

Description

DEF Distribution will continue a fully IVM program focused on trimming feeders and laterals on an average 3 and 5-year cycles respectively. This corresponds to trimming approximately 1,900 miles of feeder backbone and 2,450 miles of laterals annually. The IVM program consists of the following: routine maintenance "trimming", hazard tree removal, herbicide applications, vine removal, customer requested work, and right-of-way brush "mowing" where applicable. The IVM program incorporates a combination of condition, time since last trim and reliability-driven prioritization of work to reduce event possibilities during extreme weather events and enhance overall reliability.

Additionally, a hazard tree patrol is conducted every year on all three-phase circuits. Hazard trees are defined as trees that are dead, dying, structurally unsound, diseased, leaning or otherwise defective. The trees that are located within the right of way are removed prior to hurricane season each year, hazard trees that are located outside the right of way require landowner permission prior to removal. After contact with the landowner is initiated and permission for removal received, tree removal is targeted for completion prior to hurricane season when possible. If a feeder circuit is relocated or circuit height changes, an additional hazard tree assessment will be conducted in the line segments that will be impacted.

DEF will optimize the IVM program costs against reliability and storm performance objectives to harden the system for extreme weather events. There are four key objectives for optimization:

- Customer and employee safety;
- Tree-caused outage minimization, with the objective to reduce the number of tree-caused outages, particularly in the "preventable" category;
- Effective cost management; and
- Customer satisfaction.

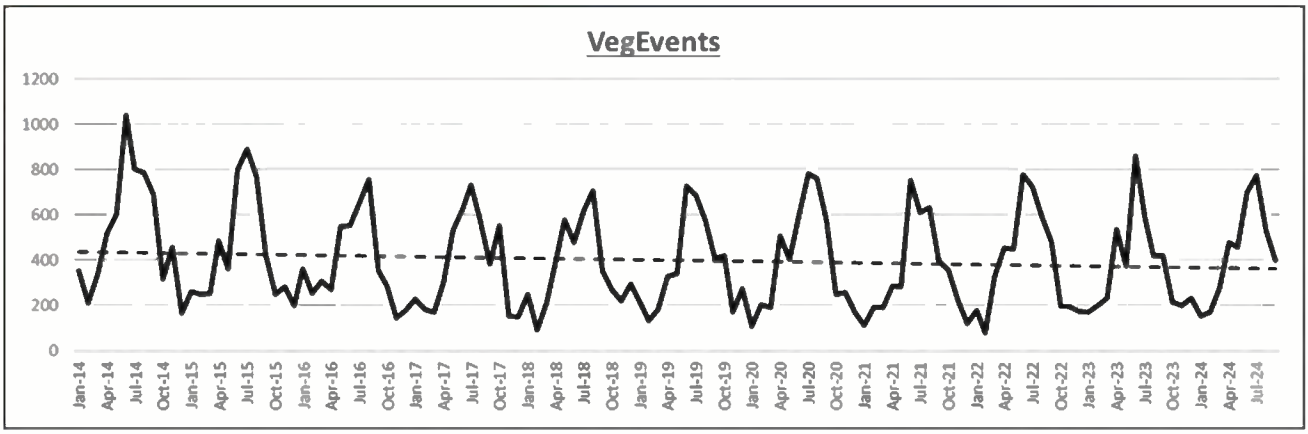
Cost

It is expected that the 10-year cost will be approximately $34M Capital and $566M O&M. This would cover the inspection and vegetation remediation activities. The circuit maintenance work performed is predominantly billed under a unit-based contract structure and not differentiated between labor and equipment. The estimated contractor ratio is 95% and the estimated utility personnel ratio is 5%.

2026-2028 Labor / Equipment Breakout		
	Labor	Equipment
Utility Personnel Totals	$ 7,939,735	$ 417,881
Capital	$ 665,378	$ 35,020
O&M	$ 7,274,357	$ 382,861
Contract Personnel Totals	$ 115,374,051	$ 38,200,442
Capital	$ 6,429,227	$ 2,143,076
O&M	$ 108,944,824	$ 36,057,366

	DEF		
VM - Distribution	2026	2027	2028
Totals	$ 52,399,115	$ 53,961,648	$ 55,571,345
Capital	$ 3,000,000	$ 3,090,000	$ 3,182,700
O&M	$ 49,399,115	$ 50,871,648	$ 52,388,645
Approximate Miles	4,450	4,385	4,385

Cost Benefit Comparison



DEF's Distribution IVM program is focused on delivering reliable electric service in a cost-effective manner while utilizing industry best management practices to control the growth of incompatible vegetation to ensure the safe operation of the distribution system by minimizing vegetation-related interruptions and ensuring adequate conductor-to-vegetation clearances. The Vegetation Management Program maintains compliance with regulatory, environmental and safety requirements/standards. The chart above shows a reduction in vegetation related outage events over the past 10 years and demonstrates the effectiveness of the IVM program. Activities focus on the removal and/or control of incompatible vegetation within and along the right of way to minimize the risk of vegetation-related outages.

Prioritization Methodology

DEF's Distribution Vegetation Management Program is leveraging advanced technologies such as remotely sensed imagery (i.e. satellite) and modelling to develop a condition-based maintenance strategy. This modelling takes into account vegetation density and proximity to conductors, previous tree-caused outages, equipment configuration, and time since last pruning to determine the risk of a future tree-caused outage and the optimal time to prune.

As systems and technologies continue to evolve and mature, DEF intends to leverage emerging technologies/systems and analytics to evaluate numerous variables coupled with local knowledge to optimize the annual planning and scheduling of work DEF follows the ANSI 300 standard for pruning and the guide "Pruning Trees Near Electric Utility Lines" by Dr. Alex L. Shigo.

Transmission Programs

Program Summaries

Structure Hardening

Vision

The Structure Hardening program began in 2021 and focuses on DEF's transmission structures throughout the state. As part of the program completion, all wood poles on DEF's transmission system will be replaced with non-wood structures within 3 years. In addition, at the completion of the program, approximately 2,200 towers will be hardened, cathodic protection installed on all eligible towers, approximately 56,000 insulator sites upgraded, approximately 824 miles of overhead ground wire will be replaced, and approximately 60 gang operated air break switches will be automated for system resiliency. The Structure Hardening Program is estimated to take approximately 30 years to complete from inception and will enhance the overall reliability of the DEF transmission system.

Description

The Transmission Structure Hardening program addresses existing vulnerabilities on the system. This will enable the transmission system to better withstand extreme weather events. This program includes wood to non-wood upgrades, tower upgrades, adding cathodic protection, automating gang operated air break switches, insulator upgrades, overhead ground wire upgrades, and structure inspections.

Figure 1: Broken Pole due to extreme weather event.

Figure 2: Broken Static due to extreme weather event.

Wood to Non-Wood Upgrade

This activity upgrades wood poles to non-wood material such as steel or concrete. Wood pole failure has been the predominate structure damage to the transmission system during extreme weather. This strengthens structures by eliminating damage from woodpeckers and wood rot. The new structures will be more resistant to damage from extreme weather events. Other related hardware upgrades will occur simultaneously, such as insulators, crossarms, switches, and guys.

Figure 3: Wood to non-wood upgrade.

Tower Upgrade

Tower Upgrade will prioritize towers based on inspection data and enhanced weather modeling. The upgrade activities will replace tower types that have previously failed during extreme weather events.

In addition, the tower upgrade activities will upgrade towers identified by visual ground inspections, aerial drone inspections and data gathered during cathodic protection installations (discussed below). This will improve the ability of the transmission grid to sustain operations during extreme weather events by reducing outages and improving restoration times. Other related hardware upgrades will occur simultaneously such as insulators, cathodic protection, and guys.

