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January 15, 2025

VIA ELECTRONIC FILING

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

Re: Docket No. 20250014-EI
Florida Power & Light Company 2026-2035 Storm Protection Plan

Dear Mr. Teitzman:

On behalf of Florida Power & Light Company (FPL), enclosed for fling in the above referenced matter is the Direct Testimony of FPL witness Michael Jarro, together with Exhibit MJ-1 – FPL Storm Protection Plan 2026-2035 and Appendices A through D.

Copies of the foregoing are being served as indicated on the attached Certificate of Service. If you or your staff have any question regarding this filing, please contact me at (561) 691-7144.

Respectfully submitted,

*/sChristopher T. Wright*_____
Christopher T. Wright
Fla. Auth. House Counsel No. 1007055

Enclosures

cc: Ken Hoffman (*ken.hoffman@fpl.com*)
Certificate of Service

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a true and correct copy of the foregoing has been furnished by Electronic Mail to the following parties this 15th day of January 2025:

Jacob Imig Timothy Sparks Office of the General Counsel Florida Public Service Commission 2540 Shumard Oak Blvd. Tallahassee, Florida 32399-0850 jimig@psc.state.fl.us tsparks@psc.state.fl.us discovery-gcl@psc.state.fl.us ***For FPSC Staff***	Office of Public Counsel c/o The Florida Legislature 111 West Madison Street, Room 812 Tallahassee, FL 32399-1400 christensen.patty@leg.state.fl.us ponce.octavio@leg.state.fl.us rehwinkel.charles@leg.state.fl.us Trierweiler.walt@leg.state.fl.us watrous.austin@leg.state.fl.us wessling.mary@leg.state.fl.us ***For Office of Public Counsel***

s/ Christopher T. Wright
Christopher T. Wright
Fla. Auth. House Counsel No. 1007055

Attorney for Florida Power & Light Company

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

DOCKET NO. 20250014-EI

FLORIDA POWER & LIGHT COMPANY

2026-2035 STORM PROTECTION PLAN

DIRECT TESTIMONY OF

MICHAEL JARRO

Filed: January 15, 2025

TABLE OF CONTENTS

I. INTRODUCTION

Q. Please state your name and business address.

A. My name is Michael Jarro. My business address is Florida Power & Light Company, 15430 Endeavor Drive, Jupiter, FL, 33478.

Q. By whom are you employed and what is your position?

A. I am employed by Florida Power & Light Company ("FPL" or the "Company") as the Vice President of Distribution Operations.

Q. Please describe your duties and responsibilities in that position.

A. My current responsibilities include the operation and maintenance of FPL's distribution infrastructure that safely, reliably, and efficiently delivers electricity to 6 million customer accounts representing approximately 12 million people in 43 counties in peninsular and Northwest Florida. FPL's service area is divided into nineteen (19) distribution management areas with a total of approximately 80,400 miles of distribution lines and 1.4 million distribution poles. The functions and operations within my area are quite diverse and include distribution operations, major projects and construction services, power quality, meteorology, and other operations that together help provide the highest level of service to FPL's customers.

Q. Please describe your educational background and professional experience.

A. I graduated from the University of Miami with a Bachelor of Science Degree in Mechanical Engineering and Florida International University with a Master of Business Administration. I joined FPL in 1997 and have held several leadership positions in distribution operations and customer service, including serving as distribution reliability manager, manager of distribution operations for the south Miami-Dade area,

control center general manager, director of network operations, senior director of customer strategy and analytics, senior director of power delivery central maintenance and construction, and vice-president of transmission and substations.

Q. What is the purpose of your direct testimony?

A. The purpose of my testimony is to sponsor and provide an overview of FPL's updated Storm Protection Plan ("SPP") for the ten-year period of 2026-2035 (hereinafter, the "2026 SPP"), which is attached to my direct testimony as Exhibit MJ-1. The 2026 SPP provides, among other things, a description of each SPP program and demonstrates how the programs have enhanced and will continue to enhance the existing transmission and distribution system to reduce restoration costs and outage times. The 2026 SPP also provides an estimate of the annual jurisdictional revenue requirement for the 2026-2035 plan period and additional details on each program for the first three years of the SPP (2026-2028), including estimated rate impacts.

Q. Are you sponsoring any exhibits in this case?

A. Yes. I am sponsoring Exhibit MJ-1 – FPL's Storm Protection Plan 2026-2035, which was prepared at my request and under my supervision. I note that FPL used the same approach for the proposed 2026 SPP that was used for both the 2020-2029 Storm Protection Plan ("2020 SPP") approved by Commission Order No. PSC-2020-0293-AS-EI and the 2023-2032 SPP ("2023 SPP) approved by Commission Order PSC-2022-0389-FOF-EI.

II. OVERVIEW OF THE 2026 STORM PROTECTION PLAN

Q. What is the purpose of FPL's 2026 SPP?

A. The purpose of FPL's 2026 SPP is to meet the statutory directives "to strengthen electric utility infrastructure to withstand extreme weather conditions by promoting the overhead hardening of electrical transmission and distribution facilities, the undergrounding of certain electrical distribution lines, and vegetation management" and "for each utility to mitigate restoration costs and outage times to utility customers when developing transmission and distribution storm protection plans." *See* Sections 366.96(1)(c)-(e), Fla. Stat. FPL's 2026 SPP provides a comprehensive approach to achieve these legislative objectives.

Safe and reliable electric service is essential to the life, health, and safety of the public, and has become a critical component of modern life. While no electrical system can be made completely resistant to the impacts of hurricanes and other extreme weather conditions,[1] the programs included in the 2026 SPP will collectively provide increased resiliency and faster restoration to the electric infrastructure that FPL's approximately 6 million customers and Florida's economy rely on for their electricity needs.

Q. What programs are included in FPL's 2026 SPP?

A. The 2026 SPP will continue the following eight existing storm hardening and storm preparedness programs that were included in both the 2020 SPP and 2023 SPP:

[1] It is important to note that, despite the implementation of the SPP programs, outages will still occur when severe weather events impact Florida.

- Distribution Inspection Program
- Transmission Inspection Program
- Distribution Feeder Hardening Program
- Distribution Lateral Hardening Program
- Transmission Hardening Program
- Distribution Vegetation Management Program
- Transmission Vegetation Management Program
- Substation Storm Surge/Flood Mitigation Program

A detailed description for each of these eight existing SPP programs is provided in Section IV of Exhibit MJ-1.

Q. Is FPL proposing any new SPP programs as part of its 2026 SPP?

A. No.

Q. Is FPL proposing any substantive or material modifications to any of these existing SPP programs?

A. No. FPL has projected three additional years for the 2026-2035 plan period, but has not proposed any material modifications to any of these existing programs previously approved in the 2023 SPP. Rather, FPL has updated the projected costs for certain programs to better reflect current data and pricing, reduced the estimated average cost per project under the Distribution Lateral Hardening Program, and identified additional substations that require storm surge and flood mitigation through the Substation Storm Surge/Flood Mitigation Program.

Q. Please summarize the program updates included in the 2026 SPP.

A. Distribution Inspection Program – FPL is forecasting an increase in the projected capital costs for the Distribution Inspection Program to better reflect current material and labor costs associated with the program, as well as to address the volume of pole replacements, remediations, or removals, including to poles to be removed as a result of hardening projects. This increase will be partially offset by a reduction in the estimated average cost per project under the Distribution Lateral Hardening Program over the 2026-2035 plan period.

Distribution Feeder Hardening Program – FPL is forecasting an increase in the projected capital costs for the Distribution Feeder Hardening Program to better reflect current material and labor costs associated with the program, as well as a reclassification of approximately 850 miles of feeders in the panhandle region of FPL's service area that were previously categorized as laterals. This increase will be partially offset by a reduction in the estimated average cost per project under the Distribution Lateral Hardening Program over the 2026-2035 plan period.

Distribution Lateral Hardening Program – FPL is forecasting a reduction in the estimated average cost per project under the Distribution Lateral Hardening Program over the 2026-2035 plan period to reflect the efficiencies realized from the implementation of program improvements further described in Section IV(D)(1)(a) of Exhibit MJ-1. This decrease will partially offset the increase in capital costs projected for the Distribution Inspection Program, Distribution Feeder Hardening Program, and

Substation Storm Surge/Flood Mitigation Program.

Distribution Vegetation Management Program – FPL is forecasting an increase in the projected costs for the Distribution Vegetation Management Program to better reflect: current labor and equipment market pricing; reduction in projected number of laterals to be converted from overhead to underground as part of the Distribution Lateral Hardening Program (*i.e.*, comparatively more overhead facilities remaining and need to be maintained); and to ensure that FPL is able to maintain the required vegetation maintenance cycles.

Transmission Vegetation Management Program – FPL is forecasting an increase in the projected costs for the Transmission Vegetation Management Program to better reflect current labor and equipment market pricing and an increase in both North American Electric Reliability Corporation's ("NERC") and non-NERC transmission miles on FPL's system.

Substation Storm Surge/Flood Mitigation Program – Finally, FPL will continue the work on two substations previously included in the 2023 SPP and has identified five additional substations to be addressed through the Substation Storm Surge/Flood Mitigation Program based on recent extreme weather events. The seven substation projects included in the 2026 SPP result in a projected increase in the capital costs to be incurred under the Substation Storm Surge/Flood Mitigation Program. This increase will be partially offset by a reduction in the estimated average cost per project under

the Distribution Lateral Hardening Program over the 2026-2035 plan period.

Q. Please provide an overview of the benefits of continuing the existing programs as part of the 2026 SPP.

A. The majority of these storm hardening programs have been in place since 2007 and the performance of FPL's system during historical extreme weather events demonstrates that these existing SPP programs have and will continue to provide increased transmission and distribution ("T&D") infrastructure resiliency, reduced restoration time, and reduced restoration costs when FPL's system is impacted by severe weather events. For example, a prior analysis of Hurricanes Matthew and Irma indicated the restoration construction man-hours, days to restore, and storm restoration costs for these storms would have been significantly higher without FPL's existing storm hardening programs. In the case of Hurricane Matthew, FPL estimated that without hardening, restoration would have taken two additional days (50% longer) and resulted in additional restoration costs of $105 million (36% higher than actual costs). In the case of Hurricane Irma, FPL estimated that without hardening, restoration would have taken four additional days (40% longer) and resulted in additional restoration costs of $496 million (40% higher than actual costs).

Also illustrative are the results of FPL post-storm forensic analyses of the performance of FPL's system during the 2020-2023 storm seasons as compared to performance during Hurricane Wilma, which occurred in 2005 before FPL began implementing its current existing SPP programs. Further details on the performance of FPL's system

during these extreme weather events is provided in Sections II and IV of Exhibit MJ-1.

Although FPL's storm preparedness and hardening programs to date have produced a more storm resilient and reliable T&D electrical grid, continuing the previously approved SPP programs in the 2026 SPP is appropriate and crucial to achieve the legislative directives in Section 366.96, Florida Statutes. Indeed, Florida remains the most hurricane-prone state in the nation and, with the significant coast-line exposure of FPL's system and the fact that the vast majority of FPL's customers live within 20 miles of the coast, a robust storm protection plan is critical to maintaining and improving grid resiliency and storm restoration.

FPL submits that continuing these previously approved storm hardening programs in the 2026 SPP will continue to provide significant and important benefits to the customers and the communities served by FPL both now and for many years to come, including years with multiple extreme weather events, such as the 2022 and 2024 hurricane seasons. A description of the benefits of continuing the existing SPP programs as part of the 2026 SPP is provided in Sections II and IV of Exhibit MJ-1.

Q. Does FPL's 2026 SPP address recovery of the costs associated with the SPP programs and projects?

A. No. Cost recovery of the costs associated with the 2026 SPP will be addressed in the separate annual Storm Protection Plan Cost Recovery Clause ("SPPCRC") docket.

III. ADDITIONAL DETAILS FOR THE 2026 STORM PROTECTION PLAN

Q. Has FPL provided project-level detail and information for the first year (2026) of the 2026 SPP?

A. Yes. Project level detail for the first year (2026) is provided in Appendix D of Exhibit MJ-1. I note that FPL's distribution and transmission annual inspection and vegetation management programs do not lend themselves to identification of specific projects and, therefore, project level detail for these programs is not included in Appendix D.

Q. Does the 2026 SPP provide the estimated number of projects and costs for each SPP program over the 2026-2035 plan period?

A. Yes. This information is provided in Appendix C of Exhibit MJ-1.

Q. Does the 2026 SPP provide a description of the vegetation management activities for the first three years (2026-2028)?

A. Yes. The following additional information for the first three years (2026-2028) of the vegetation management activities under the SPP is provided in Sections IV(F) and IV(G) and Appendix C of Exhibit MJ-1: the projected frequency (trim cycle); the projected miles of affected transmission and distribution overhead facilities; and the estimated annual labor and equipment costs for both utility and contractor personnel.

Q. Does the 2026 SPP provide the annual jurisdictional revenue requirements for the ten-year plan period?

A. Yes. FPL has provided the estimated annual jurisdictional revenue requirements for years 2026-2035 in Section VI of Exhibit MJ-1.

Q. Does the 2026 SPP provide estimated rate impacts for each of the first three years of the plan (2026-2028)?

A. Yes. An estimate of overall rate impacts for years 2026-2028 based on the total program costs included in the 2026 SPP are provided in Section VII of Exhibit MJ-1.

Q. Has FPL identified any reasonable alternatives that could mitigate the resulting rate impact for each SPP program?

A. FPL has not identified lower-cost alternative programs that would achieve the legislative directives of Section 366.96, Florida Statutes, to reduce costs and outage times associated with extreme weather events by promoting the overhead hardening of electrical transmission and distribution facilities, the undergrounding of certain electrical distribution lines, and vegetation management. However, all SPP projects will be based on competitive solicitations and other contractor and supplier negotiations to ensure that FPL selects the best qualified contactors and equipment suppliers at the lowest evaluated costs, which will help to mitigate the associated rate impacts of the SPP programs. Additionally, FPL continually evaluates the SPP programs to identify and, where appropriate, implement lessons learned, best practices, and improvements to further the efficient administration of each program.

IV. CONCLUSION

Q. Does FPL believe the 2026 SPP is in the public interest?

A. Yes. The FPL 2026 SPP will continue the existing storm hardening and storm preparedness programs that were included in both the FPL 2020 SPP and 2023 SPP previously approved by the Commission. These existing SPP programs have already

demonstrated that they have and will continue to achieve the legislative objectives in Section 366.96, Florida Statutes, to increase T&D infrastructure resiliency, reduce restoration times, and reduce restoration costs when FPL's system is impacted by extreme weather events. I note that the Commission has previously found and determined that each of the eight programs included in the 2026 SPP are in the public interest.

FPL submits that the existing programs included in the 2026 SPP remain in the public interest and will continue to strengthen FPL's electric utility infrastructure to better withstand extreme weather conditions by promoting the overhead hardening of electrical transmission and distribution facilities, the undergrounding of certain electrical distribution lines, and vegetation management. Although there is the significant variability and subjectivity required to forecast future storms and estimated benefits of future SPP programs over a ten-year period, the performance of FPL's storm hardened system during historical extreme weather events demonstrates that these existing SPP programs have and will continue to provide increased T&D infrastructure resiliency, reduced restoration time, and reduced restoration costs when FPL's system is impacted by severe weather events.

