Matthew R. Bernier
Associate General Counsel

March 13, 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

Dear Mr. Teitzman:

On behalf of Duke Energy Florida, LLC ("DEF"), please find enclosed for electronic filing in the above referenced docket, Corrected Exhibit BML-1 to the direct testimony of Brian Lloyd.

Corrected Exhibit BML-1 includes the proposed 2026 Project list for the proposed Transmission Insulator subprogram which was inadvertently omitted from the January 15, 2025, filing. *See* Page 45 of 56. Corrected Exhibit BML-1 also includes DEF's revision to the Estimated SPP Rate Impacts, *see* Page 56 of 56 which was previously submitted on February 5, 2025. For ease of reference, all 56 pages of Exhibit No. (BML-1) are being resubmitted.

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
Enclosure

# 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 5th day of February, 2025, to all parties of record as indicated below.

*/s/ Matthew R. Bernier*
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DUKE ENERGY FLORIDA

# Storm Protection Plan

## Program Descriptions

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# 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storm hardening activities since the 2006 adoption of the Storm Hardening Rule (Rule 25-6.0342, F.A.C., since repealed, due to the adoption of § 366.96, Fla.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 $8M 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 | $164,524,855 | $220,865,806 | $230,882,047 |
| Feeder Hardening | $138,002,655 | $193,992,300 | $201,603,828 |
| Capital | $137,894,505 | $193,840,272 | $201,445,836 |
| O&M | $ 108,150 | $ 152,028 | $ 157,992 |
| Total Units | 105 | 144 | 146 |
| Pole Inspection/Replacement | $ 26,522,200 | $ 26,873,506 | $ 29,278,219 |
| Capital | $ 25,898,725 | $ 26,248,000 | $ 28,646,163 |
| O&M | $ 623,475 | $ 625,506 | $ 632,056 |
| Total Units | 2,275 | 2,250 | 2,400 |

## 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 $8M 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 |
|---|---|---|---|---|---|---|
| ALTAMONTE_BANK01 - M572 | 4.16 | 1,856 | 5,463,249 | 4,285 | 1/2/2026 | 6/30/2027 |
| ALTAMONTE_BANK02 - M578 | 4.44 | 1,809 | 5,830,968 | 4,573 | 1/2/2026 | 9/30/2027 |
| ALTAMONTE_BANK02 - M579 | 3.8 | 2,079 | 4,990,468 | 3,914 | 1/2/2026 | 12/15/2026 |
| BAYBORO SOUTH_BANK01 - X9 | 4.11 | 2,347 | 5,397,585 | 4,233 | 1/2/2026 | 12/15/2026 |
| BAYBORO SOUTH_BANK01 - X21 | 5.02 | 2,623 | 6,592,671 | 5,171 | 1/2/2026 | 12/15/2026 |
| EAST CLEARWATER_BANK01 - C901 | 1.8 | 1,314 | 2,363,906 | 1,854 | 1/2/2026 | 12/15/2026 |
| EATONVILLE_BANK03 - M1139 | 4.96 | 1,631 | 6,513,874 | 5,109 | 1/2/2026 | 3/31/2027 |
| HAINES CITY_BANK01 - K18 | 4.12 | 1,892 | 5,410,718 | 4,244 | 1/2/2026 | 12/15/2026 |
| HAINES CITY_BANK01 - K21 | 5.8 | 3,330 | 7,617,030 | 5,974 | 1/2/2026 | 12/15/2027 |
| HAINES CITY_BANK02 - K16 | 4.39 | 1,046 | 5,765,304 | 4,522 | 1/2/2026 | 9/30/2027 |
| HAINES CITY_BANK02 - K17 | 6.12 | 2,527 | 8,037,280 | 6,304 | 1/2/2026 | 12/15/2027 |
| JASPER SOUTH_BANK02 - N192 | 3.1 | 1,037 | 4,071,171 | 3,193 | 1/2/2026 | 12/15/2026 |
| JASPER SOUTH_BANK02 - N191 | 4 | 850 | 5,253,124 | 4,120 | 1/2/2026 | 3/31/2027 |
| KELLER ROAD_BANK01 - M3 | 0.12 | 50 | 157,594 | 124 | 1/2/2026 | 12/15/2026 |
| LAKE BRYAN_BANK02 - K239 | 1.02 | 907 | 1,339,547 | 1,051 | 1/2/2026 | 12/15/2026 |
| LAKE BRYAN_BANK03 - K230 | 0.19 | 32 | 249,523 | 196 | 1/2/2026 | 12/15/2026 |
| LAKE PLACID_BANK01 - K758 | 5.41 | 1,398 | 7,104,850 | 5,572 | 1/2/2026 | 12/15/2026 |
| LAKE PLACID_BANK01 - K757 | 4.97 | 995 | 6,527,007 | 5,119 | 1/2/2026 | 9/30/2027 |
| LAKE PLACID_BANK02 - K1066 | 4.09 | 1,457 | 5,371,319 | 4,213 | 1/2/2026 | 6/30/2027 |
| MADISON_BANK02 - N1 | 5.96 | 1,225 | 7,827,155 | 6,139 | 1/2/2026 | 12/15/2027 |
| SILVER SPRINGS SHORES_BANK02 - A128 | 1.3 | 25 | 1,707,265 | 1,339 | 1/2/2026 | 12/15/2026 |
| SIXTEENTH STREET_BANK01 - X45 | 3.8 | 2,071 | 4,990,468 | 3,914 | 1/2/2026 | 12/15/2026 |
| SIXTEENTH STREET_BANK02 - X46 | 3.86 | 2,836 | 5,069,265 | 3,976 | 1/2/2026 | 12/15/2026 |
| SUN N LAKES_BANK02 - K1137 | 1.99 | 33 | 2,613,429 | 2,050 | 1/2/2026 | 12/15/2026 |
| SUNFLOWER_BANK01 - W0470 | 1.2 | 2,087 | 1,575,937 | 1,236 | 1/2/2026 | 12/15/2026 |
| UCF_BANK01 - W1013 | 1.56 | 988 | 2,048,718 | 1,607 | 1/2/2026 | 12/15/2026 |
| MAXIMO_BANK03 - X142 | 2.03 | 2,621 | 2,665,960 | 2,091 | 1/2/2026 | 12/15/2026 |
| DUNEDIN - C102 | 2.34 | 1,606 | 3,073,078 | 2,410 | 1/2/2026 | 12/15/2026 |
| FORTIETH STREET_BANK02 - X84 | 2.81 | 2,181 | 3,690,320 | 2,894 | 1/2/2026 | 12/15/2026 |
| FORTIETH STREET_BANK02 - X85 | 3.09 | 1,045 | 4,058,038 | 3,183 | 1/2/2026 | 12/15/2026 |
| LARGO - J406 | 3.44 | 2042 | 4,517,681 | 3,543 | 1/2/2026 | 12/15/2026 |