Figure 4: Lattice Tower impacted by Hurricane Idalia

Cathodic Protection

The purpose of the Cathodic Protection (CP) activities is to mitigate active groundline corrosion on the tower system. This will be done by installing passive CP systems comprised of anodes on each leg of the towers. The anodes serve as sacrificial assets that corrode in place of structural steel, preventing loss of structure strength to corrosion. Each CP project will address all towers on a line from beginning point to end point.

The following tangible benefits will be gained related to hardening the tower system:

- Site Classification - Subsurface investigation and cathodic protection installation prioritized first on all lattice structures. Then prioritizing lines based on system criticality, age, and potential storm impact. Galvanization and member thickness measurements will be taken on all legs and diagonals, and structural steel will be classified by corrosion severity. Concrete piers will be classified on concrete health, cracking, and rebar corrosion. This system evaluation will identify any potential weak spots resulting from ground line corrosion on DEF's lattice system.
- Corrosion Mitigation – Each structure tower leg will have cathodic protection installed on it in order to arrest the corrosion process.
- Corrosion Database – Soil conditions recorded at each tower site will include resistivity, soil pH, redox, and half-cell potentials. These values will be saved into a database which will be used to help classify areas of DEF's system prone to corrosion. This information will be used to aid in condition-based maintenance of system infrastructure.

Gang Operated Air Break (GOAB)

The GOAB line switch automation project is an initiative that will upgrade switch locations with modern switches enabled with SCADA communication and remote-control capabilities.

Automation will add resiliency to the transmission system. Later years will include adding new switch locations to add further resiliency to the transmission system. Transmission line switches are currently manually operated and cannot be remotely monitored or controlled. Switching, a grid operation often used to section off portions of the transmission system in order to perform equipment maintenance or isolate trouble spots to minimize impacts to customers, has historically required a technician to go to the site and manually operate one or more-line switches. The GOAB upgrade increases the number of remote-controlled switches to support faster isolation of trouble spots on the transmission system and more rapid restoration following line faults.

Figure 5: DEF Manually Operated Switch

Overhead Ground Wire (OHGW)

Florida is known for a high concentration of lightning events, which continually stress the existing grid protection. Deteriorated overhead ground wire reduces the protection of the conductor and exposes the line to repeated lightning damage and risk of failure impacting the system. This initiative will also reduce the safety risk due to the required removal of OHGW prior to any restoration work on the system. By targeting deteriorated OHGW on lines with high lightning events, the benefit of this activity will be maximized. An added benefit is upgrading to fiber optic OHGW, facilitating high-speed relaying and enhanced communication and control between stations and centralized control centers.

Structure Inspections and Drone Inspections

The transmission system's inspection activities include all types of structures, line hardware, guying, and anchoring systems. Inspections include:

- Aerial helicopter Transmission Line Inspections
- Wood Pole Line Patrols
- Wood Pole Sound and Bore Line Patrol – 8-year cycle
- Non-wood Structure Line Patrols – 6-year cycle

DEF will continue to conduct drone inspections on targeted lattice tower lines. The intent of these continued inspections is to identify otherwise difficult to see structure, hardware, or insulation vulnerabilities through high resolution imagery. DEF has incorporated drone patrols into the inspections because drones have the unique ability to provide a close vantage point with multiple angles on structures that is unattainable through aerial or ground patrols with binoculars.

Figure 6: Failed static due to extreme weather event.

Insulators

The line insulator subprogram is targeting porcelain insulators which show pin erosion 'penciling' of the connections between the insulators. The replacement insulators utilize a more uniform matrix than porcelain, with a design change that includes a zinc sleeve to mitigate the pin erosion for a better mechanical connection. The implementation of the improved design in the bell and connection is to reduce the effects of penciling over time, ultimately mitigating failure during extreme weather events and minimizing outage events.

Figure 7: Failed porcelain insulator due to extreme weather event.

Cost

DEF estimates the 10-year cost will be approximately $1.6B Capital and $21M O&M, and will entail approximately:

- 3,000 wood to non-wood poles;
- 2,000 tower replacements;
- Cathodic protection for all towers;
- 40 GOABs;
- 670 miles of OHGW;
- Insulators; and
- System inspection cycles, ground, and aerial.

	DEF		
Structure Hardening	2026	2027	2028
Totals	$174,854,273	$180,666,106	$151,614,404
Capital	$171,263,258	$177,051,531	$149,854,225
O&M	$ 3,591,015	$ 3,614,575	$ 1,760,179
Total Units	2,005	1,928	462

Cost Benefit Comparison

As provided in the Cost section above, the estimated cost for DEF's Structure Hardening Program during the 10-year planning horizon is approximately $1.6B Capital and $21M O&M.

After deployment of the 2026-2035 Structure Hardening Program work is complete, DEF estimates it will reduce the cost of extreme weather events on the Transmission system by approximately $19.7M to $24.6M annually based on today's costs.

After deployment of the 2026-2035 Structure Hardening Program work is complete, DEF estimates it will reduce Transmission MED CMI by approximately 22 million to 27 million minutes annually. CMI reduction is used as a proxy for reduction in extreme weather event duration for the average customer.

Transmission system damage can result in severe consequences in both cost and outage duration. The estimation of benefits represents an annual average expected value based on historical data and does not represent what could happen in individual events or scenarios in which severe damage occurs on critical parts of the Transmission system.

Prioritization Methodology

Work will be prioritized using the following processes:

1. Probability of Damage: To prioritize the work in the Florida regions, the Transmission and Distribution systems were modeled, and weather simulations were run to provide probabilistic exposure frequency for all asset locations. The weather modeling uses the FEMA Hazus and SLOSH models, which contain the weather data for storms over the last 200 years. Using the geographical locations of the Florida assets and the historic storm paths embedded in the Hazus model, a spatial correlation of future storm exposure can be derived. To determine probability of damage given that exposure, eight years of historical outage data was provided and correlated with the closest weather tower to determine the conditions during historic failures recorded in the outage data. Then, the expected quantities of asset failure for

simulated future weather exposure conditions was derived by combining simulated weather patterns with historical asset failure through conditional probability methods.

2. Consequence of Damage: Once the output of probabilistic damage is assessed, the probable impact to customers is considered. This step considers number of customers served by a given asset (e.g. each pole, or segment of conductor on a line), observed outage durations, the mix of customers, and critical facilities. This step is performed both for the existing configuration of each asset, and the hardened configuration resulting from completion of the Program. The difference between the existing condition and the hardened configuration is the program impact.
3. Transmission subject matter experts then use these outputs to determine the optimum deployment plan considering factors such as current projects in the area, critical customers, operational knowledge, and resource availability.