Safe and reliable electric service is essential to the life, health, and safety of the public and has become a critical component of modern life. While no electrical system can be made completely resistant to the impacts of hurricanes and other extreme weather conditions, the continuation of the existing SPP programs included in the 2026 SPP

will collectively provide increased resiliency and faster restoration to the electric infrastructure that FPL's approximately 6 million customers and Florida's economy rely on for their electricity needs.

Q. Does this conclude your direct testimony?

A. Yes.

Florida Power & Light Company

Storm Protection Plan

2026-2035

Docket No. 20250014-EI

Filed: January 15, 2025

TABLE OF CONTENTS

Florida Power & Light Company
2026-2035 Storm Protection Plan

I. Executive Summary

Pursuant to Section 366.96, Florida Statutes, and Rule 25-6.030, Florida Administrative Code, Florida Power & Light Company ("FPL") submits its Storm Protection Plan for the ten year period 2026-2035 (hereinafter, the "2026 SPP").

The 2026 SPP is a continuation of the following programs included in the current 2023-2032 Storm Protection Plan (hereinafter, the "2023 SPP") that was previously approved by Florida Public Service Commission ("Commission") Order No. PSC-2022-0389-FOF-EI:[1]

- Distribution Inspection Program
- Transmission Inspection Program
- Distribution Feeder Hardening Program
- Distribution Lateral Hardening Program
- Transmission Hardening Program
- Distribution Vegetation Management Program
- Transmission Vegetation Management Program
- Substation Storm Surge/Flood Mitigation Program

The majority of these storm hardening programs have been in place since 2007 and have already demonstrated that they have and will continue to increase transmission and distribution ("T&D") infrastructure resiliency, reduce restoration times, and reduce restoration costs when FPL's system is impacted by extreme weather events.

[1] *Affirmed by Citizens of the State of Florida, vs. Fay*, __ So.3d__, Nos. SC2022-1733, SC2022-1735, SC2022-1745, SC2022-1748, SC2022-1777, 49 Fla. L. Weekly S 275, 2024 Fla. LEXIS 1792 (Fla. Nov. 14, 2024).

For purposes of the 2026 SPP, FPL is not proposing any material modifications to the programs previously approved in the 2023 SPP. Rather, FPL has updated the projected costs for certain programs to better reflect current data and pricing, reduced the estimated average cost per project under the Distribution Lateral Hardening Program, and identified additional substations that require storm surge and flood mitigation through the Substation Storm Surge/Flood Mitigation Program. Each of these updates is described in Section IV for each applicable SPP program.

Safe and reliable electric service is essential to the life, health, and safety of the public and has become a critical component of modern life. While no electrical system can be made completely resistant to the impacts of hurricanes and other extreme weather conditions,[2] the continuation of the existing programs approved in the 2023 SPP will collectively provide increased resiliency and faster restoration to the electric infrastructure that FPL's approximately 6 million customer accounts and Florida's economy rely on for their electricity needs.

For the reasons explained below, FPL submits that continuing the existing programs in the 2026 SPP is necessary and appropriate to achieve the legislative directives and State's interest codified in Section 366.96, Florida Statutes, "to strengthen electric utility infrastructure to withstand extreme weather conditions by promoting the overhead hardening of electrical transmission and distribution facilities, the undergrounding of certain electrical distribution lines, and vegetation management" and "for each utility to mitigate restoration costs and outage times to utility customers when developing transmission and distribution storm protection plans." *See* Sections 366.96(1)(c)-(e), Fla. Stat.

[2] It is important to note that despite the implementation of the SPP programs, outages will still occur when extreme weather events impact Florida.

II. The 2026 SPP will Strengthen FPL's Infrastructure to Better Withstand Extreme Weather Conditions and will Reduce Restoration Costs and Outage Times

Pursuant to Rule 25-6.030(3)(a), Florida Administrative Code, this section provides an overview of how continuing the existing storm hardening programs included in the 2026 SPP will strengthen FPL's electric utility infrastructure to better withstand extreme weather conditions by promoting the overhead hardening of electrical transmission and distribution facilities, the undergrounding of certain electrical distribution lines, and vegetation management. Consistent with Rule 25-6.030(3)(b), Florida Administrative Code, this section also provides a summary of how the 2026 SPP is expected to further reduce restoration costs and outage times associated with extreme weather conditions.

To date, significant progress has been made toward strengthening FPL's infrastructure, with a majority of the existing SPP programs having been in place since 2007. As part of the 2026 SPP, FPL will continue the existing storm hardening and storm preparedness programs that were included in both the 2020-2029 Storm Protection Plan ("2020 SPP") approved by Commission Order No. PSC-2020-0293-AS-EI and the 2023 SPP approved by Commission Order PSC-2022-0389-FOF-EI. Although FPL has updated the number of projects and associated costs for certain programs, FPL is not proposing any new programs or any substantive changes to the existing SPP programs.

The programs included in the 2026 SPP will continue to strengthen FPL's electric utility infrastructure to better withstand extreme weather conditions. Although there is the significant variability and subjectivity required to forecast estimated benefits of future SPP programs over a ten-year period, the performance of FPL's system during historical extreme weather events demonstrates that continuing the existing SPP programs will reduce restoration costs and customer outage times associated with extreme weather events.

For example, a prior analysis of Hurricanes Matthew and Irma indicated the restoration construction man-hours ("CMH"), days to restore, and storm restoration costs for these

storms would have been significantly higher without FPL's existing storm hardening programs as summarized in the table below:[3]

Storm	Estimated Impacts to Restoration Without Storm Hardening			40-Year Net Present Value of Savings from Storm Hardening	
	Additional CMH (%)	Additional Days to Restore (%)	Additional Restoration Costs ($MM)	Storm Every Three Years ($MM)	Storm Every Five Years ($MM)
Matthew	93,000 (36%)	2 (50%)	$105 (36%)	$653	$406
Irma	483,000 (40%)	4 (40%)	$496 (40%)	$3,082	$1,915

Also illustrative are the results of FPL post-storm forensic analyses of the performance of FPL's system during the 2020-2023 storm seasons as compared to performance during Hurricane Wilma, which occurred in 2005 before FPL began implementing its current SPP programs.

	Hurricane Wilma	Hurricane Irma	Hurricane Ian	Hurricane Nicole	Hurricane Idalia
Storm Season	2005	2017	2022	2022	2023
Saffir-Simpson Scale	Category 3	Category 4	Category 4	Category 1	Category 3
Landfall Max Sustained Winds	120 mph	130 mph	150 mph	75 mph	125 mph
Customers Affected	3.2 million	4.4 million	2.2 million	0.5 million	0.2 million
FPL Counties Impacted	21	35	32	30	37
AFS Interruptions Avoided	Not Available	546,000	404,000	152,000	69,000
Substations Flooded	0	2	6	0	0
Substations De-energized	241	92	27	2	7
Trans Structures Failed	100	5[(a)]	0	0	0
Trans Line Sections Impacted	345	215	70	15	13
Distribution Poles Replaced	12,400	4,700	3,200	30	171
Lateral Performance (UG vs OH)	Not Available	6.6x	5.6x	15.5x	13.6x
50% of customers restored	5 days	1 day	1 day	1 day	1 day
100% of customers restored	18 days	10 days	8 days	1 day	2 days
Average customer outage	5.4 days	2.1 days	1.5 days	0.2 days	0.13 days

[(a)] All five of the transmission structures that failed were wooden poles.

[3] The full analysis was provided in FPL's Third Supplemental Response to Staff's First Data Request No. 29 ("Third Supplemental Amended") in Docket No. 20170215-EU, which is included as Appendix A.

Given that FPL's storm hardened assets are expected to have service lives ranging from 40 to 70 years, the SPP programs will continue to provide significant benefits to the customers and the communities served by FPL both now and for many years to come, including years with multiple extreme weather events, such as the 2022 and 2024 hurricane seasons.

Although FPL's storm preparedness and hardening programs to date have produced a more storm resilient and reliable T&D electrical grid, the need to continue these previously approved SPP programs in the 2026 SPP remains every bit as important and crucial to achieving the objectives of the Florida Legislature in Section 366.96, Florida Statutes. Indeed, Florida remains the most hurricane-prone state in the nation and, with the significant coast-line exposure of FPL's system and the fact that the vast majority of FPL's customers live within 20 miles of the coast, a robust storm protection plan is critical to maintaining and improving grid resiliency and storm restoration.

III. Description of Service Area and T&D Facilities

FPL's current service area includes both the peninsular and panhandle regions of Florida, serving 6 million customer accounts, or approximately 12 million Floridians in 43 counties. As of year-end 2023, FPL operates a T&D electric grid that contains approximately 89,900 miles of electrical lines, including:

- Approximately 80,400 miles of distribution lines;
- Approximately 9,500 miles of high-voltage transmission lines;
- Approximately 1.4 million distribution poles; and
- Approximately 83,000 transmission structures.

FPL's service area is divided into nineteen (19) distribution management areas. A map depicting FPL's service area and distribution management areas (with the number of customers served within each management area) is provided in Appendix B.

At this time, FPL has not identified any portions of its service area where continuing its existing SPP programs would not be feasible, reasonable, or practical. While all of FPL's

SPP programs are currently system-wide initiatives, annual activities are prioritized based on certain applicable factors, such as the last inspection date, last vegetation maintenance date, reliability performance, impacts of recent extreme weather events, and efficient resource utilization.

IV. 2026 SPP Programs[4]

A. Distribution Inspection Program

1. Description of the Program and Benefits

The Distribution Inspection Program included in the 2026 SPP is a continuation of the existing Distribution Pole Inspection Program. FPL's Distribution Inspection Program has been in place since 2006 and was approved as part of both FPL's 2020 and 2023 SPPs. For purposes of the 2026 SPP, FPL is projecting three additional years to meet the 2026-2035 plan period and updating the estimated costs based on more current data but is not otherwise proposing any material modifications to the program. Below is an overview of the Distribution Inspection Program and its associated benefits.

a. Overview of the Distribution Inspection Program

The existing Distribution Inspection Program is an eight-year pole inspection cycle for all distribution poles on its system. Annually, FPL performs pole inspections of approximately 1/8 of the distribution poles throughout its service area (the actual number of poles inspected can vary somewhat from year to year), as well as any remediation necessary as a result of such inspections.

FPL's strength and loading calculations for its distribution poles and pole inspections are based on the National Electrical Safety Code's ("NESC") Grade B construction standard, as provided in Table 261-1 of the NESC. The loading calculation, span lengths, attachment heights, and wire sizes are utilized to determine whether the remaining pole

[4] Note, the 2026-2035 program costs shown in this section are projected costs estimated as of the time of this filing. Subsequent projected and actual costs could vary by as much as 10% to 15%. The annual projected costs, actual/estimated costs, actuals costs, and true-up of actual costs to be included in FPL's Storm Protection Plan Cost Recovery Clause ("SPPCRC) will all be addressed in separate annual SPPCRC filings pursuant to Rule 25-6.031, Florida Administrative Code.

strength capacity meets or exceeds NESC requirements. This data is then transferred to FPL's Geographic Information System ("GIS"). Pole locations inspected by Osmose Utilities, Inc., an industry-leading pole inspection contractor, and are randomly audited by FPL to verify that inspections are complete and meet inspection standards.

Inspections include a visual inspection of all distribution poles from the ground-line to the top of the pole to identify visual defects (*e.g.*, woodpecker holes, split tops, decayed tops, cracks, etc.). If, due to the severity of the defects, any poles identified as not suitable for continued service are designated for replacement.

Wood poles that pass the above-ground visual inspection are then excavated to a depth of 18 inches (where applicable) and are sounded and bored to determine the internal condition of the pole. Poles encased in concrete or asphalt are not excavated but are sounded and bored to determine their internal condition using a standard industry-accepted inspection process called "Shell Boring." All suitable wood poles receive external and/or internal preservative treatment or, if not suitable, are replaced. Strength calculations are also performed on wood poles to determine compliance with NESC requirements. The poles that are not suitable for continued service are designated for replacement or remediation.

Any pole that had less than 80% of full load at the prior eight-year inspection cycle is exempt from the loading assessment during the next eight-year inspection cycle, and Chromium Copper Arsenate ("CCA") poles are excavated only if they are older than 28 years.[5] To ensure that these exceptions to the standard eight-year inspection cycle do not compromise existing safety and storm hardening programs, FPL conducts annual testing on 1% of the exempted poles.

b. Benefits of the Distribution Inspection Program

The Commission has previously found that "efforts to maintain system components can reduce the impact of hurricanes and tropical storms upon utilities' transmission and

[5] *See* Order No. PSC-14-0594-PAA-E.

distribution systems," and noted that an "obvious key component in electric infrastructure is the transmission and distribution poles."[6] The Commission has also previously identified multiple benefits of and reasons for justifying pole inspections cycles for electric utilities, including, but not limited to: continued hurricane impacts to the state of Florida; the high probability for equipment damage if a pole fails during a storm; the likelihood that failure of one pole often causes other poles to fail; the fact that deteriorated poles are more prone to fail when exposed to high winds; the fact that Florida electric utilities replaced nearly 32,000 poles during the 2004 storm restoration efforts; and the fact that restoration times increase significantly when a large number of poles fail, which limits the electric utilities' ability to respond quickly to widespread outages.[7]

In addition to the benefits discussed above that underlie the Commission's mandated pole inspection requirements, recent storm events indicate that FPL's Distribution Inspection Program has contributed to the overall improvement in distribution pole performance during storms, resulting in reductions in storm damage to poles, days to restore, and storm restoration costs. For example, the table below compares distribution pole performance for Hurricane Wilma, which occurred in 2005 before FPL began implementing its current distribution pole inspection program in 2006,[8] and Hurricanes Irma, Ian, and Idalia, which occurred after FPL implemented its current Distribution Inspection Program:

[6] *See* Order No. PSC-06-0144-PAA-E.

[7] *See id*.

[8] *See* Order Nos. PSC-06-0144-PAA-EI, PSC-06-0778-PAA-EU, and PSC-07-0078-PAA-EU.

	Hurricane Wilma	**Hurricane Irma**	**Hurricane Ian**	**Hurricane Idalia**
Year	2005	2017	2022	2023
Hurricane Strength (Category)	3	4	4	3
Customer Affected (Millions)	3.2	4.4	2.2	0.2
Distribution Poles Replaced	12,400	4,700	3,200	171
Total Days to Restore	18	10	8	2
Average Days to Restore	5.4	2.1	1.5	0.13

The Commission-approved Distribution Inspection Program has facilitated the replacement and/or strengthening of the distribution system and has directly improved and will continue to improve the overall health and storm resiliency of its distribution pole population.

c. Modifications to Program

FPL is not proposing any material modifications to the program previously approved in the 2023 SPP. Other than projecting three additional years for the 2026-2035 plan period, FPL is forecasting an increase in the projected capital costs for the Distribution Inspection Programs to better reflect current material and labor costs associated with the program, as well as the need to address the volume of pole replacements, remediations, or removals, including poles to be removed as a result of hardening projects.