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 - FEEDER HARDENING POLE REPLACEMENTS**

| LOCATION | Unit Count | Customer Count | Capital Cost | O&M Cost | Start Date | Finish Date |
|---|---|---|---|---|---|---|
| BUENA VISTA | 159 | 158,538 | 1,767,921 | 1,431 | 1/2/2026 | 12/15/2026 |
| CLEARWATER | 320 | 148,422 | 3,558,080 | 2,880 | 1/2/2026 | 12/15/2026 |
| DELAND | 263 | 91,841 | 2,924,297 | 2,367 | 1/2/2026 | 12/15/2026 |
| HIGHLANDS | 27 | 57,774 | 300,213 | 243 | 1/2/2026 | 12/15/2026 |
| JAMESTOWN | 14 | 146,108 | 155,666 | 126 | 1/2/2026 | 12/15/2026 |
| LAKE WALES | 363 | 148,811 | 4,036,197 | 3,267 | 1/2/2026 | 12/15/2026 |
| LONGWOOD | 54 | 96,080 | 600,426 | 486 | 1/2/2026 | 12/15/2026 |
| MONTICELLO | 301 | 60,125 | 3,346,819 | 2,709 | 1/2/2026 | 12/15/2026 |
| OCALA | 298 | 94,307 | 3,313,462 | 2,682 | 1/2/2026 | 12/15/2026 |
| SE ORLANDO | 55 | 102,974 | 611,545 | 495 | 1/2/2026 | 12/15/2026 |
| ST. PETERSBURG | 27 | 183,237 | 300,213 | 243 | 1/2/2026 | 12/15/2026 |
| WALSINGHAM | 231 | 155,414 | 2,568,489 | 2,079 | 1/2/2026 | 12/15/2026 |
| WINTER GARDEN | 163 | 91,089 | 1,812,397 | 1,467 | 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 | 1,051 | 158,538 | 42,040 | 42,040 | 1/2/2026 | 12/15/2026 |
| CLEARWATER | 2122 | 148,422 | 84,880 | 84,880 | 1/2/2026 | 12/15/2026 |
| DELAND | 1743 | 91,841 | 69,720 | 69,720 | 1/2/2026 | 12/15/2026 |
| HIGHLANDS | 178 | 57,774 | 7,120 | 7,120 | 1/2/2026 | 12/15/2026 |
| JAMESTOWN | 90 | 146,108 | 3,600 | 3,600 | 1/2/2026 | 12/15/2026 |
| LAKE WALES | 2405 | 148,811 | 96,200 | 96,200 | 1/2/2026 | 12/15/2026 |
| LONGWOOD | 355 | 96,080 | 14,200 | 14,200 | 1/2/2026 | 12/15/2026 |
| MONTICELLO | 1996 | 60,125 | 79,840 | 79,840 | 1/2/2026 | 12/15/2026 |
| OCALA | 1973 | 94,307 | 78,920 | 78,920 | 1/2/2026 | 12/15/2026 |
| SE ORLANDO | 366 | 102,974 | 14,640 | 14,640 | 1/2/2026 | 12/15/2026 |
| ST. PETERSBURG | 180 | 183,237 | 7,200 | 7,200 | 1/2/2026 | 12/15/2026 |
| WALSINGHAM | 1531 | 155,414 | 61,240 | 61,240 | 1/2/2026 | 12/15/2026 |
| WINTER GARDEN | 1085 | 91,089 | 43,400 | 43,400 | 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 of residential customers that would be candidates for Undergrounding due to section of line and service in heavily vegetated areas.*

*Figure 2: Section of lines that runs through backlot and heavily vegetated areas that is 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 off 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 of 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 $26M 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** | **$249,945,453** | **$304,823,403** | **$298,710,167** |
| **Lateral Hardening** | $ 188,454,733 | $ 236,039,609 | $ 222,945,192 |
| Capital | $ 187,830,707 | $ 235,214,477 | $ 222,169,926 |
| O&M | $ 624,026 | $ 825,132 | $ 775,266 |
| Total Units | 122 | 142 | 132 |
| **Pole Inspection/Replacement** | $ 61,490,720 | $ 68,783,794 | $ 75,764,975 |
| Capital | $ 59,853,560 | $ 67,131,750 | $ 74,067,375 |
| O&M | $ 1,637,160 | $ 1,652,044 | $ 1,697,600 |
| Total Units | 5,240 | 5,750 | 6,200 |