Year 1 Project List

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - WOOD POLE REPLACEMENTS

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
ALTAMONTE - SPRING LAKE 230KV	3	0*	184,422	3,903	2/2/2026	6/30/2026
EATONVILLE - SPRING LAKE 69KV	1	25,431	61,474	1,301	2/2/2026	6/30/2026
DEBARY PL - NORTH LONGWOOD 230KV	5	12,835	307,370	6,505	2/2/2026	6/30/2026
KATHLEEN - WIRE ROAD CKT#1 230KV	1	0*	61,474	1,301	2/2/2026	6/30/2026
PALM HARBOR - TARPON SPRINGS 69KV	1	9,601	61,474	1,301	2/2/2026	6/30/2026
16TH ST - 40TH ST 115KV	1	23,436	61,474	1,301	2/2/2026	6/30/2026
ALDERMAN - CURLEW 115KV	1	32,874	61,474	1,301	2/2/2026	6/30/2026
CENTRAL PLAZA - MAXIMO 115KV	15	32,540	922,110	19,515	2/2/2026	6/30/2026
DUNEDIN - PALM HARBOR 69KV	1	21,668	61,474	1,301	2/2/2026	6/30/2026
CAMP LAKE - GROVELAND 69KV	75	17,760	4,610,550	97,575	2/2/2026	6/30/2026
CENTRAL PARK - WINDERMERE 69KV	1	7,684	61,474	1,301	2/2/2026	6/30/2026
UMERTON WEST - WALSINGHAM 69KV	19	32,214	1,168,006	24,719	2/2/2026	6/30/2026
CAMP LAKE - CLERMONT 69KV	12	16,476	737,688	15,612	2/2/2026	6/30/2026
PASADENA - 51ST ST 115KV	1	33,863	61,474	1,301	2/2/2026	6/30/2026
FISHEATING CREEK - LAKE PLACID 69KV	3	8,921	184,422	3,903	2/2/2026	6/30/2026
BAYBORO - CENTRAL PLAZA 115KV	11	21,053	676,214	14,311	2/2/2026	6/30/2026
CLERMONT - CLERMONT EAST 69KV	8	10,554	491,792	10,408	2/2/2026	6/30/2026
ODESSA - TARPON SPRINGS 69KV	4	14,212	245,896	5,204	2/2/2026	6/30/2026
TURNER PL - DELTONA 115KV	15	31,262	922,110	19,515	2/2/2026	6/30/2026
DELAND WEST - ORANGE CITY 230KV	2	0*	122,948	2,602	2/2/2026	6/30/2026
CASSADAGA - DELTONA 115KV	2	25,265	122,948	2,602	2/2/2026	6/30/2026
PIEDMONT - SPRING LAKE 69KV	1	25,157	61,474	1,301	2/2/2026	6/30/2026
HAINES CITY - HAINES CITY EAST 69KV	10	15,109	614,740	13,010	2/2/2026	6/30/2026
ALTAMONTE - NORTH LONGWD CKT2 69KV	2	11,002	122,948	2,602	2/2/2026	6/30/2026
SEMINOLE - OAKHURST 69KV	4	31,843	245,896	5,204	2/2/2026	6/30/2026
LAKE WALES - W LAKE WALES CKT#2 69KV	3	9,325	184,422	3,903	2/2/2026	6/30/2026
DISSTON - STARKEY ROAD 69KV	1	13,774	61,474	1,301	2/2/2026	6/30/2026
CYPRESSWOOD - HAINES CITY 69KV	3	21,755**	184,422	3,903	2/2/2026	6/30/2026
EAST CLEARWATER - HIGHLANDS 69KV	6	39,548	368,844	7,806	2/2/2026	6/30/2026
DUNEDIN - HIGHLANDS 69KV	1	27,219	61,474	1,301	2/2/2026	6/30/2026

FOUR CORNERS - GIFFORD 69KV	2	14,067	122,948	2,602	2/2/2026	6/30/2026
MAITLAND - SPRING LAKE 69KV	13	24,618	799,162	16,913	2/2/2026	6/30/2026
AVON PARK PL - DESOTO CITY 69KV	3	9,341	184,422	3,903	2/2/2026	6/30/2026
AVON PARK PL - FT MEADE 230KV	2	0*	122,948	2,602	2/2/2026	6/30/2026
DOUGLAS AVE - SPRING LAKE 69KV	7	17,216	430,318	9,107	2/2/2026	6/30/2026
LARGO - TAYLOR AVE 69KV	2	29,386	122,948	2,602	2/2/2026	6/30/2026
ALAFAYA - UCF 69KV	2	20,718	122,948	2,602	2/2/2026	6/30/2026
N LONGWOOD - WINTER SPRINGS 69KV	6	14,335	368,844	7,806	2/2/2026	6/30/2026
LK LOUISA- CLERMONT E - WILDWD 69KV	5	11,810	307,370	6,505	2/2/2026	6/30/2026
LK LOUISA-CLERMONT E-HAINES CTY 69KV	1	11,810	61,474	1,301	2/2/2026	6/30/2026
DELAND - DELAND WEST 69KV	2	10,724	122,948	2,602	2/2/2026	6/30/2026
DINNER LAKES - SUN N LAKES 69KV	2	19,064	122,948	2,602	2/2/2026	6/30/2026
WINDERMERE - WOODSMERE 69KV	10	11,961	614,740	13,010	2/2/2026	6/30/2026
BAY HILL - ISLEWORTH 69KV	5	22,975	307,370	6,505	2/2/2026	6/30/2026
FT MEADE - SOUTH POLK 230KV	1	0*	61,474	1,301	2/2/2026	6/30/2026
BAY RIDGE - SORRENTO 69KV	3	8,466	184,422	3,903	6/30/2026	9/30/2026
LEESBURG - OKAHUMPKA 69KV	8	4,045	491,792	10,408	6/30/2026	9/30/2026
DALLAS - ORANGE BLOSSOM 69KV	10	9,822	614,740	13,010	6/30/2026	9/30/2026
CRYSTAL RIVER SOUTH - HOMOSASSA 115KV	2	3,878	122,948	2,602	6/30/2026	9/30/2026
CENTRAL FLA - ORANGE BLOSSOM 69KV	3	25,515	184,422	3,903	6/30/2026	9/30/2026
EUSTIS TAPLINE 69KV	5	1*	307,370	6,505	6/30/2026	9/30/2026
CRYSTAL RIVER S - TWIN CTY RANCH 115KV	2	17,440	122,948	2,602	6/30/2026	9/30/2026
MT DORA EAST SEC 69KV TAPLINE	11	5,050	676,214	14,311	6/30/2026	9/30/2026
FT MEADE - DRY PRAIRIE 230KV	64	1**	3,934,336	83,264	6/30/2026	9/30/2026
CRYSTAL RIVER NORTH TAPLINE 115KV	2	2,411	122,948	2,602	6/30/2026	9/30/2026
MT DORA EAST SEC 69KV	7	5,050	430,318	9,107	6/30/2026	9/30/2026
EUSTIS - UMATILLA 69KV	24	12,548	1,475,376	31,224	6/30/2026	9/30/2026
CRYSTAL RIVER TAPLINE 115KV	1	5,723	61,474	1,301	6/30/2026	9/30/2026
ENOLA - UMATILLA 69K	1	4,532	61,474	1,301	6/30/2026	9/30/2026
VANDOLAH - MYAKKA 69KV	7	3,063	430,318	9,107	6/30/2026	9/30/2026
BARBERVILLE - DELAND WEST DE 69KV	4	7,372	245,896	5,204	6/30/2026	9/30/2026
BARBERVILLE - DELAND WEST 69KV	4	7,372	245,896	5,204	6/30/2026	9/30/2026
TROPIC TERRACE TAPLINE 115KV	2	3,466	122,948	2,602	6/30/2026	9/30/2026
FT GREEN SPRINGS - FT MEADE 69KV	2	3,019**	122,948	2,602	6/30/2026	9/30/2026
BEVERLY HILLS - CITRUS HILLS LINE 115KV	3	15,105	184,422	3,903	6/30/2026	9/30/2026
COUNTRY OAKS - EAST LAKE WALES 69KV	1	10,873	61,474	1,301	6/30/2026	9/30/2026
CARRABELLE - CRAWFORDVILLE 69KV	82	9,490	5,040,868	106,682	6/30/2026	9/30/2026
HOWEY SEC - OKAHUMPKA 69KV	8	14,687	491,792	10,408	6/30/2026	9/30/2026
MURPHY ROAD PREC TAPLINE 69KV	14	1,889	860,636	18,214	6/30/2026	9/30/2026
BRADFORDVILLE WEST - TIE #3 115KV	27	0*	1,659,798	35,127	6/30/2026	9/30/2026
MCINTOSH TAPLINE 69KV	1	2,207	61,474	1,301	6/30/2026	9/30/2026
LAKE BRYAN WORLD GATEWAY 69KV	2	8,662	122,948	2,602	6/30/2026	9/30/2026
CROOKED LAKE TAPLINE 69KV	66	2,032	4,057,284	85,866	6/30/2026	9/30/2026
GA PACIFIC - WILCOX 69KV	1	1,425	61,474	1,301	6/30/2026	9/30/2026
BEVERLY HILLS - LECANTO 115KV	18	11,306	1,106,532	23,418	6/30/2026	9/30/2026
DRIFTON - HANSON 115KV	20	2,795	1,229,480	26,020	6/30/2026	9/30/2026