2. Actual/Estimated Start and Completion Dates

The 2026 SPP will continue FPL's existing Distribution Inspection Program described above. FPL initiated its inspection program in 2006 following the devastating impacts of the 2004-2005 storm seasons. With approximately 1.4 million distribution poles as of year-end 2023, FPL plans to inspect an average of approximately 161,500 poles annually as part of the current 8-year inspection cycle in the 2026-2035 SPP period.

3. Cost Estimates

Estimated/actual annual distribution pole inspection costs are a function of the number of inspections estimated or actually completed and the number of poles estimated or actually remediated/replaced as a result of the annual inspections. Although costs to inspect the poles are operating expenses, the vast majority of pole inspection program costs are capital costs resulting from remediation/replacement of poles that fail inspection.

As noted above, FPL is projecting an increase in the capital costs under the program. This increase will be partially offset by a reduction in the estimated average cost per project under the Distribution Lateral Hardening Program over the 2026-2035 plan period.

The table below provides the total estimated distribution pole inspection costs included in the first three years of the 2026 SPP (2026-2028) and the ten-year period of the 2026 SPP (2026-2035):

	Total Program Costs (millions)	**Annual Average Program Costs (millions)**
2026-2028	$282.3	$94.1
2026-2035	$917.1	$91.7[9]

Further details regarding the SPP estimated distribution pole inspection costs, including estimated annual capital expenditures and operating expenses, are provided in Appendix C.

4. Comparison of Costs and Benefits

As provided in Section (IV)(A)(3) above, during 2026-2035, the total costs for FPL's Distribution Inspection Program are expected to average approximately $91.7 million per year. Benefits associated with continuing FPL's existing Distribution Inspection Program, discussed in Sections II and IV(A)(1)(b) above, include a more storm resilient pole

[9] This is an increase of approximately $24.8 million per year compared to the estimated annual average program costs included in the 2023 SPP.

population that will result in reductions in pole failures and poles needing to be replaced during storms, fewer storm-related outages, and reductions in storm restoration costs.

5. Criteria used to Select and Prioritize the Program

Poles to be inspected annually are selected/prioritized throughout FPL's service area based on the last cycle's inspection dates, to ensure that poles are compliant with FPL's established eight-year cycle. As such, approximately 1/8 of the distribution poles are inspected annually. At this time, FPL has not identified any areas where the existing Distribution Inspection Program would not be feasible, reasonable, or practical.

B. Transmission Inspection Program

1. Description of the Program and Benefits

The Transmission Inspection Program included in the 2026 SPP is a continuation of the existing Transmission Inspection Program. FPL's Transmission Inspection Program has been in place since 2006 and was approved as part of both FPL's 2020 and 2023 SPPs. For purposes of the 2026 SPP, FPL is projecting three additional years to meet the 2026-2035 plan period but is not otherwise proposing any material modifications to the program. Below is an overview of FPL's existing Transmission Inspection Program and the associated benefits.

a. Overview of the Transmission Inspection Program

Under the existing Transmission Inspection Program, FPL inspects its transmission circuits, substations, and other equipment. All of FPL's transmission structures, including substations, are visually inspected each year. FPL performs climbing or bucket truck inspections on all wood transmission structures on a six-year cycle and all steel and concrete structures on a ten-year cycle. Inspections for wood structures include an overall assessment of the condition of the structures, as well as other pole/structure components including the foundation, all attachments, insulators, guys, cross-braces, cross-arms, and bolts. If a wood transmission structure does not pass visual inspection, it is designated for replacement with a concrete or steel transmission structure.

For steel and concrete structures, the visual inspection includes an overall assessment of the structure condition (*e.g.*, cracks, chips, exposed rebar, and rust) as well as other pole/structure components including the foundation, all attachments, insulators, guys, cross-braces, cross-arms, and bolts. If a concrete or steel pole/structure fails the inspection, it is designated for repair or replacement.

b. Benefits of the Transmission Inspection Program

As noted in Section IV(A)(1)(b) above, the Commission has found numerous benefits and reasons justifying inspections of electrical utility facilities, including transmission and substation facilities. Importantly, the transmission system is the backbone of the electric grid. While outages associated with distribution facilities (*e.g.*, a transformer, lateral, or feeder) can result in an outage affecting anywhere from a few customers up to several thousands of customers, a transmission-related outage can affect tens of thousands of customers. Additionally, an outage on a transmission facility could cause cascading (a loss of power at one transmission facility can trigger the loss of power on another interconnected transmission facility, which in turn can trigger the loss of power on another interconnected transmission facility, and so on) and result in the loss of service for hundreds of thousands of customers. As such, it is imperative that transmission facilities be properly inspected using appropriate cycles and standards to help ensure they are prepared for extreme weather events.

In addition to the benefits discussed above that underlie the creation of the Commission's mandated pole inspection requirements, recent storm events indicate that FPL's Transmission Inspection Program has contributed to the overall storm resiliency of the transmission system and provided savings in storm restoration costs. For example, the table below compares the performance of FPL's transmission system for Hurricane Wilma, which occurred in 2005 before FPL began implementing its current Transmission Inspection Program in 2006,[10] and Hurricanes Irma, Ian, and Idalia, which occurred after FPL implemented its current Transmission Inspection Program:

[10] *See* Order Nos. PSC-06-0144-PAA-EI, PSC-06-0778-PAA-EU, and PSC-07-0078-PAA-EU.

Transmission Facilities	Hurricane Wilma	Hurricane Irma	Hurricane Ian	Hurricane Idalia
Year	2005	2017	2022	2023
Hurricane Strength (Category)	3	4	4	3
Customer Affected (Millions)	3.2	4.4	2.2	0.2
Line Sections Impacted	345	215	70	13
Substations De-energized	241	92	27	7
Structures Failed	100	5[11]	0	0

As shown above, the impacts on FPL's transmission facilities associated with Hurricanes Irma, Ian, and Idalia were significantly reduced from those experienced with Hurricane Wilma.

The Commission-approved Transmission Inspection Program has facilitated the replacement and/or strengthening of the transmission system and has directly improved and will continue to improve the overall health and storm resiliency of the transmission system.

c. *Modifications to Program*

Other than projecting three additional years for the 2026-2035 plan period, FPL is not proposing any material modifications to the program.

2. Actual/Estimated Start and Completion Dates

The 2026 SPP will continue FPL's existing Transmission Inspection Program described above. FPL initiated its inspection program in 2006 following the devastating impacts of the 2004-2005 storm seasons. FPL plans to inspect an average of approximately 85,550 transmission structures annually during the 2026-2035 SPP period.

[11] All five of the transmission structures that failed were wooden poles.

3. Cost Estimates

Estimated/actual annual transmission inspection costs are a function of the number of inspections estimated or actually completed and the transmission facilities estimated or actually remediated/replaced as a result of those annual inspections. Although the inspection costs are operating expenses, the vast majority of the transmission inspection program costs are capital costs resulting from remediation/replacement of facilities that fail inspection.

The table below provides the total estimated transmission inspection costs included in the first three years of the 2026 SPP (2026-2028) and the ten-year period of the 2026 SPP (2026-2035):

	Total Program Costs (millions)	**Annual Average Program Costs (millions)**
2026-2028	$190.8	$63.6
2026-2035	$765.2	$76.5

Further details regarding the SPP estimated transmission inspection costs, including estimated annual capital expenditures and operating expenses, are provided in Appendix C.

4. Comparison of Costs and Benefits

As provided in Section IV(B)(3) above, during 2026-2035, the total costs for FPL's Transmission Inspection Program are expected to average approximately $76.5 million per year. Benefits associated with the Transmission Inspection Program discussed in Sections II and IV(B)(1)(b) above, include avoiding outages that can affect tens of thousands of customers and, in particular, cascading outages where the loss of service can affect hundreds of thousands of customers.

5. Criteria used to Select and Prioritize the Program

As explained above, FPL visually inspects all transmission structures on an annual basis. For the inspection of transmission circuits and substations and all associated hardware,

the facilities are selected/prioritized throughout FPL's service area based on the last cycle's inspection dates to ensure that facilities are inspected in compliance with the established inspection cycle. Similarly, for bucket truck or climbing inspections, structures are selected/prioritized throughout FPL's service area based on the last cycle's inspection dates to ensure that structures are inspected in compliance with the established six-year (wood) and ten-year (steel and concrete) cycles. At this time, FPL has not identified any areas where the Transmission Inspection Program would not be feasible, reasonable, or practical.

C. Distribution Feeder Hardening Program

1. Description of the Program and Benefits

The Distribution Feeder Hardening Program included in the 2026 SPP is a continuation of the existing Distribution Feeder Hardening Program. FPL's Distribution Feeder Hardening Program has been in place since 2006 and was previously approved as part of both FPL's 2020 and 2023 SPPs. For purposes of the 2026 SPP, FPL is projecting three additional years to meet the 2026-2035 plan period and updating the estimated costs based on more current data but is not otherwise proposing any material modifications to the program. Below is an overview of FPL's existing Distribution Feeder Hardening Program and the associated benefits.

a. Overview of the Distribution Feeder Hardening Program

The 2026 SPP will continue FPL's previously approved approach to apply criteria that meets or exceeds the NESC extreme wind loading ("EWL") standards to harden existing distribution feeders and certain critical poles. The extreme wind map applied to FPL's system, which is provided in Appendix B, corresponds to the following expected extreme winds of 105, 130, and 145 mph.

By evaluating each of the counties served by FPL, including each county's applicable wind zones, FPL determined that utilizing three extreme wind regions of 105, 130 and 145 mph for its service area was appropriate for the following reasons:

- A smaller number of wind regions generate advantages through the efficiency of work methods, training, engineering, and administrative aspects (*e.g.*, standards development and deployment); and

- Using 105, 130, and 145 mph wind zones is a well-balanced approach that recognizes differences in the EWL requirements in the counties within each region.

To determine how an existing overhead circuit or critical pole will be hardened, a field survey of the circuit facilities is performed. By capturing detailed information at each pole location (such as pole type, class, span distance, attachments, wire size, and framing) a comprehensive wind-loading analysis can be performed to determine the current wind rating of each pole, and ultimately the circuit itself. This data is then used to identify specific pole locations on the circuit that do not meet the desired wind rating. For all poles that do not meet the applicable EWL, FPL develops recommendations to increase the allowable wind rating of the pole.

FPL plans to continue to utilize its "design toolkit" that focuses on evaluating and using cost-effective hardening options for each location, including:

- Storm Guying – Installing a guy wire in each direction perpendicular to the line, which is a very cost-effective option but is dependent on proper field conditions;
- Equipment Relocation – Moving equipment on a pole to a stronger pole nearby;
- Intermediate Pole – Installing an additional single pole within long span lengths, which reduces the span length and increases the wind rating of both adjacent poles;
- Upgrading Pole Class – Replacing the existing pole with a higher-class pole to increase the pole's wind rating; and;
- Undergrounding Facilities – Evaluated on a case-by-case basis using site-specific factors and conditions.

These options are not mutually exclusive and, when used in combination with sound engineering practices, provide cost-effective methods to harden a circuit. FPL's design recommendations also take into consideration issues such as hardening, mitigation (minimizing damage), and restoration (improving the efficiency of restoration in the event of failure). Since multiple factors can contribute to losing power after a storm, utilizing this multi-faceted approach to pole design helps to reduce the amount of work required to restore power to a damaged circuit.

As part of the 2026 SPP, the Distribution Feeder Hardening Program will continue the existing Distribution Automation initiative approved as part of the 2023 SPP. This will include, where appropriate, installation of distribution automation devices, automated faulted circuit indicators (FCI), and distribution supervisory control and data acquisition (DSCADA) to certain feeder(s). These devices protect customers by limiting those affected by temporary faults and sustained outages, expediting location of outage causes, and aiding in the isolation of the problem(s).

b. *Benefits of the Distribution Feeder Hardening Program*

Distribution feeders are the main arteries of the distribution system and are a critical component to providing safe and reliable electric service to FPL's customers. Thus, improving the storm resiliency of distribution feeders logically provides substantial benefits for customers. Therefore, hardening distribution feeders has been and continues to be one of FPL's highest storm hardening priorities.

As of year-end 2023, approximately 76% of the FPL feeders were either hardened or placed underground. FPL has hardened all of its Critical Infrastructure Function ("CIF") feeders (*i.e.*, feeders that serve hospitals, 911 centers, police and fire stations, water treatment facilities, and county emergency operation centers) and Community Project feeders (*i.e.*, feeders that serve other key community needs like gas stations, grocery stores, and pharmacies) in the peninsular region of FPL's service area. Additional feeders were hardened through FPL's Frequency Feeder Initiative, a program that targets feeders experiencing the highest number of interruptions and/or customers interrupted.

As part of the 2026 SPP, FPL will continue hardening CIF and Community Feeders in the panhandle region of FPL's service area.

Hardened feeders perform better than non-hardened feeders during extreme weather events. For example, in Docket No. 20170215-EU, the Commission reviewed the electric utilities' storm hardening and storm preparedness programs and found for Hurricane Irma that: (1) outage rates were nearly 20% less for hardened feeders than non-hardened feeders; (2) CMH to restore hardened feeders were 50% less than non-hardened feeders (primarily due to hardened feeders experiencing less damage than non-hardened hardened feeders); and (3) hardened feeders had significantly less pole failures as compared to non-hardened feeders.[12] Also illustrative is the significantly reduced number of distribution poles that failed and needed replacement during recent extreme weather events as determined through FPL's post-storm forensic analyses:

	Hurricane Wilma	**Hurricane Irma**	**Hurricane Ian**	**Hurricane Idalia**
Year	2005	2017	2022	2023
Hurricane Strength (Category)	3	4	4	3
Distribution Poles Replaced	12,400	4,700	3,200	171

c. Modifications to Program

FPL is not proposing any material modifications to the program. Other than projecting three additional years for the 2026-2035 plan period, FPL is forecasting an increase in the projected capital costs for the Distribution Feeder Hardening Programs to better reflect current material and labor costs associated with the program, as well as a

[12] *See* Florida Public Service Commission, Review of Florida's Electric Utility Hurricane Preparedness and Restoration Actions 2018, Docket No. 20170215-EU (July 2018), which is available at: https://www.floridapsc.com/pscfiles/library/filings/2018/04847-2018/04847-2018.pdf.

reclassification of approximately 850 miles of feeders in the panhandle region of FPL's service area that were previously categorized as laterals.

2. Actual/Estimated Start and Completion Dates

The 2026 SPP will continue FPL's existing Distribution Feeder Hardening Program described above. FPL initiated its feeder hardening strategy after the devastating impacts of Hurricane Wilma in 2005. As of year-end 2023, there are approximately 1,000 feeders remaining to be hardened or placed underground. Under the 2026 SPP, FPL is targeting to complete approximately 225-325 feeder projects in 2026, approximately 75-175 feeder projects in 2027 and approximately 25-75 feeder projects annually during the 2028 through 2034 period, at which point FPL projects all existing feeders will be hardened.

3. Cost Estimates

Estimated distribution feeder hardening costs are determined utilizing the length of each feeder, the average historical feeder hardening cost per mile, and updated cost assumptions (*e.g.*, labor and materials). As noted above, FPL is projecting an increase in the projected capital costs under this program. This increase will be partially offset by a reduction in the estimated average cost per project under the Distribution Lateral Hardening Program over the 2026-2035 plan period.