## 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 $26M 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 |
|---|---|---|---|---|---|---|
| ALTAMONTE_BANK01 - M572 | 3.94 | 1,856 | 3,684,121 | 2,888 | 1/2/2026 | 12/15/2026 |
| ALTAMONTE_BANK01 - M573 | 2.16 | 685 | 2,019,721 | 1,583 | 1/2/2026 | 12/15/2026 |
| ALTAMONTE_BANK02 - M578 | 5.26 | 1,809 | 4,918,395 | 3,856 | 1/2/2026 | 3/31/2027 |
| ALTAMONTE_BANK02 - M575 | 0.28 | 324 | 261,816 | 205 | 1/2/2026 | 12/15/2026 |
| BAY RIDGE_BANK01 - M453 | 5.58 | 1,675 | 5,217,612 | 4,090 | 1/2/2026 | 12/15/2027 |
| BAYBORO SOUTH_BANK01 - X9 | 5.52 | 2,347 | 5,161,509 | 4,046 | 1/2/2026 | 3/31/2027 |
| BAYBORO SOUTH_BANK01 - X21 | 5.39 | 2,623 | 5,039,952 | 3,951 | 1/2/2026 | 3/31/2027 |
| BEACON HILL_BANK02 - N527 | 4.01 | 1,563 | 3,749,575 | 2,939 | 1/2/2026 | 12/15/2026 |
| BEACON HILL_BANK02 - N515 | 0.91 | 458 | 850,901 | 667 | 1/2/2026 | 12/15/2026 |
| EAST CLEARWATER_BANK01 - C901 | 0.18 | 1,314 | 168,310 | 132 | 1/2/2026 | 12/15/2026 |
| EATONVILLE_BANK03 - M1138 | 3.62 | 471 | 3,384,903 | 2,653 | 1/2/2026 | 12/15/2026 |
| FERN PARK_BANK01 - M907 | 1.1 | 1,292 | 1,028,562 | 806 | 1/2/2026 | 12/15/2026 |
| FERN PARK_BANK01 - M909 | 2.08 | 793 | 1,944,916 | 1,525 | 1/2/2026 | 12/15/2026 |
| HAINES CITY_BANK01 - K18 | 2.23 | 1,892 | 2,085,175 | 1,635 | 1/2/2026 | 12/15/2026 |
| HAINES CITY_BANK02 - K16 | 0.55 | 1,046 | 514,281 | 403 | 1/2/2026 | 12/15/2026 |
| LAKE BRYAN_BANK02 - K238 | 0.1 | 902 | 93,506 | 73 | 1/2/2026 | 12/15/2026 |
| LAKE BRYAN_BANK02 - K244 | 0.55 | 2,402 | 514,281 | 403 | 1/2/2026 | 12/15/2026 |
| LAKE PLACID_BANK01 - K758 | 3.23 | 1,398 | 3,020,231 | 2,368 | 1/2/2026 | 12/15/2026 |
| LAKE PLACID_BANK02 - K1066 | 4.52 | 1,457 | 4,226,453 | 3,313 | 1/2/2026 | 12/15/2026 |
| SILVER SPRINGS SHORES_BANK02 - A128 | 1.54 | 25 | 1,439,986 | 1,129 | 1/2/2026 | 12/15/2026 |
| SIXTEENTH STREET_BANK01 - X43 | 1.71 | 1,328 | 1,598,946 | 1,253 | 1/2/2026 | 12/15/2026 |
| SUN N LAKES_BANK02 - K1137 | 0.35 | 33 | 327,270 | 257 | 1/2/2026 | 12/15/2026 |
| UCF_BANK01 - W1012 | 1.13 | 2,486 | 1,056,613 | 828 | 1/2/2026 | 12/15/2026 |
| ULMERTON WEST_BANK01 - J680 | 1.95 | 695 | 1,823,359 | 1,429 | 1/2/2026 | 12/15/2026 |
| MAXIMO_BANK03 - X142 | 1.7 | 2,621 | 1,589,595 | 1,246 | 1/2/2026 | 12/15/2026 |
| DUNEDIN - C102 | 3.43 | 1,606 | 3,207,242 | 2,514 | 1/2/2026 | 12/15/2026 |
| FORTIETH STREET_BANK02 - X84 | 5.92 | 2,181 | 5,535,532 | 4,339 | 1/2/2026 | 9/30/2027 |
| FORTIETH STREET_BANK02 - X85 | 5.01 | 1,045 | 4,684,631 | 3,672 | 1/2/2026 | 12/15/2026 |
| LARGO - J406 | 3.05 | 2,042 | 2,851,923 | 2,236 | 1/2/2026 | 12/15/2026 |