AVON PARK PL - SOUTH POLK 230KV	2	3**	122,948	2,602	6/30/2026	9/30/2026
BRADFORDVILLE WEST - RABON 115KV	35	0*	2,151,590	45,535	6/30/2026	9/30/2026
TAYLOR AVE - WALSINGHAM 69KV	10	32,849	614,740	13,010	6/30/2026	9/30/2026
SAND LAKE - WINDERMERE 69KV	8	5,736	491,792	10,408	6/30/2026	9/30/2026
MARTIN WEST - SILVER SPRINGS 69KV	48	12,182	2,950,752	62,448	6/30/2026	9/30/2026
CHIEFLAND-GA PACIFIC 69KV	1	0*	61,474	1,301	6/30/2026	9/30/2026
LEISURE LAKES TAPLINE 69KV	24	2,145	1,475,376	31,224	6/30/2026	9/30/2026
HAVANA - QUINCY 115KV	63	2,103	3,872,862	81,963	6/30/2026	9/30/2026
SUWANNEE RIVER PL - TWIN LAKES 115KV	10	0*	614,740	13,010	6/30/2026	9/30/2026
JASPER -HOMERVILLE 115KV	16	0*	983,584	20,816	6/30/2026	9/30/2026
NEWBERRY - TRENTON 69KV	8	5,340	491,792	10,408	6/30/2026	9/30/2026
BROOKRIDGE - TWIN COUNTY RANCH 115KV	14	6,107	860,636	18,214	6/30/2026	9/30/2026
ARCHER - WILLISTON 69KV	61	2,627	3,749,914	79,361	6/30/2026	9/30/2026
HANSON - CHERRY LAKE TREC 115KV	6	1,688	368,844	7,806	6/30/2026	9/30/2026
VANDOLAH - WAUCHULA 69KV	7	4,165	430,318	9,107	6/30/2026	9/30/2026
FORT GREEN #4 TAPLINE 69KV	6	1**	368,844	7,806	6/30/2026	9/30/2026
AIR PRODUCTS & CHEMICAL CO TAP 69KV	6	1**	368,844	7,806	6/30/2026	9/30/2026
AVON PARK PL - WAUCHULA 69KV	11	19,325	676,214	14,311	6/30/2026	9/30/2026
CROSS BAYOU - GE PINELLAS 69KV	15	14,178	922,110	19,515	6/30/2026	9/30/2026
OCC SWIFT CRK #1 - OCC MTRING 115KV	49	755**	3,012,226	63,749	6/30/2026	9/30/2026
CHIEFLAND - INGLIS 69KV	150	7,050	9,221,100	195,150	6/30/2026	9/30/2026
BROOKSVILLE WEST - HUDSON 115KV	9	26,521	553,266	11,709	6/30/2026	9/30/2026
FT MEADE - HOMELAND 69KV	10	2,783	614,740	13,010	6/30/2026	9/30/2026
FTO 69KV	45	1*	2,766,330	58,545	9/30/2026	12/4/2026
DALLAS AIRPORT - WILDWOOD 69KV	11	33,686	676,214	14,311	9/30/2026	12/4/2026
BROOKSVILLE - UNION HALL 69KV	18	16,939	1,106,532	23,418	9/30/2026	12/4/2026
ARCHER - HULL ROAD 69KV	44	5,929**	2,704,856	57,244	9/30/2026	12/4/2026
CRAWFORDVILLE - JACKSON BLUFF 69KV	12	2,784	737,688	15,612	9/30/2026	12/4/2026
IDYLWILD - UNIVERSITY FLA 69KV	16	2**	983,584	20,816	9/30/2026	12/4/2026
FT WHITE - JASPER 69KV	109	7,169	6,700,666	141,809	9/30/2026	12/4/2026
OCC SWIFT CRK #1 - #2 115KV	29	2**	1,782,746	37,729	9/30/2026	12/4/2026
FL GAS TRN EAST - WEWAHOOTEE 69KV	240	81**	14,753,760	312,240	9/30/2026	12/4/2026
TBD	155		9,528,470	214,665	9/30/2026	12/4/2026
ENGINEERING/MATERIALS FOR 2027 PROJECTS			401,420		1/30/2026	12/4/2026

Notes: ** Customer count is zero due to GRID Redundancy*
*** Customer count includes Industrial Customer*

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - TOWER REPLACEMENTS

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
SOUTH ELOISE (TECO) - WEST LAKE WALES	2	0*	525 024	5 852	2/23/2026	6/30/2026
CRAWFORDVILLE - ST MARKS EAST	38	0*	9,975,456	111,188	3/30/2026	9/30/2026
PERRY - SUWANNEE RIVER	36	0*	9,450,432	105,336	6/30/2026	11/30/2026

Notes: ** Customer count is zero due to GRID Redundancy*

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - CATHODIC PROTECTION

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
CRP CKT#2 - CITRUS CC CKT#2 230KV	12	0*	128,172	0	2/1/2026	6/30/2026
AVALON - WINDERMERE 230KV	4	0*	42,724	0	2/1/2026	6/30/2026
AVON PARK PL - FT MEADE 230KV	92	0*	982,652	0	2/1/2026	6/30/2026
ECON - WINTER PARK EAST 230KV	13	15,106	138,853	0	2/1/2026	6/30/2026
LAKE TARPON - PALM HARBOR 230KV	19	0*	202,939	0	2/1/2026	6/30/2026
LAKE TARPON -SEVEN SPRINGS 230KV	15	0*	160,215	0	2/1/2026	6/30/2026
LARGO - ULMERTON 230KV	25	0*	267,025	0	2/1/2026	6/30/2026
RIO PINAR PL - ECON 230KV	15	15,106	160,215	0	2/1/2026	6/30/2026
SILVER SPRG- SILVER SPRINGS N CKT1 230KV	7	0*	74,767	0	2/1/2026	6/30/2026
WINDERMERE - SOUTHWOOD 230KV	5	0*	53,405	0	2/1/2026	6/30/2026
WINTER PARK EAST - WINTER SPRINGS 230KV	17	16,122	181,577	0	2/1/2026	6/30/2026
WINDERMERE - WOODSMERE 230KV	11	0*	112,151	0	2/1/2026	6/30/2026

Notes: ** Customer count is zero due to GRID Redundancy*

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - GANG OPERATED AIR BREAK (GOAB)