The table below provides the total estimated distribution feeder hardening costs included in the first three years of the 2026 SPP (2026-2028) and the total estimated program costs to be incurred during 2026-2034:

	Total Program Costs (millions)	**Annual Average Program Costs (millions)**
2026-2028	$700.5	$233.5
2026-2034	$1,949.3	$216.6

Further details regarding the SPP distribution feeder hardening costs, including estimated annual capital expenditures are provided in Appendix C.

4. Comparison of Costs and Benefits

As provided in Section IV(C)(3) above, during 2026-2034, the total costs for FPL's Distribution Feeder Hardening Program average approximately $216.6 million per year. Benefits associated with the Distribution Feeder Hardening Program discussed in Sections II and IV(C)(1)(b) above, include improved resiliency from extreme weather events as well as improved day-to-day reliability.

5. Criteria used to Select and Prioritize the Program

As explained above, there are approximately 1,000 feeders remaining to be hardened or placed underground within the FPL service area. FPL attempts to spread its annual projects throughout its service area. In prioritizing the remaining existing feeders to be hardened each year, considerations include the feeder's historical reliability performance, restoration difficulties (*e.g.*, environmentally sensitive areas, islands with no vehicle access, river crossings, and etc.), on-going or upcoming internal/external projects (*e.g.*, FPL maintenance or system expansion projects, municipal overhead/underground conversion projects, or municipal road projects) and geographic location. At this time, FPL has not identified any areas where the Distribution Feeder Hardening Program would not be feasible, reasonable, or practical.

D. Distribution Lateral Hardening Program

1. Description of the Program and Benefits

The Distribution Lateral Hardening Program included in the 2026 SPP is a continuation of the existing Distribution Lateral Hardening Program. FPL's Distribution Lateral Hardening Program was initiated as a pilot in 2018 and was continued and expanded as part of both FPL's 2020 and 2023 SPPs. For purposes of the 2026 SPP, FPL is projecting three additional years to meet the 2026-2035 plan period and reducing the average cost per project but is not otherwise proposing any material modifications to the program as approved in the 2023 SPP. Below is an overview of FPL's existing Distribution Lateral Hardening Program and the associated benefits.

a. Overview of the Distribution Lateral Hardening Program

Consistent with the previously approved program, the Distribution Lateral Hardening Program included in the 2026 SPP targets certain overhead laterals that were impacted by recent storms and have a history of vegetation-related outages and other reliability issues for conversion from overhead to underground or, if appropriate, to be overhead hardened.

As part of the 2026 SPP, FPL will continue the following program improvements approved in the 2023 SPP:

- Designing and constructing at the feeder level significantly improves the efficiency and timing of construction because all of the work takes place in the same location (feeder) on a set of laterals as opposed to being spread out over multiple individual laterals across the entire service area. These examples of efficiency include:
    - Material, equipment, and labor are more centrally located. This allows both material and labor to be more efficiently dispatched and allocated to a specific project area to complete all the laterals on that feeder as opposed to being relocated to a different region or management area after completing an individual lateral project.
    - Enables engineering to utilize a “master plan” approach to an entire area or neighborhood rather than individual laterals, which optimizes the overall design and increases construction efficiencies.
    - Permitting process is further streamlined by utilizing the feeder level approach, lowering the volume of permits needed and reducing the burden on the local permitting agencies.
- Placing underground power lines in public or other existing rights-of-way has reduced the number of easement approvals required by customers, which reduces the complexity of the customer outreach process and reduces construction time.

- Utilizing minimally invasive directional boring as opposed to other construction methods, such as open trenching, results in less impacts to customer property and reduces construction time.

- Utilizing Ground Penetrating Radar (GPR) assists construction crews in identifying underground facilities before directional boring, which eliminates down time, mitigates potential damage to other buried facilities, and increases the overall safety of the project.

- Using a virtual augmented reality application in the field allows FPL to better illustrate to customers where the facilities will be installed, as well as promotes timely responses to customer questions and concerns.

- FPL initiated community meetings (*e.g.*, Homeowner Association or city/village) have been successful and are key to customer understanding, addressing concerns, and explaining the benefits of the project. Overall customer feedback has been positive.

- Where practicable, FPL attempts to relocate existing facilities from the rear of to the front of customers' premises. This helps to improve accessibility to facilities, which reduces the need to enter customer property and further reduces restoration times associated with extreme weather conditions.

- Continue to apply protocols for determining when a lateral may be overhead hardened as opposed to being placed underground, which are further described in Section IV(D)(5) below.

- Continue to implement the Management Region approach to target and prioritize hardening projects in areas that present the highest risk of hurricane impacts, which is further described in Section IV(D)(5) below.

Under the Distribution Lateral Hardening Program, FPL will underground or harden all the laterals on a feeder such that when a hardened feeder that has experienced an outage is

restored, all associated laterals would also be restored (unless the lateral was damaged), which will help reduce restoration costs and outage times. Additionally, this feeder approach to the Distribution Lateral Hardening Program will maximize the efficiency of crews by completing the hardening work along a single feeder before moving the crews and equipment to another job site.

As part of the underground conversion process, FPL will continue to install meter base adaptors that allow underground service to be provided to the customer by utilizing the existing meter and meter enclosure. The meter base adaptors minimize the impact on customer-owned equipment and facilities. For example, in certain situations, overhead to underground conversions of electric service can trigger a local electrical code requirement that necessitates a customer upgrade of the home's electric service panel. This can cost the customer thousands of dollars. However, by utilizing a meter base adaptor, overall costs are reduced, and customers can avoid the need and expense to convert their electrical service panels.

b. Benefits of the Distribution Lateral Hardening Program

Laterals make up the majority of FPL's distribution system. There are 1.9 times as many miles of overhead laterals as there are overhead feeders (approximately 27,000 miles vs. 14,000 miles, respectively). Additionally, while feeders are predominately located in the front of customers' premises, many laterals are located "rear of" or behind customers' premises. This is especially the case in older neighborhoods located throughout FPL's service area. Generally, facilities in the rear of customers' premises take longer to restore than facilities in front of customers' premises because rear-located facilities are more difficult to access and are more likely to be near vegetation. This results in a greater amount of restoration work being devoted to laterals during storm restoration.

During extreme weather events, such as hurricanes, FPL's underground facilities have performed significantly better than overhead facilities that are exposed to damages and outages caused by vegetation and debris. Below is a summary of the performance of

FPL's underground facilities as compared to overhead facilities during recent extreme weather events:

Storm and Facility	Laterals Out	Total Laterals	% Out
Ian Overhead	11,059	112,771	9.8%
Ian Underground	2,025	116,595	1.7%
Idalia Overhead	1,080	113,408	1.0%
Idalia Underground	92	119,218	0.08%

During Hurricanes Ian and Idalia, FPL's underground laterals exhibited strong performance and resiliency during both major hurricanes. In Hurricane Ian, underground laterals performed 5.6 time better than overhead laterals. In Hurricane Idalia, underground laterals performed 13.6 times better than overhead laterals.[13].

c. *Modifications to Program*

FPL is not proposing any material modifications to the program. Other than projecting three additional years for the 2026-2035 plan period, FPL is forecasting a decrease in the estimated average cost per project under the Distribution Lateral Hardening Program to reflect the efficiencies to be realized from the implementation of the program improvements addressed in Section IV(D)(1)(a).

2. Actual/Estimated Start and Completion Dates

The 2026 SPP will continue FPL's existing FPL's Distribution Lateral Hardening Program described above. FPL's strategy to convert overhead laterals was initiated as a limited

[13] Additionally, underground facilities also perform better than overhead facilities on a day-to-day basis. For example, based on the reliability performance metrics for overhead and underground facilities provided to the Commission in FPL's Annual Reliability Report filing, the System Average Interruption Duration Index for underground facilities is significantly better than hybrid facilities (combination of overhead and underground) or overhead facilities. *See* FPL's Annual Reliability Report filed on March 1, 2024, for more details on day-to-day reliability performance of FPL's overhead and underground systems, which is available at:
https://www.floridapsc.com/pscfiles/website-files/PDF/Utilities/Electricgas/DistributionReliabilityReports/2023/2023%20Florida%20Power%20and%20Light%20Company%20Distribution%20Reliability%20Report.pdf.

pilot in 2018. FPL estimates that it will complete approximately 900-1,600 lateral projects annually in 2026-2035. As of year-end 2023, FPL has hardened, undergrounded, or built to NESC EWL construction standards approximately 3% of all laterals through the completion of more than 2,000 Distribution Lateral Hardening Program projects. FPL estimates that, all things being equal and assuming the same construction pace as proposed in the 2026 SPP, the conversion/hardening of the existing overhead laterals under the Distribution Lateral Hardening Program will need to continue for multiple decades before all laterals on FPL's system have been hardened.

3. Cost Estimates

Estimated lateral undergrounding costs are determined utilizing the length of each lateral, the average historical lateral undergrounding cost per mile, and updated cost assumptions (*e.g.*, labor, materials, inflation, etc.). As noted above, FPL is projecting a reduction in the estimated average cost per project under the Distribution Lateral Hardening Program to reflect the efficiencies realized from the implementation of the program improvements discussed in Section IV(D)(1)(a). This decrease in costs will partially offset the increase in capital costs projected for the Distribution Inspection Program, Distribution Feeder Hardening Program, and Substation Storm Surge/Flood Mitigation Program.

The table below provides the total estimated distribution lateral hardening program costs included in the first three years of the 2026 SPP (2026-2028) and the ten-year period of the 2026 SPP (2026-2035):

	Total Program Costs (millions)	**Annual Average Program Costs (millions)**
2026-2028	$2,254.6	$751.5
2026-2035	$9,670.4	$967.0

Further details regarding the SPP estimated distribution lateral hardening program costs, including estimated annual capital expenditures and operating expenses are provided in Appendix C.

4. Comparison of Costs and Benefits

As provided in Section IV(D)(3) above, during 2026-2035, total costs for FPL's Distribution Lateral Hardening Program average approximately $967.0 million per year. Benefits associated with the Distribution Lateral Hardening Program discussed in Sections II and IV(D)(1)(b) above, include improved resiliency from extreme events as well as improved day-to-day reliability.

5. Criteria used to Select and Prioritize the Program

The selection and prioritization of the laterals to be converted will be based on a methodology that considers: (a) all of the overhead laterals on each feeder; (b) outage experience during the recent hurricanes; (c) the number of vegetation-related outages experienced over the most recent 10 years; and (d) the total number of lateral and transformer outages experienced over the most recent 10 years. All laterals on the feeders will then be hardened according to the ranking of each feeder. Importantly, continuing this approach to ranking each feeder will ensure that the worst-performing circuits are addressed first, before moving crews to the next ranked feeder.

Protocols for evaluating when a lateral may be overhead hardened as opposed to being placed underground include: (a) low or no vegetation-related outages experienced over the most recent 10 years; (b) terrain or conditions observed in the field that make undergrounding technically difficult, such as swamps, wetlands, forests, farms, and areas prone to extreme flooding; (c) no CIF customers served by the lateral; (d) inability to obtain easements/agreements necessary to underground the lateral; (e) space restrictions in areas congested by facilities, structures, or otherwise in use by property owners and/or third parties; and (f) number of customers served by the lateral. These factors and conditions will be applied to each individual lateral on a feeder to determine if, and when, a lateral should be overhead hardened as opposed to being placed underground. If one or more of these factors are present, FPL will determine whether the lateral should be overhead hardened or placed underground based on the conditions at the time.

FPL will also continue the Management Region approach to target and prioritize hardening projects in areas that present the highest risk. Specifically, FPL will prioritize areas with the highest risk of hurricane impacts, the highest concentration of customers, and that would require significant transit for out of state crews during an extreme weather restoration event. This Management Region approach to prioritization will improve efficiency and timing of lateral hardening projects in areas that present the highest risk of hurricane impacts.

The Distribution Lateral Hardening Program selection and prioritization criteria will be applied on a non-discriminatory basis throughout FPL's service area in order to address the worst performing circuits first based on actual historical experience, including under the Management Region approach. At this time, FPL has not identified any regions where the Distribution Lateral Hardening Program would not be feasible, reasonable, or practical.

E. Transmission Hardening Program

1. Description of the Program and Benefits

The Transmission Hardening Program included in the 2026 SPP is a continuation of the existing Transmission Hardening Program. FPL's Transmission Hardening Program has been in place since 2007 and was approved as part of both FPL's 2020 and 2023 SPP. For purposes of the 2026 SPP, FPL is not proposing any material modifications to the program. Below is an overview of FPL's existing Transmission Hardening Program and the associated benefits.

a. Overview of the Transmission Hardening Program

Under this program, FPL will harden transmission structures and associated equipment to ensure a more storm resilient transmission system. As part of the Transmission Hardening Program, FPL will replace all wood transmission structures with steel or concrete structures throughout its service area.

b. Benefits of the Transmission Hardening Program

While an outage associated with distribution facilities (*e.g.*, a transformer, lateral, or feeder) can impact up to several thousands of customers, a transmission-related outage can result in an outage affecting tens of thousands of customers. Additionally, an outage on a transmission facility could cause cascading and result in the loss of service for hundreds of thousands of customers. Thus, the prevention of transmission-related outages is essential.

Recent storm events indicate that FPL's Transmission Hardening Program has contributed to the overall storm resiliency of the transmission system and provided savings in storm restoration costs. For example, the table below compares the performance of FPL's transmission system for Hurricane Wilma, which occurred in 2005 before FPL began implementing its current Transmission Hardening Program in 2007, and Hurricanes Irma and Idalia, which both occurred after FPL implemented its current Transmission Hardening Program:

	Percentage of Line Sections Out	**Structures Failed**
Hurricane Wilma	345	100
Hurricane Irma	215	5
Irma v. Wilma Improvement	38%	95%
Hurricane Ian	70	0
Ian v. Wilma Improvement	80%	100%
Hurricane Idalia	13	0
Idalia v. Wilma Improvement	96%	100%

As shown above, the impacts on FPL's transmission facilities associated with Hurricanes Irma and Idalia were significantly reduced from those experienced with Hurricane Wilma.

The Commission-approved Transmission Hardening Program has facilitated the replacement of transmission poles, the strengthening of the transmission system, and

has directly improved and will continue to improve the overall health and storm resiliency of the transmission system.

c. Modifications to Program

FPL is not proposing any material modifications to the program.

2. Actual/Estimated Start and Completion Dates

FPL implemented its transmission hardening program in 2007. As of year-end 2023, 96% of the transmission structures in the FPL service area, were steel or concrete, with the remaining projected to be replaced by year-end 2032. As part of the 2026 SPP, FPL is currently targeting the replacement of approximately 150-550 wood transmission structures annually with all remaining wood transmission structures targeted to be replaced by year-end 2032.

3. Cost Estimates

Estimated/actual annual transmission hardening costs are a function of the number of structures/facilities to be replaced, actual historical replacement costs, and updated cost assumptions (*e.g.*, labor and materials). The vast majority of the transmission hardening program costs are capital costs resulting from replacement of the transmission structures/facilities.

The table below provides the total estimated transmission hardening costs included in the first three years of the 2026 SPP (2026-2028) and the total estimated program costs to be incurred during 2026-2032:

	Total Program Costs (millions)	**Annual Average Program Costs (millions)**
2026-2028	$124.8	$41.6
2026-2032	$295.8	$42.3

Further details regarding the SPP estimated transmission hardening costs, including

estimated annual capital expenditures and operating expenses, are provided in Appendix C.