**DUKE ENERGY FLORIDA 2026 PLANNED PROJECTS - LATERAL HARDENING UNDERGROUND**

| LOCATION | Unit Count | Customer Count | Capital Cost | O&M Cost | Start Date | Finish Date |
|---|---|---|---|---|---|---|
| DELAND - W0805 | 1.08 | 1,269 | 2,779,953 | 13,622 | 7/12/2022 | 5/31/2028 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **DELAND - W0806** | 0.85 | 1,624 | 2,187,926 | 10,721 | 1/6/2023 | 5/31/2028 |
| **DELAND - W0807** | 1.18 | 1,449 | 3,037,357 | 14,883 | 5/17/2022 | 5/31/2028 |
| **DELAND - W0808** | 0.23 | 1,829 | 592,027 | 2,901 | 7/25/2022 | 5/31/2028 |
| **DELAND - W0809** | 0.67 | 891 | 1,724,601 | 8,451 | 2/15/2024 | 5/31/2028 |
| **DELAND EAST - W1103** | 0.07 | 1,710 | 180,182 | 883 | 6/8/2022 | 3/31/2026 |
| **DELAND EAST - W1105** | 0.18 | 1,297 | 463,326 | 2,270 | 11/21/2022 | 3/31/2026 |
| **DELAND EAST - W1109** | 0.03 | 759 | 77,221 | 378 | 11/21/2022 | 3/31/2026 |
| **MAITLAND - PHASE 2 - W0079** | 1.02 | 1,269 | 2,625,512 | 12,865 | 7/31/2023 | 9/2/2029 |
| **MAITLAND - PHASE 2 - M80** | 1.12 | 1,441 | 2,882,915 | 14,127 | 1/2/2026 | 9/2/2029 |
| **MAITLAND - PHASE 2 - M82** | 0.15 | 602 | 386,105 | 1,892 | 1/2/2026 | 9/2/2029 |
| **MAITLAND - PHASE 2 - W0086** | 0.72 | 386 | 1,853,302 | 9,081 | 1/2/2026 | 9/2/2029 |
| **ECON - W0320** | 0.08 | 2,844 | 205,922 | 1,009 | 1/2/2026 | 6/11/2027 |
| **ECON - W0321** | 0.51 | 1,401 | 1,312,756 | 6,433 | 1/2/2026 | 6/11/2027 |
| **LAKE ALOMA - W0151** | 0.45 | 1,720 | 1,158,314 | 5,676 | 1/2/2026 | 7/1/2027 |
| **FIFTY FIRST STREET - X102** | 8.79 | 4,103 | 22,625,732 | 110,868 | 10/6/2022 | 12/30/2027 |
| **CLEARWATER - C11** | 0.78 | 1,154 | 2,007,744 | 9,838 | 1/2/2026 | 12/30/2027 |
| **CLEARWATER - C12** | 0.23 | 1,236 | 592,027 | 2,901 | 1/2/2026 | 12/30/2027 |
| **CROSS BAYOU - J143** | 3.34 | 1,320 | 8,597,264 | 42,127 | 1/2/2026 | 12/30/2027 |
| **OAKHURST - J224** | 8.62 | 2,348 | 22,188,147 | 108,724 | 1/2/2026 | 12/30/2027 |
| **VINOY - X70** | 4.34 | 2,019 | 11,171,295 | 54,740 | 1/2/2026 | 12/30/2027 |
| **PORT RICHEY WEST - C202** | 0.07 | 2,237 | 180,182 | 883 | 8/30/2022 | 3/31/2026 |
| **SEVEN SPRINGS - C4501** | 0.07 | 2,302 | 180,182 | 883 | 1/2/2025 | 9/30/2026 |
| **CURLEW - C4973** | 0.13 | 1,838 | 334,624 | 1,640 | 1/2/2025 | 9/30/2026 |
| **CURLEW - C4976** | 0.03 | 2,222 | 77,221 | 378 | 1/2/2025 | 9/30/2026 |
| **CURLEW - C4985** | 0.23 | 1,304 | 592,027 | 2,901 | 1/2/2025 | 9/30/2026 |
| **CURLEW - C4987** | 0.03 | 906 | 77,221 | 378 | 1/2/2025 | 9/30/2026 |
| **CURLEW - C4989** | 0.6 | 2,274 | 1,544,419 | 7,568 | 1/2/2025 | 9/30/2026 |
| **CURLEW - C4990** | 0.34 | 1,698 | 875,171 | 4,288 | 1/2/2025 | 9/30/2026 |
| **CURLEW - C4991** | 0.51 | 2,111 | 1,312,756 | 6,433 | 1/2/2025 | 9/30/2026 |
| **BOGGY MARSH - K957** | 0.15 | 2,972 | 386,105 | 1,892 | 1/2/2025 | 4/26/2027 |
| **BOGGY MARSH - K959** | 0.2 | 976 | 514,806 | 2,523 | 1/2/2025 | 4/26/2027 |
| **CENTRAL PARK - K495** | 4.03 | 1,026 | 10,373,345 | 50,830 | 1/2/2025 | 5/3/2027 |
| **CENTRAL PARK - W0497** | 0.06 | 62 | 154,442 | 757 | 1/2/2025 | 5/3/2027 |
| **BAY HILL - K67** | 0.08 | 1,914 | 205,922 | 1,009 | 1/2/2025 | 4/26/2027 |
| **BAY HILL - K68** | 0.39 | 1,870 | 1,003,872 | 4,919 | 1/2/2025 | 4/26/2027 |
| **BAY HILL - K73** | 0.07 | 898 | 180,182 | 883 | 1/2/2025 | 4/26/2027 |
| **BAY HILL - K76** | 0.3 | 833 | 772,209 | 3,784 | 1/2/2025 | 4/26/2027 |
| **SKY LAKE - W0363** | 0.34 | 2,160 | 875,171 | 4,288 | 1/2/2025 | 3/31/2028 |
| **SKY LAKE - W0365** | 0.77 | 2,615 | 1,982,004 | 9,712 | 1/2/2025 | 3/31/2028 |
| **SKY LAKE - W0366** | 1 | 965 | 2,574,031 | 12,613 | 1/2/2025 | 3/31/2028 |
| **SKY LAKE - W0367** | 0.02 | 219 | 51,481 | 252 | 1/2/2025 | 3/31/2028 |
| **SKY LAKE - W0368** | 0.44 | 1,266 | 1,132,574 | 5,550 | 1/2/2025 | 3/31/2028 |
| **RIO PINAR - W0968** | 0.11 | 3,514 | 283,143 | 1,387 | 1/2/2025 | 4/26/2027 |
| **RIO PINAR - W0970** | 0.48 | 3,002 | 1,235,535 | 6,054 | 1/2/2025 | 4/26/2027 |
| **RIO PINAR - W0975** | 0.11 | 3,483 | 283,143 | 1,387 | 1/2/2025 | 4/26/2027 |

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 | 73 | 158,538 | 811,687 | 657 | 1/2/2026 | 12/15/2026 |
| CLEARWATER | 758 | 148,422 | 8,428,202 | 6,822 | 1/2/2026 | 12/15/2026 |
| DELAND | 581 | 91,841 | 6,460,139 | 5,229 | 1/2/2026 | 12/15/2026 |
| HIGHLANDS | 192 | 57,774 | 2,134,848 | 1,728 | 1/2/2026 | 12/15/2026 |
| JAMESTOWN | 30 | 146,108 | 333,570 | 270 | 1/2/2026 | 12/15/2026 |
| LAKE WALES | 783 | 148,811 | 8,706,177 | 7,047 | 1/2/2026 | 12/15/2026 |
| LONGWOOD | 62 | 96,080 | 689,378 | 558 | 1/2/2026 | 12/15/2026 |
| MONTICELLO | 962 | 60,125 | 10,696,478 | 8,658 | 1/2/2026 | 12/15/2026 |
| OCALA | 1032 | 94,307 | 11,474,808 | 9,288 | 1/2/2026 | 12/15/2026 |
| SE ORLANDO | 114 | 102,974 | 1,267,566 | 1,026 | 1/2/2026 | 12/15/2026 |
| ST. PETERSBURG | 151 | 183,237 | 1,678,969 | 1,359 | 1/2/2026 | 12/15/2026 |
| WALSINGHAM | 388 | 155,414 | 4,314,172 | 3,492 | 1/2/2026 | 12/15/2026 |
| WINTER GARDEN | 114 | 91,089 | 1,267,566 | 1,026 | 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 | 550 | 158,538 | 22,000 | 22,000 | 1/2/2026 | 12/15/2026 |
| CLEARWATER | 5750 | 148,422 | 230,000 | 230,000 | 1/2/2026 | 12/15/2026 |
| DELAND | 4408 | 91,841 | 176,320 | 176,320 | 1/2/2026 | 12/15/2026 |
| HIGHLANDS | 1458 | 57,774 | 58,320 | 58,320 | 1/2/2026 | 12/15/2026 |
| JAMESTOWN | 225 | 146,108 | 9,000 | 9,000 | 1/2/2026 | 12/15/2026 |
| LAKE WALES | 5938 | 148,811 | 237,520 | 237,520 | 1/2/2026 | 12/15/2026 |
| LONGWOOD | 469 | 96,080 | 18,760 | 18,760 | 1/2/2026 | 12/15/2026 |
| MONTICELLO | 7301 | 60,125 | 292,040 | 292,040 | 1/2/2026 | 12/15/2026 |
| OCALA | 7825 | 94,307 | 313,000 | 313,000 | 1/2/2026 | 12/15/2026 |
| SE ORLANDO | 865 | 102,974 | 34,600 | 34,600 | 1/2/2026 | 12/15/2026 |
| ST. PETERSBURG | 1142 | 183,237 | 45,680 | 45,680 | 1/2/2026 | 12/15/2026 |
| WALSINGHAM | 2945 | 155,414 | 117,800 | 117,800 | 1/2/2026 | 12/15/2026 |
| WINTER GARDEN | 874 | 91,089 | 34,960 | 34,960 | 1/2/2026 | 12/15/2026 |