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
LISBON TAP	1	7,479	1,778 776	0	3/1/2026	5/23/2026
BIG CREEK SEC TAP	1	29,596	1,778,776	0	2/23/2026	4/30/2026
ST AUGUSTINE TCEC TAP	1	4,900**	1,778,776	0	4/30/2026	6/30/2026
OCHLOCKONEE TAP	1	9,490	1,778,776	0	6/30/2026	9/30/2026
ENGINEERING/MATERIALS FOR 2027 PROJECT			444,692	0	1/30/2026	11/30/2026

Notes: *** Customer count includes Industrial Customer*

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - OVERHEAD GROUND WIRES

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
CLEARWATER - EAST CLEARWATER	5.52	44,495	2,447,770	0	3/30/2026	9/30/2026
OAKHURST – WALSINGHAM	1.82	34,320	807,055	0	3/30/2026	9/30/2026
DELTONA - MONASTERRY	4.5	18,817	1,995,465	0	3/30/2026	9/30/2026
CASSADEGA - MONASTERRY	3.17	11,907	1,405,694	0	3/30/2026	9/30/2026
MAITLAND - KELLER	2.95	12,338	1,308,138	0	3/30/2026	9/30/2026
KELLER- SPRING LAKE	1.71	13,491	758,277	0	3/30/2026	9/30/2026
PIEDMONT- PLYMOUTH	8.07	16,975	3,429,689	0	3/30/2026	9/30/2026
ALTAMONTE - CASSELBERRY	3.46	30,436	1,532,343	0	3/30/2026	9/30/2026
DISSTON-KENNETH	3.19	37,106	1,414,563	0	3/30/2026	9/30/2026
N LONGWOOD – WINTER SPRINGS	2.95	27,170	1,308,138	0	3/30/2026	9/30/2026

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS – INSULATOR UPGRADES

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
CITRUS COMBINED CYCLE - CENTRAL FLA 500KV	642	0*	5,828,718	0	2/23/2026	9/30/2026
ENGINEERING/MATERIALS FOR 2027 PROJECT			27,237	0	1/30/2026	11/30/2026

Notes: ** Customer count is zero due to GRID Redundancy*

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - GROUND PATROL INSPECTIONS

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
DINNER LAKES - SUN N LAKES 69KV	132	19,064	0	5,280	2/9/2026	11/30/2026
ALTAMONTE - MAITLAND 69KV	119	24,919	0	4,760	2/9/2026	11/30/2026
ALTAMONTE - NORTH LONGWOOD CKT1 69KV	70	18,088	0	2,800	2/9/2026	11/30/2026
ALTAMONTE - NORTH LONGWOOD CKT2 69KV	69	11,002	0	2,760	2/9/2026	11/30/2026
BARCOLA - WEST SUB 230KV	162	0*	0	6,480	2/9/2026	11/30/2026
BRADFORDVILLE WEST - DRIFTON 115KV	36	6,611	0	1,440	2/9/2026	11/30/2026
BROOKSVILLE - UNION HALL 69KV	239	16,939	0	9,560	2/9/2026	11/30/2026
BROOKSVILLE WEST - HUDSON 115KV	229	26,521	0	9,160	2/9/2026	11/30/2026
CELEBRATION WORLD GATEWAY 69KV	41	6,632	0	1,640	2/9/2026	11/30/2026
CLEARWATER - HIGHLANDS 69KV	50	35,251	0	2,000	2/9/2026	11/30/2026
CROOKED LAKE 69KV TAPLINE	83	2,032	0	3,320	2/9/2026	11/30/2026
CROSS BAYOU - DISSTON 69KV	60	14,177	0	2,400	2/9/2026	11/30/2026
CROSS BAYOU - GE PINELLAS 69KV	31	14,178	0	1,240	2/9/2026	11/30/2026
DAVENPORT - WEST DAVENPORT 69KV	57	21,739	0	2,280	2/9/2026	11/30/2026
DCP-1A TAP	63	0*	0	2,520	2/9/2026	11/30/2026
DELAND - DELAND WEST 69KV	78	10,724	0	3,120	2/9/2026	11/30/2026
DRIFTON - HANSON 115KV	23	2,795	0	920	2/9/2026	11/30/2026
EAST CLEARWATER - HIGHLANDS 69KV	61	39,548	0	2,440	2/9/2026	11/30/2026
EATONVILLE - WINTER PARK 69KV	97	16,131	0	3,880	2/9/2026	11/30/2026
EATONVILLE - WOODSMERE 69KV	47	20,215	0	1,880	2/9/2026	11/30/2026
ENOLA - UMATILLA 69KV	28	4,532	0	1,120	2/9/2026	11/30/2026
FOUR CORNERS - GIFFORD 69KV	41	14,067	0	1,640	2/9/2026	11/30/2026
FT GREEN SPRINGS - DUETTE PREC 69KV	249	821**	0	9,960	2/9/2026	11/30/2026
GE PINELLAS - LARGO 69KV	55	16,622	0	2,200	2/9/2026	11/30/2026
HAINES CITY EAST - PONICIAN 69KV	115	15,936	0	4,600	2/9/2026	11/30/2026
HAVANA - QUINCY 115KV	16	2,103	0	640	2/9/2026	11/30/2026
KATHLEEN - ZEPHYRHILLS NORTH 230KV	95	0*	0	3,800	2/9/2026	11/30/2026
LAKE BRYAN WORLD GATEWAY 69KV	25	8,662	0	1,000	2/9/2026	11/30/2026
LAKE WEIR - CENTRAL TOWER CEC 69KV	96	9,589	0	3,840	2/9/2026	11/30/2026
LARGO - TAYLOR AVE 69KV	56	29,386	0	2,240	2/9/2026	11/30/2026
LARGO - ULMERTON WEST 69KV	40	28,751	0	1,600	2/9/2026	11/30/2026
LYNNE CEC 69KV TAPLINE	54	5,619	0	2,160	2/9/2026	11/30/2026
MAITLAND - WINTER PARK 69KV	59	14,107	0	2,360	2/9/2026	11/30/2026
MARTIN WEST - SILVER SPRINGS 69KV	288	12,182	0	11,520	2/9/2026	11/30/2026
OVIEDO - WINTER SPRINGS 69KV	79	22,251	0	3,160	2/9/2026	11/30/2026
PALM HARBOR - TARPON SPRINGS 69KV	143	9,601	0	5,720	2/9/2026	11/30/2026
PASADENA - 51ST ST 115KV	50	33,863	0	2,000	2/9/2026	11/30/2026
ST JOHNS - UMATILLA 69KV	215	33,863	0	8,600	2/9/2026	11/30/2026
ST JOHNS SEC 69KV TAPLINE	9	2,653	0	360	2/9/2026	11/30/2026
TURNER PL - DELTONA 115KV	64	31,262	0	2,560	2/9/2026	11/30/2026
TURNER PL - ORANGE CITY 115KV	63	42,132	0	2,520	2/9/2026	11/30/2026
UNION HALL -DADE CITY 69KV	16	1*	0	640	2/9/2026	11/30/2026
ZEPHYRHILLS NORTH - DADE CITY 69KV	162	15,534	0	6,480	2/9/2026	11/30/2026