4. Comparison of Costs and Benefits

As provided in Section IV(E)(3) above, during 2026-2032, the total costs for FPL's Transmission Hardening Program average approximately $42.3 million per year. Benefits associated with the Transmission Hardening Program are discussed in Sections II and IV(E)(1)(b) above and include improved storm resiliency.

5. Criteria used to Select and Prioritize the Program

The annual prioritization/selection criteria for the wood structures to be replaced includes proximity to high wind areas, system importance, customer counts, and coordination with other storm initiatives (*e.g.*, distribution feeder hardening). Other economic efficiencies, such as opportunities to perform work on multiple transmission line sections within the same transmission corridor, are also considered. At this time, FPL has not identified any areas where the replacement of the remaining wood transmission structures would not be feasible, reasonable, or practical under the Transmission Hardening Program.

F. Distribution Vegetation Management Program

1. Description of the Program and Benefits

The Distribution Vegetation Management Program included in the 2026 SPP is a continuation of the existing Distribution Vegetation Management Program. FPL's Distribution Vegetation Management Program has been in place since 2007 and was approved as part of both FPL's 2020 and 2023 SPPs. For purposes of the 2026 SPP, FPL is projecting three additional years to meet the 2026-2035 plan period and updating the estimated costs based on more current data but is not otherwise proposing any material modifications to the program. Below is an overview of FPL's existing Distribution Vegetation Management Program and the associated benefits.

a. Overview of the Distribution Vegetation Management Program

The existing Distribution Vegetation Management Program consists of a system-wide three-year average vegetation maintenance cycle for feeders; mid-cycle targeted vegetation maintenance for certain feeders; six-year average vegetation maintenance cycle for laterals; and continued education of customers through the Right Tree, Right Place initiative.

Tree limbs and branches, especially palm fronds, are among the most common causes of power outages and momentary interruptions during both day-to-day operations and storm events. The primary objective of FPL's Distribution Vegetation Management Program is to clear vegetation in areas where FPL is permitted to trim from the vicinity of distribution facilities and equipment in order to provide safe, reliable, and cost-effective electric service to its customers at the time of trim. FPL's Distribution Vegetation Management Program's practices follow the NESC, the American National Standards Institute ("ANSI") A-300, and all other applicable standards, while considering tree species, growth rates, and the location of trees in proximity to FPL's facilities.

FPL will also continue to use advanced analytics from a variety of sources (such as, but not limited to, satellite imagery, aerial or ground-based LiDAR imaging[14]) to develop predictive analytics that may be used to complement FPL's vegetation maintenance cycles on feeders. The use of advanced predictive analytics has the potential benefit of further reducing vegetation-related outages during extreme weather events.

Once maintenance and trimming has been completed, customers are encouraged to maintain their trees to ensure clearances are maintained for the safety and reliability of service. Work should be performed by a qualified line clearing professional. The program is comprised of multiple initiatives designed to reduce the average time customers are without electricity as a result of vegetation-related interruptions. These include preventive

[14] LiDAR, which stands for Light Detection and Ranging, is a remote sensing technology that uses light in the form of a pulsed laser to measure ranges (distances) to a target. For vegetation management purposes, LiDAR is used to measure the distance between vegetation and transmission lines.

maintenance initiatives (planned cycle and mid-cycle maintenance), corrective maintenance (trouble work and service restoration efforts associated with Florida's severe weather, such as summer afternoon thunderstorms), customer trim requests, and support of system improvement and expansion projects, which focus on long-term reliability by addressing vegetation that will impact new or upgraded overhead distribution facilities.

An important component of FPL's vegetation program is providing information to customers to educate them on the company's vegetation management program and practices, safety considerations, and the importance of placing trees in the proper location. FPL's "Right Tree, Right Place" initiative is a public education program based on FPL's core belief that providing reliable electric service and sustaining the natural environment can go hand-in-hand and is a win-win partnership between FPL and its customers.

b. *Benefits of the Distribution Vegetation Management Program*

In Order No. PSC-07-0468-FOF-EI, the Commission confirmed that FPL should continue to implement three-year and six-year average cycles for its feeders and laterals because the cycles complied with the Commission's storm preparedness objectives to increase the level of vegetation maintenance over historical levels, promote system reliability, and reduce storm restoration costs and improve day to day reliability.[15]

Another indication that the current program is providing benefits is that, while forensic analysis indicated vegetation was the overwhelming primary cause for pole and wire failures and a significant cause of outages during Hurricanes Ian and Idalia, the vast majority of damage resulted from uprooted trees, broken trunks, and broken limbs that fell into distribution facilities from outside of right-of-way, *i.e.*, beyond where FPL is currently allowed trim without approval from the property owner.

[15] FPL's proposed three-year and six-year cycles were initially approved in Order No. PSC-06-0781-PAA-EI.

c. Modifications to Program

FPL is not proposing any material modifications to the program previously approved in the 2023 SPP. Other than projecting three additional years for the 2026-2035 plan period, FPL is forecasting an increase in the projected costs for the Distribution Vegetation Management Program to better reflect: current labor and equipment market pricing; and to ensure that FPL is able to maintain the current vegetation maintenance cycles.

2. Actual/Estimated Start and Completion Dates

FPL's Distribution Vegetation Management Program was originally approved in 2007 and remains in place today. Under the 2026 SPP, FPL plans to inspect and maintain, on average, approximately 17,559 miles annually.

3. Cost Estimates

The vast majority of vegetation management costs are associated with cycle and mid-cycle maintenance, which is performed by several FPL-approved contractors throughout FPL's system. Other vegetation management costs include costs associated with day-to-day restoration activities (*e.g.*, summer afternoon thunderstorms), customer trim requests, removals, debris cleanup, and support (*e.g.*, arborists, supervision, back-office support). Costs associated with vegetation management are generally operating expenses. As noted above, FPL is projecting an increase in the costs for the Distribution Vegetation Management Program as compared to the 2023 SPP.

The table below provides the total estimated distribution vegetation management costs included in the first three years of the 2026 SPP (2026-2028) and the ten-year period of the 2026 SPP (2026-2035):

	Total Program Costs (millions)	Annual Average Program Costs (millions)
2026-2028	$362.0	$120.7
2026-2035	$1,234.5	$123.5[16]

Further details regarding the SPP estimated distribution vegetation management costs, including estimated annual capital expenditures and operating expenses, are provided in Appendix C.

4. Comparison of Costs and Benefits

As provided in Section IV(F)(3) above, during 2026-2035, the total costs for FPL's Distribution Vegetation Management Program average approximately $123.5 million per year. Benefits associated with the Distribution Vegetation Management Program discussed in Sections II and IV(F)(1)(b) above, include increased storm resiliency.

5. Criteria Used to Select and Prioritize the Program

The primary reason for maintaining feeders on a three-year average cycle, as opposed to a six-year average cycle for laterals, is that a feeder outage can affect, on average, approximately 1,000 customers as compared to an outage on a lateral line that can affect, on average, approximately 40 customers. FPL enhances its approved feeder inspection and vegetation maintenance plan through its mid-cycle vegetation maintenance program, which encompasses patrolling and maintaining feeders between planned maintenance cycles to address tree conditions that may cause an interruption prior to the next planned cycle. Mid-cycle work units typically have a maintenance age of 12 to 18 months and usually involve certain fast-growing trees (*e.g.*, palm trees) that should be addressed before the next scheduled cycle vegetation maintenance date.

Additionally, customers often contact FPL with requests to trim trees around distribution lines in their neighborhoods and near their homes. As a result of these discussions with

[16] This is a modest increase of approximately $46.9 million per year compared to the estimated annual average program costs included in the 2023 SPP.

customers and/or a follow-up investigation, FPL either performs the necessary vegetation maintenance or determines that the requested maintenance can be addressed more efficiently by completing it through the normal scheduled cycle.

Vegetation management cycle is prioritized annually to ensure compliance with cycle schedules. At this time, FPL has not identified any areas where the Distribution Vegetation Management Program would not be feasible, reasonable, or practical.

G. Transmission Vegetation Management Program

1. Description of the Program and Benefits

The Transmission Vegetation Management Program included in the 2026 SPP is a continuation of the existing Transmission Vegetation Management Program. FPL's Transmission Vegetation Management Program has been in place and updated for decades, and was approved as part of both FPL's 2020 and 2023 SPPs. For purposes of the 2026 SPP, FPL is projecting three additional years to meet the 2026-2035 plan period and updating the estimated costs based on more current data but is not otherwise proposing any material modifications to the program. Below is an overview of FPL's existing Transmission Vegetation Management Program and the associated benefits.

a. Overview of the Transmission Vegetation Management Program

The key elements of FPL's Transmission Vegetation Management Program are to inspect the transmission rights-of-way, document vegetation inspection results and findings, prescribe a work plan, and execute the work plan. The North American Electric Reliability Corporation's (NERC) vegetation management standards/requirements serve as the basis for FPL's Transmission Vegetation Management Program. The reliability objective of these standards/requirements is to prevent vegetation-related outages that could lead to cascading by utilizing effective vegetation maintenance while recognizing that certain outages such as those due to vandalism, human errors, and acts of nature are not preventable.

NERC's vegetation management standards/requirements apply to transmission lines operated at or above 200 kV or as otherwise specified by NERC. As of year-end 2023, there are approximately 5,418 miles of transmission lines on FPL's system subject to NERC's vegetation management standards/requirements, and approximately 3,953 miles of non-NERC transmission lines on FPL's system. NERC's vegetation management standards/requirements include annual inspection requirements, executing 100% of a utility's annual vegetation work plan, and to prevent any encroachment into established minimum vegetation clearance distances ("MVCD").

FPL conducts ground inspections of all transmission corridors annually for work planning purposes. During these inspections, FPL identifies vegetation capable of approaching the defined Vegetation Action Threshold ("VAT"). VAT is a calculated distance from the transmission line that factors in MVCD, conductor sag/sway potential, and a buffer. The identified vegetation is given a work prescription and then prioritized and organized into batches of work, which collectively become the annual work plan.

The Transmission Vegetation Management Program includes visual and aerial inspections of NERC and Non-NERC transmission line corridors, including the utilization of LiDAR. Aerial and LiDAR patrols are conducted annually for all NERC transmission corridors. Data collected by these aerial and LiDAR patrols are then used for the development and execution of annual work plans to address identified vegetation conditions and identifying and addressing priority and hazard tree conditions prior to and during hurricane season.

In its 2026 SPP, FPL will continue its current Transmission Vegetation Management Program, which includes visual and aerial inspections of all transmission line corridors, LiDAR inspections of NERC transmission line corridors, developing and executing annual work plans to address identified vegetation conditions, and identifying and addressing priority and hazard tree conditions prior to and during storm season.

b. Benefits of the Transmission Vegetation Management Program

The benefits of the Transmission Vegetation Management Program are self-evident and the consequences of not having a reasonable transmission vegetation management plan can be extreme. As discussed previously, the transmission system is the backbone of the electric grid. While outages associated with distribution facilities (*e.g.*, a transformer, lateral, or feeder) can result in an outage affecting anywhere from a few customers up to several thousands of customers, a transmission related outage can affect tens of thousands of customers. Additionally, an outage on a transmission facility could cause cascading and result in the loss of service for hundreds of thousands of customers. As such, it is imperative that vegetation impacting transmission facilities be properly maintained using reasonable and appropriate cycles and standards to help ensure they are prepared for storms. For these reasons, it is no surprise that NERC has developed prescriptive vegetation management requirements for transmission facilities to help prevent such damage from occurring.

An indication that the current program is providing benefits is that, while forensic analysis indicated vegetation-related damage and transmission line outages occurred during Hurricanes Ian and Nicole, the vast majority of damage resulted from uprooted trees, broken trunks, and broken limbs that fell into FPL's facilities from outside of right-of-way, *i.e.*, beyond where FPL is currently allowed trim without approval from the property owner.

c. Modifications to Program

FPL is not proposing any material modifications to the program previously approved in the 2023 SPP. Other than projecting three additional years for the 2026-2035 plan period, FPL is forecasting an increase in the projected costs for the Transmission Vegetation Management Program to better reflect: current labor and equipment market pricing; and an increase in both NERC and non-NERC transmission miles on FPL's system.

2. Actual/Estimated Start and Completion Dates

FPL's Transmission Vegetation Management Program is an ongoing program, initiated decades ago and approved as part of the 2020 SPP and 2023 SPP. Under the 2026

SPP, FPL plans to inspect and maintain, on average, approximately 9,673 miles annually, which includes approximately 5,591 miles for NERC transmission line corridors and 4,082 miles for non-NERC transmission line corridors. As noted above, this is an increase in the number of transmission miles requiring inspection and maintenance.

3. Cost Estimates

The vast majority of vegetation management costs are associated with annual inspections and the execution of planned work to address identified conditions, which is performed by several FPL approved contractors throughout FPL's system. Other vegetation management costs include costs associated with day-to-day restoration activities (*e.g.*, summer afternoon thunderstorms), removals, debris cleanup, and support (*e.g.*, arborists, supervision, back-office support). Costs associated with vegetation management are generally operating expenses. As noted above, FPL is projecting an increase in the costs for the Transmission Vegetation Management Program as compared to the 2023 SPP.

The table below provides the total estimated transmission vegetation management costs included in the first three years of the 2026 SPP (2026-2028) and the ten-year period of the 2026 SPP (2026-2035):

	Total Program Costs (millions)	**Annual Average Program Costs (millions)**
2026-2028	$51.9	$17.3
2026-2035	$185.6	$18.6[17]

Further details regarding the SPP estimated transmission vegetation management costs, including estimated annual capital expenditures and operating expenses, are provided in Appendix C.

[17] This is a modest increase of approximately $4.2 million per year compared to the estimated annual average program costs included in the 2023 SPP.

4. Comparison of Costs and Benefits

As provided in Section IV(G)(3) above, during 2026-2035, the total costs for FPL's Transmission Vegetation Management Program average approximately $18.6 million per year. Benefits associated with the Transmission Vegetation Management Program discussed in Sections II and IV(G)(1)(b) above, include increased storm resiliency. The execution of FPL's Transmission Vegetation Management Program is a significant factor in mitigating damage to transmission facilities and avoiding transmission-related outages.

5. Criteria used to Select and Prioritize the Programs

Priority vegetation conditions and hazard tree conditions are completed annually prior to storm season. Additionally, prior to and during the storm season, FPL conducts aerial inspections of transmission corridors to identify hazard trees and any priority vegetation locations. Priority vegetation conditions and hazard tree conditions identified through aerial inspections are addressed as soon as possible. At this time, FPL has not identified any areas where the Transmission Vegetation Management Program would not be feasible, reasonable, or practical.