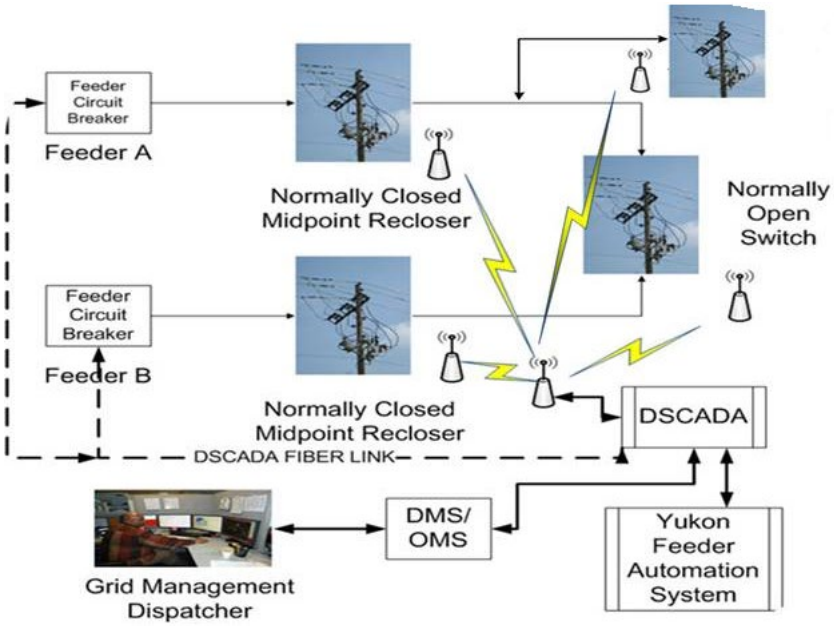
# Self-Optimizing Grid – SOG

## 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** | **$115,437,821** | **$ -** | **$ -** |
| **Automation** | $ 58,922,448 | $ - | $ - |
| Capital | $ 58,635,408 | $ - | $ - |
| O&M | $ 287,040 | $ - | $ - |
| Total Units | 624 | 0 | 0 |
| **Connectivity & Capacity** | $ 56,515,373 | $ - | $ - |
| Capital | $ 56,471,083 | $ - | $ - |
| O&M | $ 44,290 | $ - | $ - |

## Cost Benefit Comparison

Costs from 2026 through 2028 are approximately $115M Capital and $0.3M 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 |
|---|---|---|---|---|---|---|
| FROSTPROOF - K101 | 6 | 2,728 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| CROOKED LAKE - K1771 | 2 | 1,092 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| WEST LAKE WALES - K866 | 2 | 1,249 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| CROOKED LAKE - K1772 | 3 | 940 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| LAKE WALES - K56 | 1 | 370 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| DELTONA EAST - W0123 | 5 | 2,299 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| CASSADAGA - W0516 | 2 | 1,625 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| CASSADAGA - W0523 | 1 | 814 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| BITHLO - W0956 | 4 | 2,260 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| BITHLO - W0951 | 4 | 1,676 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| BITHLO - W0955 | 5 | 1,487 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| BITHLO - W0952 | 1 | 818 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| UCF - W1012 | 6 | 2,486 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| SUNFLOWER - W0475 | 5 | 2,760 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| UCF NORTH - W0992 | 5 | 2,301 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| EAST ORANGE - W0265 | 4 | 2,039 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| SUNFLOWER - W0472 | 4 | 1,787 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| UCF - W1018 | 2 | 1,026 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| UCF - W1013 | 3 | 988 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| UCF - W1015 | 3 | 130 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| HUNTERS CREEK - K40 | 5 | 2,190 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| HUNTERS CREEK - K48 | 4 | 1,811 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| HUNTERS CREEK - K43 | 4 | 1,598 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| MIDWAY - K1475 | 6 | 2,909 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| MIDWAY - K1473 | 5 | 2,478 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **POINCIANA NORTH - K631** | 4 | 2,198 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **POINCIANA - K1237** | 4 | 2,383 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **MIDWAY - K1472** | 3 | 2,026 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **POINCIANA - K1556** | 3 | 1,745 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **POINCIANA - K1509** | 5 | 1,676 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| **POINCIANA NORTH - K629** | 2 | 1,545 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **MONTICELLO - N67** | 2 | 1,643 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **MONTICELLO - N69** | 2 | 1,317 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **WAUKEENAH - N65** | 1 | 550 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **MONTICELLO - N66** | 1 | 731 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **WAUKEENAH - N64** | 6 | 698 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| **MONTICELLO - N68** | 1 | 318 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **BAYVIEW - C654** | 4 | 3,431 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **BAYVIEW - C657** | 6 | 2,835 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| **LARGO - J403** | 3 | 2,633 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **TRI-CITY - J5032** | 5 | 2,895 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| **TRI-CITY - J5036** | 6 | 2,397 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| **ZEPHYRHILLS - C855** | 7 | 2,962 | 657,769 | 3,220 | 1/2/2026 | 12/15/2026 |
| **ZEPHYRHILLS - C851** | 6 | 3,002 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| **ZEPHYRHILLS NORTH - C340** | 5 | 2,901 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| **ZEPHYRHILLS NORTH - C341** | 5 | 2,582 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| **ZEPHYRHILLS NORTH - C345** | 2 | 1,588 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **ZEPHYRHILLS - C852** | 3 | 484 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **BEVERLY HILLS - A75** | 4 | 2,149 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **BEVERLY HILLS - A72** | 4 | 1,783 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **BEVERLY HILLS - A74** | 2 | 1,625 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **HOLDER - A47** | 3 | 1,718 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **BEVERLY HILLS - A73** | 3 | 1,451 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **PERRY NORTH - N14** | 2 | 1,704 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **PERRY - N9** | 2 | 1,136 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **PERRY - N10** | 1 | 1,093 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **PERRY - N7** | 1 | 1,049 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **PERRY NORTH - N15** | 2 | 1,013 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **PERRY - N8** | 1 | 389 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **DUNNELLON TOWN - A68** | 4 | 2,480 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **INDIAN PASS - N556** | 3 | 2,272 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **BEACON HILL - N527** | 1 | 1,563 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **PORT ST. JOE - N53** | 1 | 1,318 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **PORT ST. JOE - N52** | 1 | 821 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **PORT ST. JOE - N54** | 1 | 791 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **PORT ST. JOE IND. - N202** | 2 | 1,152 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **MADISON - N3** | 2 | 1,568 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **MADISON - N2** | 1 | 921 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **MADISON - N4** | 1 | 337 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **CIRCLE SQUARE - A251** | 7 | 2,702 | 657,769 | 3,220 | 1/2/2026 | 12/15/2026 |
| **CIRCLE SQUARE - A250** | 8 | 2,863 | 751,736 | 3,680 | 1/2/2026 | 12/15/2026 |