DALLAS - SILVER SPRINGS 230KV	64	0*	0	2,560	2/9/2026	11/30/2026
BELL CFEC 69KV	105	3,302	0	4,200	2/9/2026	11/30/2026
GINNIE - HIGH SPRINGS 69KV	41	3,132	0	1,640	2/9/2026	11/30/2026
FL GAS TRNSMN - MAGNOLIA RANCH 69KV	43	5,574**	0	1,720	2/9/2026	11/30/2026
HUDSON - NEW PORT RICHEY 115KV	133	39,634	0	5,320	2/9/2026	11/30/2026
BROOKRIDGE - LAKE TARPON 500KV	150	0*	0	6,000	2/9/2026	11/30/2026
LAKE TARPON - PALM HARBOR 230KV	58	0*	0	2,320	2/9/2026	11/30/2026
LAKE TARPON - ULMERTON 230KV	67	0*	0	2,680	2/9/2026	11/30/2026
LARGO - SEMINOLE 230KV	70	0*	0	2,800	2/9/2026	11/30/2026
LARGO - ULMERTON 230KV	28	0*	0	1,120	2/9/2026	11/30/2026
CENTRAL FLA - COLEMAN 69KV	70	17,334	0	2,800	2/9/2026	11/30/2026
CR SOUTH - TWIN COUNTY RANCH 115KV	5	17,440	0	200	2/9/2026	11/30/2026
ENOLA - LAKE COGEN 69KV	1	1*	0	40	2/9/2026	11/30/2026
HAVANA (TEC) REA TAPLINE 69KV	1	2,622	0	40	2/9/2026	11/30/2026
ATWATER - OAK GROVE TEC 115KV	6	923	0	240	2/9/2026	11/30/2026
FOLEY 69KV TAPLINE	1	6**	0	40	2/9/2026	11/30/2026
OTTER CREEK CFEC 69KV	1	2,524	0	40	2/9/2026	11/30/2026
FT MEADE - WEST LAKE WALES 230KV	168	0*	0	6,720	2/9/2026	11/30/2026
FT GREEN SPRINGS - VANDOLAH #1 CKT 69KV	82	2**	0	3,280	2/9/2026	11/30/2026
INVERNESS - LECANTO 115KV	132	1	0	5,280	2/9/2026	11/30/2026
BROOKSVILLE - FLORIDA ROCK 69KV	185	6,499**	0	7,400	2/9/2026	11/30/2026
CROOM WREC 69KV	1	147	0	40	2/9/2026	11/30/2026
HAMMOCK WREC 115KV	1	1,332	0	40	2/9/2026	11/30/2026
CENTRAL FLORIDA - CONTINENTAL (SEC) 69KV	11	16,756	0	440	2/9/2026	11/30/2026
CRP - CR4/5 STRING BUS 230KV	4	0*	0	160	2/9/2026	11/30/2026
CR4 - CRYSTAL RIVER PL STRING BUS 230KV	2	0*	0	80	2/9/2026	11/30/2026
NORTH LONGWOOD - SANFORD (FP&L)230KV	51	12,835	0	2,040	2/9/2026	11/30/2026
CENTRAL FLORIDA STRING BUS 230KV	9	0*	0	360	2/9/2026	11/30/2026
CITY OF LEESBURG AIRPORT SUB 69KV	4	1*	0	160	2/9/2026	11/30/2026
DEBARY PLANT STRAIN BUS #1 (UNITS 1-6) 230KV	4	0*	0	160	2/9/2026	11/30/2026
DELTONA - ORANGE CITY 115KV	56	24,228	0	2,240	2/9/2026	11/30/2026
FTO 69KV	57	1*	0	2,280	2/9/2026	11/30/2026
LAKE EMMA - WINTER SPRINGS 230KV	51	6,972	0	2,040	2/9/2026	11/30/2026
CHAIRES TEC 69KV TAPLINE	136	2,940	0	5,440	2/9/2026	11/30/2026
ST AUGUSTINE TCEC 69KV	6	711	0	240	2/9/2026	11/30/2026
ST MARKS EAST - ST MARKS WEST 69KV	7	2,070	0	280	2/9/2026	11/30/2026
DUNNELLON - DUNNELLON STRING BUS 69KV	1	6,100	0	40	2/9/2026	11/30/2026
HOLDER - HOLDER STRING BUS 1 230KV	3	0*	0	120	2/9/2026	11/30/2026
HOLDER - HOLDER STRING BUSS 230KV	1	0*	0	40	2/9/2026	11/30/2026
SUWANNEE TRNSMN - COLUMBIA (FPL) 115KV	3	0*	0	120	2/9/2026	11/30/2026
BRANFORD ROAD (CLAY) 115KV	68	4,455	0	2,720	2/9/2026	11/30/2026
CROFT SVEC 115KV	2	3,305	0	80	2/9/2026	11/30/2026
OLD TOWN NORTH SW STA - WILCOX 69KV	26	0*	0	1,040	2/9/2026	11/30/2026
WALKER SVEC 115KV	6	1,287	0	240	2/9/2026	11/30/2026

BARNUM CITY - CITRUS CITY 69KV	176	17,488	0	7,040	2/9/2026	11/30/2026
CITRUS CENTER - HAINES CITY EAST 230KV	10	0*	0	400	2/9/2026	11/30/2026
CONNERSVILLE (CITY OF BARTOW) 69KV	1	3,000	0	40	2/9/2026	11/30/2026
DUNDEE - HAINES CITY EAST 230KV	19	0*	0	760	2/9/2026	11/30/2026
INTERCESSION CITY DE-ENERGIZED 69KV	1	0*	0	40	2/9/2026	11/30/2026
KATHLEEN - KATHLEEN BNK #1 BUS 230KV	4	0*	0	160	2/9/2026	11/30/2026
SEBRING EAST 69KV	1	758	0	40	2/9/2026	11/30/2026
VANDOLAH - CHARLOTTE (FPL) 230KV	1	0*	0	40	2/9/2026	11/30/2026
CENTRAL PLAZA STRING BUS 115KV	7	8,901	0	280	2/9/2026	11/30/2026
DISSTON STRING BUS 1 230 KV	4	0*	0	160	2/9/2026	11/30/2026
DISSTON STRING BUSS 2 230 KV	1	0*	0	40	2/9/2026	11/30/2026
DISSTON STRING BUSS 230 KV	3	0*	0	120	2/9/2026	11/30/2026
BRKRIDGE - FL STONE COGEN PL 115KV	3	1**	0	120	2/9/2026	11/30/2026
FLORA MAR - NEW PORT RICHEY 115KV	33	28,921	0	1,320	2/9/2026	11/30/2026
HAMMOCK 69KV	1	1	0	40	2/9/2026	11/30/2026
HEXAM 115KV	1	10,396	0	40	2/9/2026	11/30/2026
OVERSTREET 115KV	1	14,150	0	40	2/9/2026	11/30/2026
SPRING HILL #3 115KV	4	6,634	0	160	2/9/2026	11/30/2026
SPRINGWOOD 115KV	1	6,333	0	40	2/9/2026	11/30/2026
TANGERINE 115KV	2	3,646	0	80	2/9/2026	11/30/2026
TBD	6040	0*	0	241,600	2/9/2026	11/30/2026