H. Substation Storm Surge/Flood Mitigation Program

1. Description of the Program and Benefits

The Substation Storm Surge/Flood Mitigation Program included in the 2026 SPP is a continuation of the existing Storm Surge/Flood Mitigation Program. FPL's Storm Surge/Flood Mitigation Program was initiated in FPL's 2020 SPP and was continued as part of FPL's 2023 SPP. For purposes of the 2026 SPP, FPL will continue the work at the two remaining substations previously included in the 2023 SPP. FPL has also identified five additional substations to be addressed through the Substation Storm Surge/Flood Mitigation Program based on recent extreme weather events. Below is an overview of FPL's existing Substation Storm Surge/Flood Mitigation Program and associated benefits.

a. Overview of the Substation Storm Surge/Flood Mitigation Program

To prevent/mitigate future substation equipment damage and customer outages due to storm surge and flooding, FPL's Substation Storm Surge/Flood Mitigation Program has identified certain substations located in areas throughout FPL's service area that are susceptible to storm surge or flooding during extreme weather events. Specifically, FPL plans to raise the equipment at certain substation locations above the flood level and construct flood protection walls around other substations or, alternatively, consider whether it is appropriate to relocate the substation based on the experience during recent extreme weather events and the conditions that exist at the time.

b. Benefits of the Substation Storm Surge/Flood Mitigation Program

Historically, several FPL distribution and transmission substations have been impacted by storm surges and/or flooding as a result of extreme weather conditions. For example, as a result of flooding caused by Hurricane Irma, FPL's St. Augustine and South Daytona substations were required to be proactively de-energized (*i.e.*, shut down before water reached levels that would cause significant damage to powered substation equipment). More recent examples include multiple FPL substations that were impacted by flooding or storm surge during Hurricane Ian and required FPL to proactively de-energize five substations to prevent significant damage.[18]

While proactively de-energizing substations impacted by storm surge and/or flooding helps reduce damage to substation equipment, customers served from these substations are without power until it is safe to make repairs to substation facilities and equipment that become flooded as a result of extreme weather conditions. Further, even if a substation has been de-energized, FPL is still required to implement both temporary flood

[18] Additionally, in order to survey damage at the substations impacted by Hurricane Ian, FPL deployed multiple innovative methods, including widespread use of drones, riding airboats through DeSoto County, and using a kayak to investigate the flooded Port Orange Substation.

mitigation efforts and repairs to substation facilities and equipment that become flooded as a result of extreme weather conditions.

An outage associated with distribution substations can impact up to several thousands of customers, and an outage associated with a transmission substation can result in an outage affecting tens of thousands of customers. Flooding and the need to proactively de-energize substations located in areas susceptible to storm surge and flooding can result in significant customer outages. Therefore, the prevention of outages at transmission and distribution substations due to storm surges or flooding is essential.

c. Modifications to the Substation Storm Surge/Flood Mitigation Program

As part of the 2026 SPP, FPL will continue the work on two substations previously included in the 2023 SPP, the Gracewood and Dumfoundling substations. Additionally, FPL identified the following five substations that were impacted by flooding or storm surge during Hurricane Ian and recent storms: Port Orange, Iona, Estero, Capri, and Naples. All five of these impacted substations experienced 1-2 feet of flooding, with the highest waterline of five feet seen at the Iona substation. This flooding from storm surge and rainfall resulted in FPL needing to proactively de-energizing these substations.

2. Actual/Estimated Start and Completion Dates

FPL initiated the Substation Storm Surge/Flood Mitigation Program as part of its 2020 SPP, and continued work on the identified substations as part of its 2023 SPP. As part of the 2026 SPP, FPL will continue work on two of the remaining substations included in the 2023 SPP and address five additional substation identified during recent extreme weather and storm events as indicated below:

Substation and Location	Estimated Date of Completion
Port Orange Substation in Volusia County[(a)]	2026
Iona Substation in Lee County[(a)]	2028
Gracewood Substation in Indian River County	2029
Dumfoundling Substation in Dade County	2030
Estero Substation in Lee County	2031
Capri Substation in Collier County	2032
Naples Substation in Collier County	2033

[(a)] Currently estimated to be a 2-year project.

FPL will also continue to monitor storm surge and flooding at all its substations and, where appropriate and necessary, re-prioritize substation projects or identify additional substations that require storm surge/flood mitigation measures in the future.

3. Cost Estimates

The seven substation projects included in the 2026 SPP result in a projected increase in the capital costs to be incurred under the Substation Storm Surge/Flood Mitigation Program. This increase will be partially offset by a reduction in the average cost per project under the Distribution Lateral Hardening Program over the 2026-2035 plan period.

The table below provides the total estimated costs for the Substation Storm Surge/Flood Mitigation Program included in the first three years of the 2026 SPP (2026-2028) and the total estimated program costs to be incurred during 2026-2033:

	Total Program Costs (millions)	Annual Average Program Costs (millions)
2026-2028	$25.5	$8.5
2026-2033	$68.0	$8.5

Further details regarding the estimated costs for the Substation Storm Surge/Flood Mitigation Program, including estimated annual capital expenditures and operating expenses, are provided in Appendix C.

4. Comparison of Costs and Benefits

As provided in Section IV(H)(3) above, during 2026-2033, the total costs for FPL's Substation Storm Surge/Flood Mitigation Program average approximately $8.5 million per year, but can vary since each of these projects must be custom engineered in accordance with the unique conditions specific to that substation. Benefits associated with the Substation Storm Surge/Flood Mitigation Program are discussed in Sections II and IV(I)(1)(b) above, include increased resiliency of the electric infrastructure.

5. Criteria used to Select and Prioritize the Programs

The annual prioritization/selection criteria for the targeted substations is based on FPL's historical storm surge/flood experience, which may include a reprioritization of the substations to be completed based on actual conditions and impacts for recent extreme weather and storm events. At this time, for the targeted substations, FPL has not identified any areas where the upgrades would not be feasible, reasonable, or practical. FPL has installed flood alarms in select substations to monitor the impacts of extreme flooding. If necessary and appropriate, FPL will implement storm surge/flood mitigation measures at select substations based on additional information received from the flood monitors or actual storm surge and/or flooding that occurs during extreme weather events.

V. Detailed Information on the First Three Years of the SPP (2026-2028)

A. Detailed Description for the First Year of the SPP (2026)

The following additional project level detail for the first year of the 2026 SPP (2026) is provided in Appendix D: (1) the actual or estimated construction start and completion dates; (2) a description of the affected existing facilities, including number and type(s) of customers served, historic service reliability performance during extreme weather conditions, and how this data was used to prioritize the storm protection projects; and (3) a cost estimate including capital and operating expenses.[19] FPL's distribution and

[19] The information and projects provided in Appendix D were based on the most current data available to FPL at the time it prepared its 2026 SPP. This information and data may be different than the 2026 project

transmission annual inspection and vegetation management programs do not have project components and, instead, are completed on a cycle-basis. As such, these SPP programs do not lend themselves to identification of specific projects and, therefore, project level detail for these programs is not included in Appendix D.

B. Detailed Description of the Second and Third Years of the 2026 SPP (2027-2028)

Additional details required for the second and third years of the 2026 SPP (2027-2028), including the estimated number and costs of projects under every program, is provided in Appendix C.

C. Detailed Description of the Vegetation Management Activities for the First Three Years of the 2026 SPP (2026-2028)

The following additional information for the first three years of the vegetation management activities under the 2026 SPP (2026-2028) is provided in Sections IV(F) and IV(G) above and Appendix C: the projected frequency (trim cycle); the projected miles of affected transmission and distribution overhead facilities; the estimated annual labor and equipment costs for both utility and contractor personnel. A description of how the vegetation management activities will reduce outage times and restoration costs due to extreme weather conditions is provided in Sections IV(F) and IV(G) above.

VI. Estimate of Annual Jurisdictional Revenue Requirements for the 2026 SPP

The estimated annual jurisdictional revenue requirements for ten-year period of the 2026 SPP are provided below.[20]

level detail to be filed with FPL's 2026 SPPCRC Projection filing in May of 2025, which filing could be based on data that is more current as of that filing date.

[20] For purposes of estimating the annual revenue requirements, FPL used the 2025 ending balances from the 2025 SPPCRC Projection filing approved by Commission Order No. PSC-2024-0459-FOF-EI. Further, the cumulative revenue requirements shown herein do not reflect the 2020 SPP costs, consistent with the Stipulation and Settlement Agreement approved by Commission Order No. PSC-2020-0293-AS-EI.

2026	$976.0
2027	$1,116.3
2028	$1,243.8
2029	$1,381.2
2030	$1,532.1
2031	$1,684.2
2032	$1,832.9
2033	$1,980.2
2034	$2,127.0
2035	$2,256.9

While FPL has provided estimated costs by each program as of the time of this filing and associated total revenue requirements in its 2026 SPP, consistent with the requirements of Rule 25-6.030, Florida Administrative Code, subsequent projected and actual program costs submitted for cost recovery through the SPPCRC (per Rule 25-6.031, Florida Administrative Code) could vary by as much as 10-15%, which would then also impact the associated estimated revenue requirements and rate impacts. The projected costs, actual/ estimated costs, actuals costs, and true-up of actual costs to be included in FPL's SPPCRC will all be addressed in subsequent filings in separate SPPCRC dockets pursuant to Rule 25-6.031, Florida Administrative Code.

VII. Estimated Rate Impacts for First Three Years of the 2026 SPP (2026-2028)

The table below provides an estimate of rate impacts for each of the first three years of the 2026 SPP for FPL's typical residential, commercial, and industrial customers.

SPP Estimated Rate Impacts (2026-2028)

Customer Class	**2026**	**2027**	**2028**
Residential (RS-1) ($/kWh)	$0.00992	$0.01121	$0.01229
Commercial (GSD-1) ($/kW)	$1.77	$2.02	$2.25
Industrial (GSLDT-3) ($/kW)	$0.20	$0.23	$0.26

These rate impacts are for all programs included in the 2026 SPP and are based on the total estimated costs as of the time of this filing, which could vary by as much as 10% to 15%, and include costs recovered in the SPPCRC and in base rates. The SPPCRC rates,

projected costs, actual/estimated costs, actuals costs, and true-up of actual costs to be included in FPL's SPPCRC will all be addressed in subsequent filings in SPPCRC dockets pursuant to Rule 25-6.031, Florida Administrative Code.

Pursuant to Rule 25-6.030(3)(i), Florida Administrative Code, FPL has not identified any reasonable implementation alternatives that could mitigate the resulting rate impact for each of the first three years of the SPP. However, all SPP projects will be based on competitive solicitations and other contractor and supplier negotiations to ensure that FPL selects the best qualified contractors and equipment suppliers at the lowest evaluated costs, which will help to mitigate the associated rate impacts of the SPP programs.

VIII. Conclusion

The Florida Legislature has determined that it is in the State's interest to "strengthen electric utility infrastructure to withstand extreme weather conditions by promoting the overhead hardening of electrical transmission and distribution facilities, the undergrounding of certain electrical distribution lines, and vegetation management," and for each electric utility to "mitigate restoration costs and outage times to utility customers when developing transmission and distribution storm protection plans." Section 366.96(1), Fla. Stat. FPL's 2026 SPP is a systematic approach to achieve these legislative objectives.

As part of the 2026 SPP, FPL will continue the existing storm hardening and storm preparedness programs included in the 2020 and 2023 SPPs approved by Commission. As explained above, these existing SPP programs have already demonstrated that they have and will continue to provide increased T&D infrastructure resiliency, reduced restoration time, and reduced restoration costs when FPL's system is impacted by extreme weather events.

APPENDIX A

FPL's Third Supplemental Response to Staff's First Data Request No. 29 ("Third Supplemental Amended") in Docket No. 20170215-EU

Docket No. 20170215-EU
Staff's First Data Request
Request No. 29 - Third Supplemental Amended

QUESTION:
Please complete the table below summarizing hardened facilities that required repair or replacement as a result of Hurricanes Matthew, Hermine, Irma, Maria, and Nate.

RESPONSE:
FPL does not maintain its accounting records at the level of detail required to provide the requested information as they do not differentiate hardened facilities from non-hardened facilities, nor do they track which assets were repaired. However, FPL does track certain assets, at the total system level, that were requested and replaced during each hurricane as reflected in the tables below. Note, FPL did not track storm repairs/replacements for Hurricanes Maria and Nate as Hurricane Maria did not impact FPL's service territory and Nate had limited impact. Also, Hurricanes Matthew and Irma capital details associated with follow-up work are not yet available by plant account as these costs have not yet been unitized from account 106 to account 101 by plant account.

Hurricane Matthew	**Number of Facilities Requiring**	
	Repair	**Replacement**
Transmission		
Structures	N/A	0
Substations	N/A	0
Total	N/A	0
Distribution		
Poles	N/A	656
Substation	N/A	0
Feeder OH	N/A	0
Feeder UG	N/A	0
Feeder Combined	N/A	0
Lateral OH	N/A	N/A
Lateral UG	N/A	N/A
Lateral Combined	N/A	N/A
Total	N/A	N/A
Service		
Service OH	N/A	N/A
Service UG	N/A	N/A
Service Combined	N/A	N/A
Total	N/A	N/A

Hurricane Hermine	**Number of Facilities Requiring**	
	Repair	**Replacement**
Transmission		
Structures	N/A	0
Substations	N/A	0
Total	N/A	0
Distribution		
Poles	N/A	19
Substation	N/A	0
Feeder OH	N/A	0
Feeder UG	N/A	0
Feeder Combined	N/A	0
Lateral OH	N/A	N/A
Lateral UG	N/A	N/A
Lateral Combined	N/A	N/A
Total	N/A	N/A
Service		
Service OH	N/A	N/A
Service UG	N/A	N/A
Service Combined	N/A	N/A
Total	N/A	N/A

Docket No. 20170215-EU
Staff's First Data Request
Request No. 29 - Third Supplemental Amended
Page 3 of 9

Hurricane Irma	**Number of Facilities Requiring**	
	Repair	**Replacement**
Transmission		
Structures	N/A	0
Substations	N/A	0
Total	N/A	0
Distribution		
Poles	N/A	3,562
Substation	N/A	0
Feeder OH	N/A	0
Feeder UG	N/A	0
Feeder Combined	N/A	0
Lateral OH	N/A	N/A
Lateral UG	N/A	N/A
Lateral Combined	N/A	N/A
Total	N/A	N/A
Service		
Service OH	N/A	N/A
Service UG	N/A	N/A
Service Combined	N/A	N/A
Total	N/A	N/A

Notes:
For Hurricane Matthew, there is a difference of 248 poles between what is provided in this discovery response for total poles replaced (656 poles) and what is provided in FPL's post-storm forensic review report for Hurricane Matthew (provided in FPL's response to Staff's Second Data Request No. 2 in this same docket) for poles that failed and needed to be replaced to restore service (408 poles). The difference is associated with poles replaced during "follow-up" - i.e., poles that were damaged (e.g., a cracked pole) as a result of the storm and needed to be replaced to restore the pole to its pre-storm condition - but did not fail during the storm and, thus, did not need to be replaced to restore service. As mentioned above in FPL's response to this data request, FPL's accounting records do not differentiate hardened facilities from non-hardened facilities and FPL did not track or maintain forensic information on the 248 distribution poles replaced as a result of follow-up work. As a result, FPL does not have a hardened vs. non-hardened breakdown for the 248 distribution poles replaced during follow-up work.

The distribution pole and transmission structure counts provided above represent the amount of pole/structure replacements FPL has recorded on its books and records associated with Hurricane Irma as of December 31, 2017. These amounts should be considered preliminary at this time as they are subject to change (e.g., the counts do not reflect poles that will be replaced during follow-up work, which has yet to be completed).