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|---|---|---|---|---|---|---|
| **CIRCLE SQUARE - A253** | 4 | 1,866 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **HERNANDO AIRPORT - A431** | 4 | 2,781 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **TANGERINE - A264** | 3 | 1,078 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **TANGERINE - A263** | 1 | 897 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **HERNANDO AIRPORT - A430** | 4 | 453 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **ANCLOTE - C4206** | 4 | 2,462 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **ELFERS - C953** | 3 | 1,939 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **ELFERS - C954** | 1 | 1,356 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **BROOKSVILLE - A95** | 3 | 1,768 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **BROOKSVILLE - A96** | 2 | 1,696 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **TANGERINE - A262** | 2 | 1,671 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **BROOKSVILLE - A97** | 2 | 1,554 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **BROOKSVILLE - A98** | 2 | 1,477 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **DENHAM - C152** | 6 | 3,119 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| **MORGAN RD - C55** | 5 | 2,403 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| **MORGAN RD - C53** | 5 | 2,249 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| **DENHAM - C157** | 2 | 1,896 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **DENHAM - C151** | 4 | 1,678 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **DENHAM - C156** | 4 | 1,594 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **MORGAN RD - C54** | 3 | 1,244 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **MORGAN RD - C52** | 8 | 1,365 | 751,736 | 3,680 | 1/2/2026 | 12/15/2026 |
| **MORGAN RD - C56** | 2 | 1,070 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **MORGAN RD - C57** | 2 | 1,591 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **INVERNESS - A82** | 3 | 1,958 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **INVERNESS - A81** | 2 | 1,772 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **INVERNESS - A84** | 1 | 1,296 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **INVERNESS - A85** | 3 | 1,010 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **ADAMS - A199** | 2 | 1,527 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **DUNNELLON TOWN - A69** | 1 | 1,130 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **DUNNELLON TOWN - A70** | 1 | 1,408 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **RAINBOW SPRINGS - A368** | 1 | 1,400 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **DUNNELLON TOWN - A71** | 1 | 1,082 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **RAINBOW SPRINGS - A369** | 1 | 1,147 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **GEORGIA PACIFIC - A45** | 4 | 1,425 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **ZUBER - A205** | 1 | 1,122 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **ZUBER - A202** | 2 | 751 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **LAND O LAKES - C148** | 9 | 2,853 | 845,703 | 4,140 | 1/2/2026 | 12/15/2026 |
| **LAND O LAKES - C141** | 7 | 2,190 | 657,769 | 3,220 | 1/2/2026 | 12/15/2026 |
| **ODESSA - C4322** | 8 | 3,684 | 751,736 | 3,680 | 1/2/2026 | 12/15/2026 |
| **ODESSA - C4318** | 7 | 1,855 | 657,769 | 3,220 | 1/2/2026 | 12/15/2026 |
| **EATONVILLE - M1135** | 6 | 2,651 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| **SPRING LAKE - M669** | 4 | 2,011 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **PIEDMONT - M474** | 3 | 2,040 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **PIEDMONT - M473** | 3 | 1,706 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **LOCKHART - M412** | 3 | 1,809 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **PIEDMONT - M472** | 2 | 1,539 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |

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|---|---|---|---|---|---|---|
| **SUN-N-LAKES - K1136** | 5 | 2,336 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| **LAKEWOOD - K1706** | 3 | 2,047 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **SUN-N-LAKES - K1135** | 3 | 2,011 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **SUN-N-LAKES - K1297** | 3 | 1,383 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **SUN-N-LAKES - K1300** | 2 | 1,289 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **LAKEWOOD - K1705** | 2 | 1,107 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **DESOTO CITY - K3222** | 2 | 527 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **MINNEOLA - K949** | 4 | 2,518 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **MINNEOLA - K946** | 3 | 1,607 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **EUSTIS - M504** | 4 | 1,414 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **EUSTIS SOUTH - M1059** | 2 | 1,750 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **EUSTIS - M499** | 3 | 1,630 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **EUSTIS - M503** | 2 | 1,444 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **EUSTIS SOUTH - M1055** | 2 | 1,473 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **EUSTIS - M501** | 2 | 1,732 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **EUSTIS SOUTH - M1054** | 1 | 756 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **LEISURE LAKES - K1415** | 4 | 2,145 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **LAKE PLACID NORTH - K24** | 2 | 951 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **DESOTO CITY - K3221** | 4 | 329 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **CHAMPIONS GATE - K1764** | 4 | 2,056 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **LAKE WILSON - K881** | 3 | 2,587 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **LAKE WILSON - K881/K880** | 5 | 2,587 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| **BAY RIDGE - M451** | 3 | 1,078 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **BAY RIDGE - M453** | 2 | 1,675 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **WELCH ROAD - M548** | 3 | 1,723 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **WELCH ROAD - M545** | 3 | 1,129 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **BAY RIDGE - M447** | 2 | 1,317 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **WOLF LAKE - M564** | 2 | 1,063 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **BAY RIDGE - M445** | 1 | 1,716 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **KELLY PARK - M822** | 1 | 453 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **LAKE OF THE HILLS - K1885** | 1 | 1,353 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **CYPRESSWOOD - K561** | 2 | 1,167 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **COUNTRY OAKS - K1443** | 2 | 1,157 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **DUNDEE - K3246** | 1 | 446 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **LISBON - M1519** | 4 | 2,052 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **LISBON - M1518** | 4 | 1,875 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **LISBON - M1520** | 2 | 1,903 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **UMATILLA - M4407** | 4 | 2,312 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **UMATILLA - M4405** | 2 | 790 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **COLEMAN - A105** | 5 | 301 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| **EAGLES NEST - A228** | 3 | 1,727 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **BELLEVIEW - A3** | 4 | 542 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **WILDWOOD - A395** | 4 | 3,022 | 375,868 | 1,840 | 1/2/2026 | 12/15/2026 |
| **LAKE WEIR - A61** | 3 | 1,743 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **TRENTON - A90** | 2 | 1,261 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **EAST CLEARWATER - C903** | 2 | 559 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |

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|---|---|---|---|---|---|---|
| **ELFERS - C951** | 3 | 1,577 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **EAST LAKE WALES - K1032** | 3 | 1,602 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **FOUR CORNERS - K1407** | 2 | 174 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **WORLD GATEWAY - K187** | 2 | 645 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **LAKE BRYAN - K230** | 3 | 32 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **LAKE BRYAN - K239** | 1 | 907 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **LAKE BRYAN - K240** | 2 | 1,111 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **OKAHUMPKA - K284** | 3 | 1,627 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **CYPRESSWOOD - K317** | 1 | 992 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **GROVELAND - K673** | 3 | 1,645 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **CLARCONA - M339** | 1 | 679 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **LAKE EMMA - M424** | 1 | 1,027 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **WELCH ROAD - M543** | 2 | 1,192 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **PLYMOUTH - M704** | 2 | 980 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **SUNFLOWER - W0469** | 6 | 1,253 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| **MAGNOLIA RANCH - W0504** | 6 | 3,036 | 563,802 | 2,760 | 1/2/2026 | 12/15/2026 |
| **HIGHBANKS - W0751** | 1 | 1,767 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **BARBERVILLE - W0902** | 3 | 1,516 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **DISSTON - X61** | 1 | 1,009 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **WELCH ROAD - M542** | 1 | 1,768 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **PIEDMONT - M475** | 1 | 1,508 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **WELCH ROAD - M550** | 2 | 1,616 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **PLYMOUTH - M707** | 1 | 1,726 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **APOPKA SOUTH - M725** | 2 | 1,695 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **APOPKA SOUTH - M721** | 1 | 1,559 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **ZELLWOOD - M32** | 1 | 1,099 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **PIEDMONT - M478** | 1 | 1,929 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **BROOKER CREEK - C5404** | 2 | 2,813 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **CURLEW - C4976** | 2 | 2,222 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **BROOKER CREEK - C5406** | 2 | 2,180 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **CURLEW - C4972** | 2 | 1,848 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **BROOKER CREEK - C5405** | 2 | 1,343 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **BROOKER CREEK - C5400** | 2 | 1,061 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **CITRUS HILLS - A284** | 1 | 1,027 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **CITRUS HILLS - A286** | 1 | 1,669 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **TURNER PLANT - W0761** | 1 | 1,977 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **DELTONA - W4558** | 1 | 1,566 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **EUSTIS SOUTH - M1058** | 1 | 1,953 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **EUSTIS SOUTH - M1056** | 1 | 1,772 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **ALAFAYA - W0290** | 2 | 2,299 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **UCF NORTH - W0981** | 2 | 1,837 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **UCF NORTH - W0980** | 1 | 1,680 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **LOCKWOOD - W0482** | 1 | 1,495 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| **UCF NORTH - W0988** | 2 | 372 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| **NORTHRIDGE - K1822** | 3 | 2,897 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| **WEST DAVENPORT - K1524** | 1 | 2,293 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |

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|---|---|---|---|---|---|---|
| GIFFORD - K83 | 3 | 4,190 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| GIFFORD - K84 | 2 | 3,755 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| REEDY LAKE - K1108 | 2 | 3,131 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| ANCLOTE - C4204 | 1 | 1 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| HOLOPAW - W0629 | 1 | 1,280 | 93,967 | 460 | 1/2/2026 | 12/15/2026 |
| LARGO BANK 02 - J406 | 5 | 2,042 | 469,835 | 2,300 | 1/2/2026 | 12/15/2026 |
| DOUGLAS AVENUE BANK02 - M113 | 2 | 1,570 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| DOUGLAS AVENUE BANK02 - M1706 | 2 | 1,642 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| DOUGLAS AVENUE BANK02 - M471 | 3 | 1,675 | 281,901 | 1,380 | 1/2/2026 | 12/15/2026 |
| DOUGLAS AVENUE BANK02 - M663 | 2 | 1,274 | 187,934 | 920 | 1/2/2026 | 12/15/2026 |
| DOUGLAS AVENUE BANK02 - M670 | 2 | 1,652 | 187,938 | 920 | 1/2/2026 | 12/15/2026 |