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - DRONE INSPECTIONS

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
CENTRAL FLA - KATHLEEN-HAINES CITY 500KV	120	0*	0	21,960	3/16/2026	9/30/2026
CENTRAL FLA - KATHLEEN - WILDWOOD 500KV	77	0*	0	14,091	3/16/2026	9/30/2026
CITRUS COMBINED CYCLE - BROOKRIDGE 500KV	1	0*	0	183	3/16/2026	9/30/2026
AVALON - WINDERMERE 230KV	7	0*	0	1,281	3/16/2026	9/30/2026
BROOKRIDGE - TWIN COUNTY RANCH 115KV	124	6,107	0	22,692	3/16/2026	9/30/2026
BROOKSVILLE - BROOKSVILLE WEST CKT#2 115KV	10	12,828	0	1,830	3/16/2026	9/30/2026
HUDSON - PASCO COUNTY RR 115KV	9	1**	0	1,647	3/16/2026	9/30/2026
BROOKSVILLE W - SILVERTHORNE WREC 115KV	39	17,949	0	7,137	3/16/2026	9/30/2026
BRKRIDGE - BROOKSVILLE W (BWX CKT) 115KV	33	0*	0	6,039	3/16/2026	9/30/2026
BRKRIDGE -FL CRUSHED STONE COGEN PL 115KV	3	1**	0	549	3/16/2026	9/30/2026
CROSS CITY - WILCOX 69KV	11	1,625	0	2,013	3/16/2026	9/30/2026
CCC CKT#2 - POWERLINE CKT#2 230KV	6	0*	0	1,098	3/16/2026	9/30/2026
CRP CKT#1 - CCC CKT#1 230KV	6	0*	0	1,098	3/16/2026	9/30/2026
HUDSON - RIVER RIDGE 230KV	91	0*	0	16,653	3/16/2026	9/30/2026
CCC CKT#2 - POWERLINE CKT#2 230KV	7	0*	0	1,281	3/16/2026	9/30/2026
HOLDER CKT#2 - POWERLINE CKT#2 230KV	3	0*	0	549	3/16/2026	9/30/2026
CENTRAL PLAZA-FIFTY FIRST STREET 115KV	31	25,338	0	5,673	3/16/2026	9/30/2026

CENTRAL PLAZA - MAXIMO 115KV	63	32,540	0	11,529	3/16/2026	9/30/2026
BEVERLY HILLS - LECANTO 115KV	125	11,306	0	22,875	3/16/2026	9/30/2026
PORT ST JOE - CALLAWAY 230KV	319	0*	0	58,377	3/16/2026	9/30/2026
REEDY LAKE - DISNEY WORLD NORTHWEST 69KV	54	11,297	0	9,882	3/16/2026	9/30/2026
AVALON - CAMP LAKE 230KV	2	0*	0	366	3/16/2026	9/30/2026
CAMP LAKE - GROVELAND 69KV	181	17,760	0	33,123	3/16/2026	9/30/2026
DELAND WEST - SILVER SPRINGS 230KV	143	0*	0	26,169	3/16/2026	9/30/2026
MONTICELLO - BOSTON 69KV	103	4,009	0	18,849	3/16/2026	9/30/2026
JASPER - TWIN LAKES LINE 69KV	155	1*	0	28,365	3/16/2026	9/30/2026
JASPER -HOMERVILLE 115KV	53	0*	0	9,699	3/16/2026	9/30/2026
QUINCY - ATTAPULGUS 69KV	113	1*	0	20,679	3/16/2026	9/30/2026
FT WHITE - SUWANNEE SPRINGS WEST CKT 115KV	111	2,869	0	20,313	3/16/2026	9/30/2026

Notes: ** Customer count is zero due to GRID Redundancy*
*** Customer count includes Industrial Customer*

Substation Flood Mitigation

Vision

Substation Flood Mitigation is a targeted program upgrading 11 sites with flood mitigation strategies, all identified as being at risk for significant flooding during extreme weather events. The Substation Flood Mitigation Program is now scheduled to begin in 2025 and estimated to take approximately 12 years to complete.

Description

The Substation Flood Mitigation program builds in protection for substations most vulnerable to flood damage using flood plain and storm surge data. It includes a systematic review and prioritization of substations at risk of flooding to determine the proper mitigation solution, which may include elevating or modifying equipment, or relocating substations altogether.

Flood mitigation will be a targeted application of mitigation measures for substations. New assets could include control houses, relays, or total station rebuilds to increase elevation, etc.

Cost

It is expected that the 10-year cost will be approximately $78M Capital. This would cover approximately 11 substations on the DEF system.

	DEF		
Substation Flood Mitigation	2026	2027	2028
Totals	$ 6,860,000	$ 6,860,000	$ 15,222,156
Capital	$ 6,860,000	$ 6,860,000	$ 15,222,156
O&M	$ -	$ -	$ -
Total Units	1	1	2

Cost Benefit Comparison

As provided in the Cost section above, the estimated cost for DEF's Substation Flood Mitigation Program during the 10-year planning horizon is approximately $78M Capital.

After deployment of the 2026-2035 Substation Flood Mitigation Program work is complete, DEF estimates it will reduce the cost of extreme weather events on the Transmission system by approximately $2.2M to $2.8M annually based on today's costs.

After deployment of the 2026-2035 Substation Flood Mitigation Program work is complete, DEF estimates it will reduce Transmission MED CMI by approximately 0.7 million to 0.9 million minutes annually. CMI reduction is used as a proxy for reduction in extreme weather event duration for the average customer.

Transmission system damage can result in severe consequences in both cost and outage duration. The estimation of benefits represents an annual average expected value based on historical data and do not represent what could happen in individual events or scenarios in which severe damage occurs on critical parts of the Transmission system.

Prioritization Methodology

Work will be prioritized using the following processes:

1. Probability of Damage: To prioritize the work in the Florida regions, the Transmission and Distribution systems were modeled, and weather simulations were run to provide probabilistic exposure frequency for all asset locations. The weather modeling uses the FEMA Hazus and SLOSH models, which contain the weather data for storms over the last 200 years. Using the geographical locations of the Florida assets and the historic storm paths embedded in the Hazus model, a spatial correlation of future storm exposure can be derived. To determine probability of damage given that exposure, eight years of historical outage data was provided and correlated with the closest weather tower to determine the conditions during historic failures recorded in the outage data. Then, the expected quantities of asset failure for simulated future weather exposure conditions was derived by combining simulated weather patterns with historical asset failure through conditional probability methods.
2. Consequence of Damage: Once the output of probabilistic damage is assessed, the probable impact to customers is considered. This step considers number of customers served by a given asset (e.g. each pole, or segment of conductor on a line), observed outage durations, the mix of customers, and critical facilities. This step is performed both for the existing configuration of each asset, and the hardened configuration resulting from completion of the program. The difference between the existing condition and the hardened configuration is the program impact.
3. Transmission subject matter experts then use these outputs to determine the optimum deployment plan considering factors such as current projects in the area, critical customers, operational knowledge, and resource availability.

Year 1 Project List

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - SUBSTATION FLOOD MITIGATION

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
HOMOSASSA SUBSTATION	1	2,767	6,860,000	0	2/23/2026	6/30/2026

Substation Hardening

Vision

The Substation Hardening Program began in 2023 and focuses on upgrading oil breakers and electromechanical relays. The Program will eliminate 317 oil breakers. It will also upgrade approximately 200 electromechanical relay groups to electronic relays to properly isolate line faults and reduce storm restoration duration by automating fault identification. The Substation Hardening Program is estimated to take approximately 15 years to complete from inception.

Description

Substation Hardening will address two major components:1) Upgrading oil breakers to state-of-the-art gas or vacuum breakers to mitigate the risk of catastrophic failure and extended outages during extreme weather events; and 2) Upgrading electromechanical relays to digital relays will provide communications and enable DEF to respond and restore service more quickly from extreme weather events.

Breaker Upgrades

Replacing oil circuit breakers with state-of-the-art breakers will result in the transmission system being able to more effectively and consistently isolate faults, reclose after momentary interruptions, and improve the customer experience through fewer interruptions. Oil circuit breakers are more unreliable than gas or vacuum breakers, especially in circumstances where they are operating numerous times over a short period, such as during extreme weather events. When oil circuit breakers are repeatedly called to operate, they can generate arcing gasses within the oil tank that can accumulate and result in catastrophic failure. Existing vintage oil breakers are less reliable when isolating line faults and can contribute to increased and longer customer outages when there is a failure.