N/A – Information is not available at this level of detail in FPL's accounting records.

For substations and feeders, FPL has stated 0 since no entire substation or feeder was replaced. However, these facilities consist of many pieces of equipment (e.g., wire, cable, breakers, transformers, cross arms and arrestors) some of which may have been replaced.

2016/2017 Hurricanes - FPL Restoration/Infrastructure Performance

FPL's infrastructure/restoration performance for Hurricanes Matthew (2016) and Irma (2017) demonstrates that the implementation and execution of its FPSC-approved (1) ten storm preparedness initiatives (which includes vegetation management): (2) pole inspection programs; (3) storm hardening plans; and (4) tariffs to incent municipal overhead to underground conversions have provided great benefits to FPL's customers and to the State of Florida.

During 2016 and 2017, FPL's service territory was threatened with massive Category 4 and 5 storms. The size and scale of these storms impacted FPL's infrastructure throughout its entire service territory (which encompasses 35 counties in the State of Florida). For both Matthew and Irma, FPL's infrastructure storm resiliency and smart grid investments resulted in improved infrastructure resiliency performance and reduced restoration times.

2016/2017 Hurricanes - Restoration Performance

FPL saw significant improvements in overall restoration results. As can be seen in the table below, restoration results for Hurricanes Matthew and Irma show significant improvement vs. Hurricane Wilma. FPL attributes these significant improvements in restoration to the investments made to make its system smarter and more storm-resilient as well as its well-tested restoration processes. This includes FPL's distribution and transmission storm hardening and storm preparedness initiatives, pole inspection programs, smart grid initiatives, vegetation management programs and continuous efforts to improve its restoration processes.

	Wilma 2005	Matthew 2016	Irma 2017
Customer Outages	3.2M	1.2M	4.4M
% Restored / days	50% / 5	99% / 2	50% /1
All restored / days	18	4	10
Avg. to restore / days	5.4	<1	2.1

2016/2017 Hurricanes – Infrastructure Performance

To assess the effectiveness of FPL's infrastructure storm hardening investments, the Company utilizes information collected through post-storm forensic data collection and various systems (e.g., FPL's outage management system) to conduct post-storm infrastructure performance analysis. These efforts and analysis allow FPL to quantify and assess its distribution and transmission infrastructure performance including the performance of: hardened and non-hardened facilities; overhead and underground facilities; and smart grid performance. For distribution, this includes reviewing the storm performance of poles, feeders and laterals. For transmission, this includes reviewing the storm performance of poles/structures, line sections and substations. The data demonstrates that hardened infrastructure performed better than non-hardened infrastructure, underground facilities performed better than overhead facilities and smart grid devices prevented a significant number of outages from occurring.

Distribution/Transmission Poles/ Structures Performance

The performance of FPL's approximately 1.2 million distribution and transmission poles/structures during Hurricanes Matthew and Irma was excellent, as hardened poles and structures performed as expected by minimizing outages and reducing restoration times. The total number of distribution/transmission poles that failed (i.e., had to be repaired/replaced in order to restore service) during Hurricanes Matthew and Irma was a mere fraction of 1% of the 1.2 million pole/structure pole population.

Additionally, hardened distribution and transmission pole performance was significantly better than non-hardened pole performance, as hardened pole failures were either non-existent (e.g., Hurricane Matthew) or significantly less than non-hardened pole failures (e.g., during Hurricane Irma, hardened feeder poles had a 0.02% failure rate, while non-hardened feeder poles had a 0.20% failure rate). Also, total poles replaced (i.e., poles that failed + poles that were replaced during follow-up work) were also a mere fraction of 1% of the total pole population and significantly less than the number of poles replaced during Hurricane Wilma.

FPL notes that for Hurricanes Matthew and Irma, while it did track hardened vs. non-hardened pole performance during restoration, it did not track poles replaced (hardened vs. non-hardened) during follow-up work, since these poles had accomplished their intended purpose of not failing during the storms. Therefore, FPL cannot provide the number of hardened poles replaced during follow up work in Hurricanes Matthew and Irma. Based on the performance of hardened poles that failed during these storms (see table below), it is highly unlikely that there would be a significant number of hardened poles, if any, that needed to be replaced during follow-up work. However, going forward, should the Commission want FPL to track replacement of hardened vs. non-hardened poles during follow-up work, FPL will begin to track this information.

FPL attributes this excellent pole performance to its FPSC-approved distribution and transmission storm hardening plan initiatives (e.g., extreme wind load construction standards for distribution poles and replacing wood transmission poles/structures) and its pole inspection programs.

Distribution Poles 12/31/17
Total Number 1,188,202
Total Hardened 124,518*

* This number is understated as it includes only poles hardened as a result of FPL's approved hardening plan projects, as FPL does not track or maintain the number of hardened poles installed as a result of new construction (e.g., new feeders or laterals) and/or daily work activities (e.g., maintenance, pole line extensions, relocation projects). There are also other existing poles throughout FPL's service territory that would currently meet the NESC's extreme wind loading criteria and therefore qualify as a hardened pole, however, FPL does not currently track or maintain that information.

Distribution Pole Failures*	Hardened	Non-Hardened	Total
Matthew - 2016	0	408	408
Irma - 2017	26	2834	2860

*Broken/Fallen poles that must be repaired/replaced to restore service

Transmission Pole/Structures 12/31/17
Total 66, 685
Concrete 60,694 (91%)
Wood 5,991 (9%)

Transmission Pole Failures*	Hardened	Non-Hardened	Total
Matthew - 2016	0	0	0
Irma - 2017	0	5	5

*Broken/Fallen poles that must be repaired/replaced to restore service

Distribution Feeders/Laterals Performance

As demonstrated below, FPL's hardened feeders performed significantly better than non-hardened feeders and underground feeders/laterals performed significantly better than overhead feeders/laterals. Performance was compared considering feeder and lateral outages that occurred during Hurricanes Matthew and Irma. It is also important to note that during Hurricane Irma, the Construction Man Hours ("CMH") to restore hardened feeders was 50% less than non-hardened feeders, primarily due to hardened feeders experiencing less damage than non-hardened feeders.

It is important to note that the majority of outages for overhead facilities resulted from trees that broke and/or fell into FPL's facilities. Many of these trees were outside of easements or public rights of way where FPL is generally allowed to trim. As a result, no additional amount of

traditional tree trimming would help mitigate this issue. Tree damage was particularly impactful on FPL laterals.

The two tables below provide feeder and lateral outage performance statistics for Hurricanes Matthew and Irma.

	Overhead non-Hardened			Overhead Hardened			Underground			Total		
Matthew	Out	Pop	% Out	Out	Pop	% Out	Out	Pop	% Out	Out	Pop	% Out
Distribution Feeders	280	2,031	14%	68	721	9%	11	493	2%	359	3,245	13%
Distribution Laterals	3,473	82,729	4%	N.A.	N.A.	N.A.	238	101,892	0.2%	3,711	184,621	2%

Pop = Population; Lateral population includes laterals with multi-stage fusing

IRMA- 2017	Overhead Non-Hardened			Overhead Hardened			Underground			Total		
	Out	Pop	% Out	Out	Pop	% Out	Out	Pop	% Out	Out	Pop	% Out
Distribution Feeders	1,609	1,958	82%	592	859	69%	85	470	18%	2,286	3,287	70%
Distribution Laterals	20,341	84,574	24%	N.A.	N.A.	N.A.	3,767	103,384	4%	24,108	187,958	13%

Pop = Population; Lateral population includes laterals with multi-stage fusing

FPL notes that, overall, for Hurricane Irma, many more laterals experienced outages compared to feeders, thus laterals required significantly more time to restore (871,000 CMH) compared to feeders (170,000 CMH). FPL continues to promote its Right Tree Right Place initiative and recommends there be changes to state laws and/or local ordinances to restrict the type and location of trees and provide utilities additional trimming rights to address existing tree conditions.[1]

Additionally, FPL notes that day-to-day, hardened feeders perform approximately 40% better than non-hardened feeders.

Transmission Line Sections/Substations Performance

The transmission system's performance was excellent during Hurricanes Matthew and Irma. Equipment and conductor damage was minimal as a result of our investments in transmission hardening and the installation of flood monitoring equipment in those substations located in flood prone areas. Substations that experienced outages were restored in one day. During Hurricanes Matthew and Irma, flood monitoring equipment operated as expected, providing notification which allowed FPL to proactively de-energize three substations (one in Matthew and two in Irma) and prevent potential serious damage from occurring at these substations.

[1] Where municipalities are not actively engaged in ensuring appropriate limitations on planting trees in public rights of way, restoration efforts are impeded and made more costly. In fact, one particular municipality is actively planting "wrong trees in the wrong place," in spite of FPL's direct communications and efforts to encourage its Right Tree Right Place initiative.

Docket No. 20170215-EU
Staff's First Data Request
Request No. 29 - Third Supplemental Amended
Page 8 of 9

The tables below provide substation line section outage performance for Hurricanes Matthew and Irma.

MATTHEW - 2016	Overhead Non-Hardened			Overhead Hardened			Underground			Total		
	Out	Pop	% Out	Out	Pop	% Out	Out	Pop	% Out	Out	Pop	% Out
Trans. Line Sections	16	350	5%	23*	846	3%	0	49	0%	39	1,245	3%

IRMA - 2017	Overhead Non-Hardened			Overhead Hardened			Underground			Total		
	Out	Pop	% Out	Out	Pop	% Out	Out	Pop	% Out	Out	Pop	% Out
Trans. Line Sections	60	306	20%	142**	884	16%	13***	51	25%	215	1241	17%

* 2 sections were out because substation was proactively de-energized due to flooding
** 4 sections were out because substations were proactively de-energized due to flooding
*** No underground section was damaged or failed causing an outage; however, the sections were out due to line termination equipment in substations.

The table below compares substation outage and restoration performance – Irma vs, Wilma.

Substations	Wilma 2005	Irma 2017
De-energized	241	92
Restored (Days)	5	1

Smart Grid Performance

During Hurricane Matthew and Irma, smart grid devices prevented a significant amount of customer outages, assisted with restoration efforts and reduced restoration time and costs. Specifically, automated feeder switches avoided approximately 664,000 outages during Hurricanes Matthew and Irma. Additionally, FPL's restoration crews are able to "ping" smart meters before leaving an area to ensure that power is, in fact, restored. This prevents restoration crews from leaving an area, thinking all power was restored, only to be called back when the customer informs FPL that they are still without service. FPL is also enhancing an application, first utilized during Hurricanes Matthew and Irma, whereby it will be able to "bulk meter ping" smart meters to confirm whether customers have service.

Automated Feeder Switches	Avoided Customer Outages
Matthew - 2016	118,000
Irma - 2017	546,000

Estimate of Storm Restoration Cost Savings Due to Hardening based on Storm Damage Model Simulation

The attached analysis provides an estimate of transmission and distribution storm restoration savings for Hurricanes Matthew and Irma that resulted from storm hardening completed by FPL prior to the storms' impacts. To calculate these savings, FPL utilized its Storm Damage Model (the same model FPL utilizes to estimate damage when a storm approaches FPL's service territory) to simulate damage that likely would have occurred without hardening and determine the associated required construction man hours (CMH) that would have been required to restore service in the absence of hardening, days to restore in the absence of hardening and associated incremental restoration costs. Additionally, FPL calculated the 40-year net present value of these savings for two scenarios – (1) a similar storm occurs every 3 years; and (2) a similar storm occurs every 5 years.

As indicated on the attached analysis, the 40-year net present values of the savings related to storm hardening are significant. In the absence of hardening the estimated percentage increase in CMHs for Hurricane Matthew and Hurricane Irma restoration would have been significantly higher (36% and 40%, respectively), days to restore would have been increased (50% and 40%, respectively) and restoration costs would have been greater (36% and 40%, respectively).

Florida Power & Light Company
Docket No. 20170215-EU
Staff's First Data Request
Request No. 29 - Third Supplemental Amended
Attachment No. 1
Tab 1 of 5

Estimate of Storm Restoration Cost Savings Due to Hardening based on Storm Damage Model Simulation

	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]
	Construction Man-Hours (CMH)				Days to Restore				Storm Restoration Costs (Millions)				40 Yr NPV Savings (2017$)	
Storm	Actual	Modeled System Without Hardening	Additional CMH without Hardening	% Increase without Hardening	Actual	Modeled System Without Hardening	Additional Days to Restore without Hardening	% Increase without Hardening	Actual	Modeled System Without Hardening	Additional Storm Restoration Costs without Hardening	% Increase without Hardening	40 Yr NPV Savings Every 3 Years (2017$)	40 Yr NPV Savings Every 5 Years (2017$)
Matthew	257,000	350,000	93,000	36%	4	6	2	50%	$290	$395	$105	36%	$653	$406
Irma	1,195,000	1,678,000	483,000	40%	10	14	4	40%	$1,226	$1,722	$496	40%	$3,082	$1,915

Notes:

All costs and CMH are Transmission and Distribution only, and exclusive of follow-up work

[1] Calculated based on actual storm restoration requirements
[2] FPL storm damage model simulation results of CMH incurred without hardening
[3] Additional CMH without hardening (Col. 2 - Col. 1)
[4] Percent increase in CMH without hardening (Col. 3/Col. 1)
[5] Actual days to restore service
[6] Storm damage model simulation result of the days to restore service without hardening (assumes same restoration resources as actual)
[7] Additional days to restore without hardening (Col. 6 - Col. 5)
[8] Percent increase in days to restore without hardening (Col. 7/Col. 5)
[9] Actual cost of restoration. Irma costs are preliminary
[10] Storm damage model simulation result of restoration costs without hardening
[11] Additional restoration costs without hardening (Col. 10 - Col. 9)
[12] Percent increase in restoration costs without hardening ((Col. 11/Col. 9)
[13] 40 year net present value savings assuming a similar storm every three years (calculation details attached)
[14] 40 year net present value savings assuming a similar storm every five years (calculation details attached)

Florida Power & Light Company
Docket No. 20170215-EU
Staff's First Data Request
Request No. 29 - Third Supplemental Amended
Attachment No. 1
Tab 2 of 5

Estimated Storm Restoration Costs Savings due to Hardening ($MM)

	Matthew Savings	
	Every 3 years	Every 5 years
40-Year NPV (2017$)	**$653**	**$406**

Discount Rate = 7.76%

	Matthew Savings			CPI	
Year	Every 3 years	Every 5 years	CPI	Multiplier	Matthew
1	$105	$105	2.1%	1.000	$105
2	$0	$0	2.4%	1.024	$107
3	$0	$0	2.4%	1.049	$110
4	$113	$0	2.6%	1.076	$113
5	$0	$0	2.7%	1.105	$115
6	$0	$118	1.7%	1.124	$118
7	$121	$0	2.5%	1.152	$121
8	$0	$0	2.4%	1.179	$124
9	$0	$0	2.3%	1.206	$127
10	$130	$0	2.2%	1.233	$130
11	$0	$133	2.2%	1.260	$133
12	$0	$0	2.2%	1.288	$136
13	$139	$0	2.2%	1.317	$139
14	$0	$0	2.2%	1.346	$143
15	$0	$0	2.2%	1.375	$146
16	$150	$150	2.1%	1.404	$150
17	$0	$0	2.1%	1.434	$153
18	$0	$0	2.1%	1.464	$157
19	$161	$0	2.1%	1.495	$161
20	$0	$0	2.1%	1.526	$165
21	$0	$169	2.1%	1.558	$169
22	$173	$0	2.1%	1.590	$173
23	$0	$0	2.1%	1.623	$177
24	$0	$0	2.1%	1.656	$181
25	$185	$0	2.1%	1.691	$185
26	$0	$190	2.1%	1.727	$190
27	$0	$0	2.1%	1.763	$194