## 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 |
|---|---|---|---|---|---|---|
| WEST LAKE WALES - K866 | 3.41 | 1,249 | 4,478,288 | 3,512 | 1/2/2026 | 12/15/2026 |
| CROOKED LAKE - K1772 | 3.41 | 940 | 4,478,288 | 3,512 | 1/2/2026 | 12/15/2026 |
| UCF - W1012 | 0.21 | 2,486 | 275,789 | 216 | 1/2/2026 | 12/15/2026 |
| EAST ORANGE - W0265 | 0.21 | 2,039 | 275,789 | 216 | 1/2/2026 | 12/15/2026 |
| MIDWAY - K1472 | 0.78 | 2,026 | 1,024,359 | 803 | 1/2/2026 | 12/15/2026 |
| POINCIANA - K1556 | 1.17 | 1,745 | 1,536,539 | 1,205 | 1/2/2026 | 12/15/2026 |
| TRI-CITY - J5032 | 0.27 | 2,895 | 354,586 | 278 | 1/2/2026 | 12/15/2026 |
| ZEPHYRHILLS - C855 | 0.42 | 2,962 | 551,578 | 433 | 1/2/2026 | 12/15/2026 |
| ZEPHYRHILLS NORTH - C340 | 0.19 | 2,901 | 249,523 | 196 | 1/2/2026 | 12/15/2026 |
| ZEPHYRHILLS NORTH - C341 | 0.09 | 2,582 | 118,195 | 93 | 1/2/2026 | 12/15/2026 |
| ZEPHYRHILLS NORTH - C345 | 1.33 | 1,588 | 1,746,664 | 1,370 | 1/2/2026 | 12/15/2026 |
| BEVERLY HILLS - A75 | 1.04 | 2,149 | 1,365,812 | 1,071 | 1/2/2026 | 12/15/2026 |
| CIRCLE SQUARE - A251 | 0.57 | 2,702 | 748,570 | 587 | 1/2/2026 | 12/15/2026 |
| BROOKSVILLE - A95 | 1.04 | 1,768 | 1,365,812 | 1,071 | 1/2/2026 | 12/15/2026 |
| TANGERINE - A262 | 1.33 | 1,671 | 1,746,664 | 1,370 | 1/2/2026 | 12/15/2026 |
| BROOKSVILLE - A97 | 1.42 | 1,554 | 1,864,859 | 1,463 | 1/2/2026 | 12/15/2026 |
| MORGAN RD - C53 | 0.13 | 2,249 | 170,727 | 134 | 1/2/2026 | 12/15/2026 |
| DENHAM - C157 | 1.52 | 1,896 | 1,996,187 | 1,566 | 1/2/2026 | 12/15/2026 |
| DENHAM - C156 | 0.76 | 1,594 | 998,094 | 783 | 1/2/2026 | 12/15/2026 |
| MORGAN RD - C56 | 3.26 | 1,070 | 4,281,296 | 3,358 | 1/2/2026 | 12/15/2026 |
| DUNNELLON TOWN - A69 | 2.08 | 1,130 | 2,731,624 | 2,142 | 1/2/2026 | 12/15/2026 |
| PIEDMONT - M472 | 0.11 | 1,539 | 144,461 | 113 | 1/2/2026 | 12/15/2026 |
| SUN-N-LAKES - K1136 | 0.28 | 2,336 | 367,719 | 288 | 1/2/2026 | 12/15/2026 |
| SUN-N-LAKES - K1300 | 0.19 | 1,289 | 249,523 | 196 | 1/2/2026 | 12/15/2026 |
| LAKE PLACID NORTH - K24 | 0.87 | 951 | 1,142,554 | 896 | 1/2/2026 | 12/15/2026 |
| DESOTO CITY - K3221 | 0.28 | 329 | 367,719 | 288 | 1/2/2026 | 12/15/2026 |
| DUNDEE - K3246 | 0.57 | 446 | 748,570 | 587 | 1/2/2026 | 12/15/2026 |
| CRYSTAL RIVER SOUTH - A159 | 2.84 | 1,111 | 3,729,718 | 2,925 | 1/2/2026 | 12/15/2026 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **WOODSMERE - M254** | 0.85 | 702 | 1,116,289 | 876 | 1/2/2026 | 12/15/2026 |
| **EATONVILLE - M1138** | 0.66 | 471 | 866,765 | 680 | 1/2/2026 | 12/15/2026 |
| **HAINES CITY - K21** | 1.55 | 3330 | 2,035,586 | 1,597 | 1/2/2026 | 12/15/2026 |
| **PILSBURY - X256** | 0.76 | 402 | 998,094 | 783 | 1/2/2026 | 12/15/2026 |
| **ANCLOTE PLANT BANK 08 - C4201** | 1.59 | 2685 | 2,088,117 | 1,638 | 1/2/2026 | 12/15/2026 |
| **NARCOSEE BANK 02 - W0217** | 3.72 | 2549 | 4,885,405 | 3,832 | 1/2/2026 | 12/15/2026 |
| **NORTHEAST BANK 02 - X287** | 0.13 | 2408 | 170,727 | 134 | 1/2/2026 | 12/15/2026 |
| **DOUGLAS AVENUE BANK02 - A48** | 0.38 | 1998 | 499,047 | 391 | 1/2/2026 | 12/15/2026 |
| **LARGO BANK 02 - J405** | 0.17 | 1812 | 223,258 | 175 | 1/2/2026 | 12/15/2026 |
| **ANCLOTE - C4204** | 1.14 | 1 | 1,497,140 | 1,174 | 1/2/2026 | 12/15/2026 |
| **LARGO BANK 02 - J406** | 1.14 | 2042 | 1,497,140 | 1,174 | 1/2/2026 | 12/15/2026 |
| **DOUGLAS AVENUE BANK02 - M1706** | 1.13 | 1642 | 1,484,004 | 1,164 | 1/2/2026 | 12/15/2026 |

# 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 of 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** | 75 | 2,343 | 1,497,150 | - | 1/2/2026 | 12/15/2026 |

# 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.

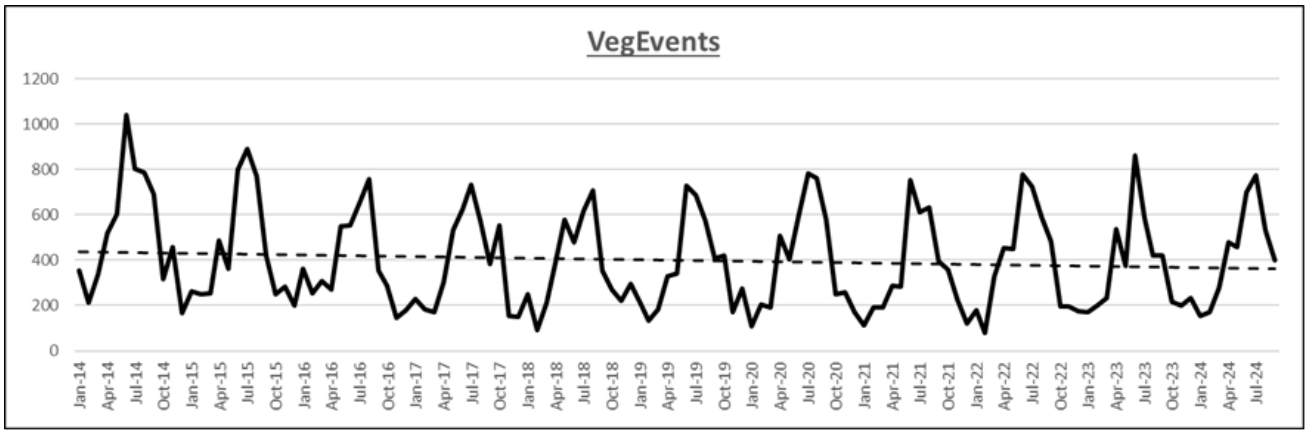
## Cost

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 6,000 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)* | $ 368.6 | $ 444.3 | $ 519.0 | $ 591.0 | $ 662.8 | $ 731.5 | $ 799.8 | $ 865.2 | $ 929.2 | $ 991.7 |

**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 | 2026 | 2027 | 2028 |
|---|---|---|---|
| (1) Typical Residential % Increase from prior year Bill | 2.0% | 1.5% | 1.5% |
| (2) Typical Commercial % Increase from prior year Bill | 1.7%-2.0% | 1.3%-1.6% | 1.3%-1.5% |
| (3) Typical Industrial % Increase from prior year Bill | 1.6%-2.3% | 1.3%-1.7% | 1.2%-1.7% |

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