Electronic Relays

The Electronic Relay upgrades eliminate noncommunicating electromechanical and solid-state relays with digital relays. Upgrading to modern relay designs with communication capabilities and microprocessor technologies will enable quicker restoration from outage events. Another benefit is increased overall system intelligence, which will improve restoration planning. One digital relay replaces a variety of legacy single-function electromechanical relays. Two-way communications and event recording capabilities allow them to provide device performance information following a system event to support continuous system design and operational improvements.

Grid automation will be implemented to reduce duration and impacts from system issues. Digital relays will be installed to add remote monitoring and operations to key assets, which allows for rapid service response and better protection and monitoring of equipment during extreme weather events. Restoration times will be reduced due to remote monitoring and control which will allow quicker pinpointing and resolution of issues.

Cost

The estimated 10-year cost for Substation Hardening Program is expected to be approximately $347M.

This would upgrade approximately 150 oil filled breakers and 130 relay groups on the DEF system.

	DEF		
Substation Hardening	2026	2027	2028
Totals	$ 22,178,190	$ 16,278,591	$ 35,099,889
Capital	$ 22,178,190	$ 16,278,591	$ 35,099,889
O&M	$ -	$ -	$ -
Total Units	18	14	31

Cost Benefit Comparison

As provided in the Cost section above, the estimated cost for DEF's Substation Hardening Program during the 10-year planning horizon is approximately $347M.

After deployment of the 2026-2035 Substation Hardening Program work is complete, DEF estimates it will reduce the cost of extreme weather events on the Transmission system by approximately $45k to $56k annually based on today's costs.

After deployment of the 2026-2035 Substation Hardening Program work is complete, DEF estimates it will reduce Transmission MED CMI by approximately 7 million to 9 million minutes annually. CMI reduction is used as a proxy for reduction in extreme weather event duration for the average customer.

Transmission system damage can result in severe consequences in both cost and outage duration. The estimation of benefits represents an annual average expected value based on historical data and do not represent what could happen in individual events or scenarios in which severe damage occurs on critical parts of the Transmission system.

Prioritization Methodology

Work will be prioritized using the following processes:

1. Probability of Damage: To prioritize the work in the Florida regions, the Transmission and Distribution systems were modeled, and weather simulations were run to provide probabilistic exposure frequency for all asset locations. The weather modeling uses the FEMA Hazus and SLOSH models, which contain the weather data for storms over the last 200 years. Using the geographical locations of the Florida assets and the historic storm paths embedded in the Hazus model, a spatial correlation of future storm exposure can be derived. To determine probability of damage given that exposure, eight years of historical outage data was provided and correlated with the closest weather tower to determine the conditions during historic failures recorded in the outage data. Then, the expected quantities of asset failure for simulated future weather exposure conditions was derived by combining simulated weather patterns with historical asset failure through conditional probability methods.
2. Consequence of Damage: Once the output of probabilistic damage is assessed, the probable impact to customers is considered. This step considers number of customers served by a given asset (e.g., each pole, or segment of conductor on a line), observed outage durations, the mix of customers, and critical facilities. This step is performed both for the existing configuration of each asset, and the hardened configuration at project completion. The

difference between the existing condition and the hardened configuration is the program impact.

3. Transmission subject matter experts then use these outputs to determine the optimum deployment plan considering factors such as current projects in the area, critical customers, operational knowledge, and resource availability.

Year 1 Project List

DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - SUBSTATION HARDENING

LOCATION	Unit Count	Customer Count	Capital Cost	O&M Cost	Start Date	Finish Date
BROOKSVILLE	6	6,495	5,873,700	0	3/30/2026	7/30/2026
WINTER PARK	9	2,980	8,810,550	0	2/23/2026	6/30/2026
DESOTO CITY	2	2,294	3,662,626	0	6/30/2026	9/30/2026
CYPRESSWOOD	1	6,645	1,831,314	0	9/30/2026	11/30/2026

Transmission Vegetation Management

Vision

DEF will continue to utilize Integrated Vegetation Management (IVM) to minimize the impact of vegetation on the transmission assets.

Description

DEF's Transmission IVM program is focused on ensuring the reliable operation of the transmission system by minimizing vegetation-related interruptions and adequate conductor-to-vegetation clearances, while maintaining compliance with regulatory, environmental, and safety requirements or standards. The program activities focus on the removal and/or control of incompatible vegetation within and along the right of way to minimize the risk of vegetation-related outages and ensure necessary access within all transmission line corridors. The IVM program includes the following activities: planned threat and condition-based work, reactive work that includes hazard tree mitigation, and floor management (herbicide, mowing, and hand cutting operation).

Cost

It is expected that the 10-year cost will be approximately $139M Capital and $143M O&M. This would cover the inspection and vegetation remediation activities. The estimated 3-year contractor ratio is 92%. The estimated 3-year utility personnel ratio is 8%.

2026-2028 Labor / Equipment Breakout		
	Labor	Equipment
Utility Personnel Totals	$ 5,690,699	$ 299,511
Capital	$ 2,949,254	$ 155,224
O&M	$ 2,741,445	$ 144,287
Contract Personnel Totals	$ 49,627,294	$ 21,268,840
Capital	$ 24,382,911	$ 10,449,819
O&M	$ 25,244,383	$ 10,819,021

	DEF		
VM - Transmission	2026	2027	2028
Totals	$ 25,716,140	$ 23,918,317	$ 27,251,886
Capital	$ 12,784,754	$ 11,606,419	$ 13,546,035
O&M	$ 12,931,386	$ 12,311,898	$ 13,705,851
Approximate Miles	550	550	550

Cost Benefit Comparison

The IVM program's planned threat and condition-based work includes danger tree identification and mitigation, reactive work that includes hazard tree mitigation, and floor management (herbicide, mowing, and hand cutting operation) to reduce event possibilities during extreme weather events and enhance overall system reliability.

Prioritization Methodology

Planned work for DEF is conditioned based and is prioritized and scheduled using threats and conditions identified through patrols, inspections and assessments while considering factors like the date of previous work activities and outage history. Set trigger distances identify incompatible vegetation within and outside the Transmission Right of Way that does not allow for safe or reliable operations of the transmission facilities under all operating conditions. These distances allow for approximately 6 years of typical vegetation re-growth and support minimum safe worker distances. As systems and technologies can be developed and implemented, DEF intends to leverage those technologies/systems and analytics to evaluate numerous variables coupled with local knowledge to optimize the risk-based planning and scheduling of work.

Revenue Requirements and Rate Impacts

Rule 25-6.030(3)(g): An estimate of the annual jurisdictional revenue requirements for each year of the Storm Protection Plan.

Estimated Annual Jurisdictional Revenue Requirements for Each Year of the Storm Protection Plan										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
($ Millions)	$ 316.6	$ 422.7	$ 501.4	$ 578.0	$ 650.5	$ 720.0	$ 789.2	$ 855.4	$ 920.2	$ 983.5

Note: The 2026 figure reflects the over-recovery from prior periods as reported in DEF's amended 2026 SPPCRC projection filing.

Rule 25-6.030(3)(h): An estimate of rate impacts for each of the first three years of the Storm Protection Plan for the utility's typical residential, commercial, and industrial customers.

Estimated SPP Rate Impacts Residential $/1,000 kWh	2026	2027	2028
(1) Typical Residential % Increase from prior year Bill	0.8%	1.8%	1.3%
(2) Typical Commercial % Increase from prior year Bill	0.7%-0.8%	1.5%-1.9%	1.1%-1.4%
(3) Typical Industrial % Increase from prior year Bill	0.7%-1.6%	1.1%-1.9%	1.1%-1.6%

Note: Residential Rate is based on $/1,000 kWh