28	$199	$0	2.1%	1.801	$199
29	$0	$0	2.2%	1.840	$204
30	$0	$0	2.2%	1.880	$209
31	$214	$214	2.1%	1.920	$214
32	$0	$0	2.2%	1.962	$219
33	$0	$0	2.1%	2.004	$224
34	$230	$0	2.1%	2.047	$230
35	$0	$0	2.1%	2.090	$235
36	$0	$241	2.1%	2.135	$241
37	$246	$0	2.1%	2.180	$246
38	$0	$0	2.1%	2.226	$252
39	$0	$0	2.1%	2.274	$258
40	$265	$0	2.1%	2.322	$265
NPV (2017$)	**$653**	**$406**			

Florida Power & Light Company
Docket No. 20170215-EU
Staff's First Data Request
Request No. 29 - Third Supplemental Amended
Attachment No. 1
Tab 3 of 5

Estimated Storm Restoration Costs Savings due to Hardening ($MM)

	Irma Savings	
	Every 3 years	Every 5 years
40-Year NPV (2017$)	**$3,082**	**$1,915**

Discount Rate = 7.76%

	Matthew Savings			CPI	
Year	Every 3 years	Every 5 years	CPI	Multiplier	Irma
1	$496	$496	2.1%	1.000	$496
2	$0	$0	2.4%	1.024	$507
3	$0	$0	2.4%	1.049	$520
4	$532	$0	2.6%	1.076	$532
5	$0	$0	2.7%	1.105	$545
6	$0	$558	1.7%	1.124	$558
7	$571	$0	2.5%	1.152	$571
8	$0	$0	2.4%	1.179	$585
9	$0	$0	2.3%	1.206	$599
10	$613	$0	2.2%	1.233	$613
11	$0	$628	2.2%	1.260	$628
12	$0	$0	2.2%	1.288	$643
13	$659	$0	2.2%	1.317	$659
14	$0	$0	2.2%	1.346	$674
15	$0	$0	2.2%	1.375	$691
16	$707	$707	2.1%	1.404	$707
17	$0	$0	2.1%	1.434	$724
18	$0	$0	2.1%	1.464	$742
19	$759	$0	2.1%	1.495	$759
20	$0	$0	2.1%	1.526	$778
21	$0	$796	2.1%	1.558	$796
22	$815	$0	2.1%	1.590	$815
23	$0	$0	2.1%	1.623	$835
24	$0	$0	2.1%	1.656	$855
25	$876	$0	2.1%	1.691	$876
26	$0	$897	2.1%	1.727	$897
27	$0	$0	2.1%	1.763	$918

28	$940	$0	2.1%	1.801	$940
29	$0	$0	2.2%	1.840	$963
30	$0	$0	2.2%	1.880	$986
31	$1,009	$1,009	2.1%	1.920	$1,009
32	$0	$0	2.2%	1.962	$1,034
33	$0	$0	2.1%	2.004	$1,058
34	$1,084	$0	2.1%	2.047	$1,084
35	$0	$0	2.1%	2.090	$1,110
36	$0	$1,136	2.1%	2.135	$1,136
37	$1,164	$0	2.1%	2.180	$1,164
38	$0	$0	2.1%	2.226	$1,192
39	$0	$0	2.1%	2.274	$1,220
40	$1,250	$0	2.1%	2.322	$1,250
NPV (2017$)	**$3,082**	**$1,915**			

Florida Power & Light Company
Docket No. 20170215-EU
Staff's First Data Request
Request No. 29 - Third Supplemental Amended
Attachment No. 1
Tab 4 of 5

FPL
WEIGHTED AVERAGE COST OF CAPITAL

STATE INCOME TAX	5.50%
FEDERAL INCOME T	21.00%
COMPOSITE INCOME TAX RAT	25.35%

MODEL DATE:	1-Jan-18

Debt Cost Based on Blue Chip Corporate Aaa and Bbb Bonds

SOURCE	WEIGHT[1]	COST[2]	/TD COST	AFTER TAX /TD COST	PRE TAX /TD COST
DEBT	40.40%	4.88%	1.97%	1.47%	1.97%
COMMON	59.60%	10.55%	6.29%	6.29%	8.42%
TOTAL	100.00%		8.26%	**7.76%**	10.39%

AFTER-TAX WACC	**7.76%**

Florida Power & Light Company
Docket No. 20170215-EU
Staff's First Data Request
Request No. 29 - Third Supplemental Amended
Attachment No. 1
Tab 5 of 5
Consumer Prices (1982-84=1.000) All-Urban
(Forecast adjusted to match budget assumptions)

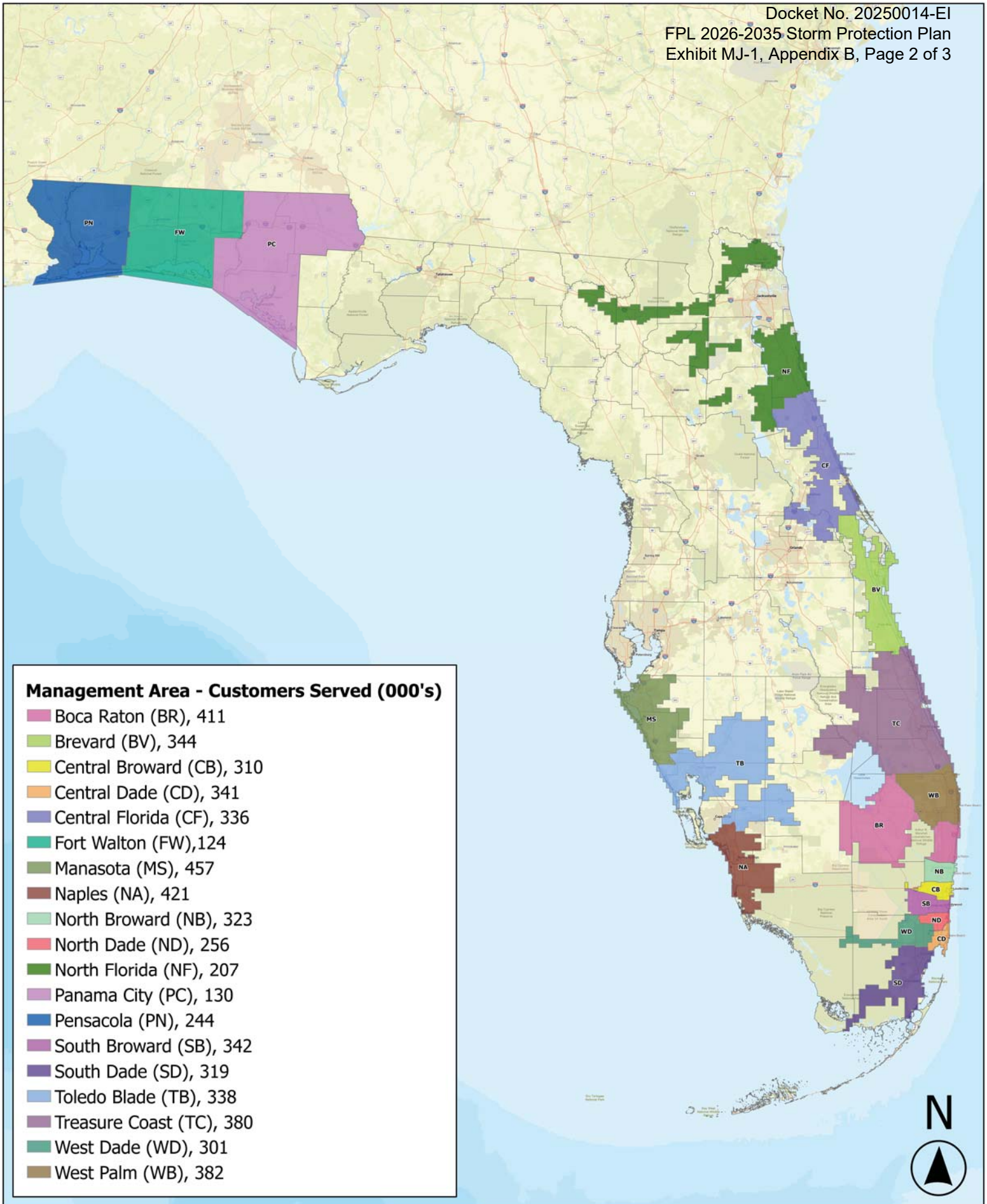
	Index	% Change	
2009	2.1454		
2010	2.1806	1.64%	
2011	2.2494	3.16%	
2012	2.2959	2.07%	
2013	2.3296	1.46%	
2014	2.3674	1.62%	
2015	2.3702	0.12%	
2016	2.4001	1.26%	
2017	2.4512	2.13%	Budget Assumptions
2018	2.5100	2.40%	2.40%
2019	2.5703	2.40%	2.40%
2020	2.6371	2.60%	2.60%
2021	2.7083	2.70%	2.70%
2022	2.7553	1.73%	
2023	2.8231	2.46%	
2024	2.8909	2.40%	
2025	2.9569	2.28%	
2026	3.0228	2.23%	
2027	3.0895	2.21%	
2028	3.1573	2.19%	
2029	3.2270	2.21%	
2030	3.2981	2.20%	
2031	3.3693	2.16%	
2032	3.4411	2.13%	
2033	3.5142	2.12%	
2034	3.5887	2.12%	
2035	3.6642	2.10%	
2036	3.7408	2.09%	
2037	3.8187	2.08%	
2038	3.8972	2.06%	
2039	3.9779	2.07%	
2040	4.0603	2.07%	
2041	4.1449	2.08%	
2042	4.2324	2.11%	
2043	4.3226	2.13%	
2044	4.4153	2.15%	
2045	4.5104	2.15%	
2046	4.6077	2.16%	

2047	4.7067	2.15%
2048	4.8099	2.19%
2049	4.9122	2.13%
2050	5.0167	2.13%
2051	5.1233	2.13%
2052	5.2323	2.13%
2053	5.3435	2.13%
2054	5.4572	2.13%
2055	5.5732	2.13%
2056	5.6917	2.13%
2057	5.8128	2.13%

Actuals thru 2017 from BLS

APPENDIX B

FPL Management Areas and Customers Served and Extreme Wind Map



Management Area - Customers Served (000's)

- Boca Raton (BR), 411
- Brevard (BV), 344
- Central Broward (CB), 310
- Central Dade (CD), 341
- Central Florida (CF), 336
- Fort Walton (FW),124
- Manasota (MS), 457
- Naples (NA), 421
- North Broward (NB), 323
- North Dade (ND), 256
- North Florida (NF), 207
- Panama City (PC), 130
- Pensacola (PN), 244
- South Broward (SB), 342
- South Dade (SD), 319
- Toledo Blade (TB), 338
- Treasure Coast (TC), 380
- West Dade (WD), 301
- West Palm (WB), 382

0 12.5 25 50 75 100 Miles

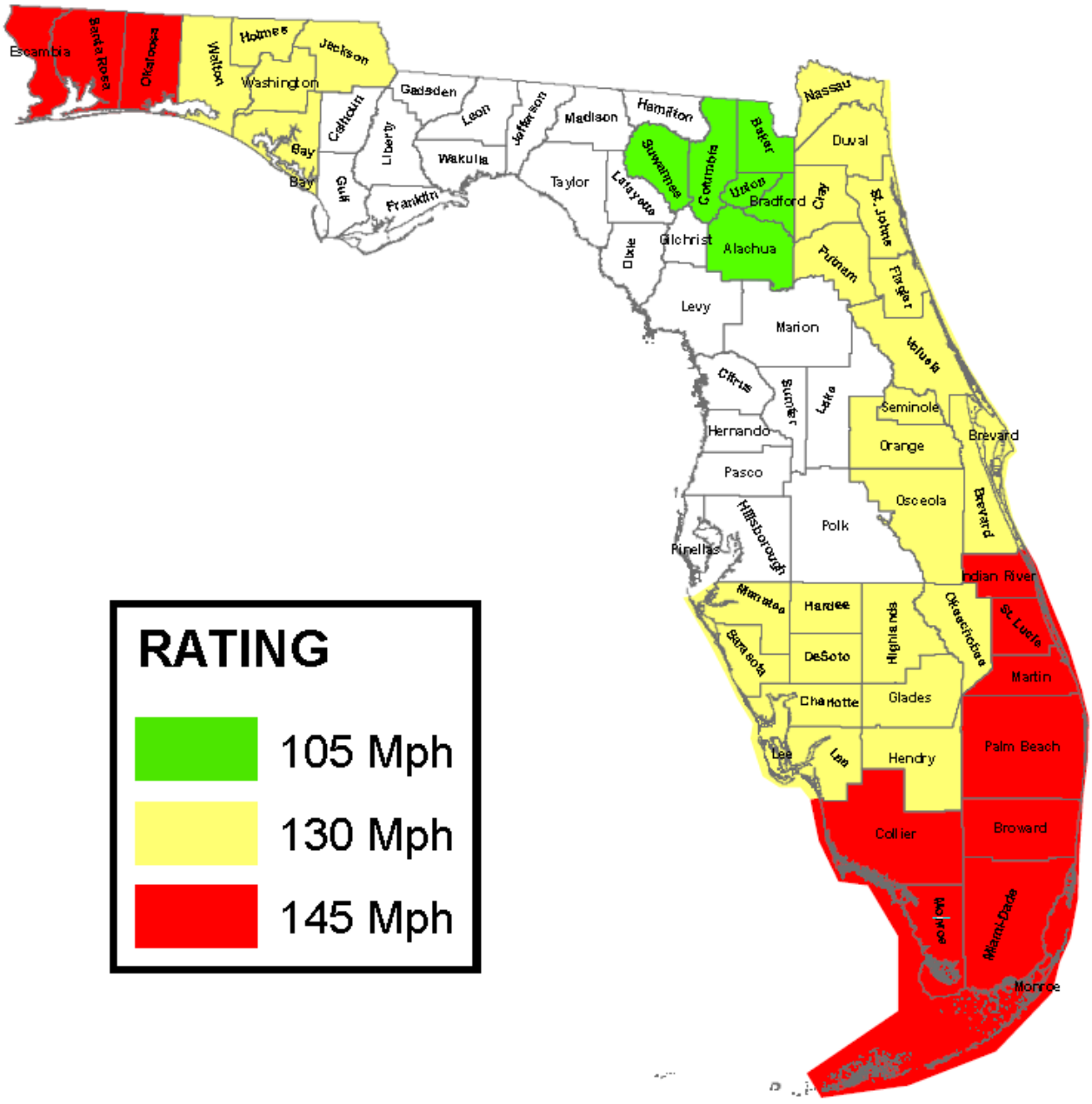
Customers Served By Management Area

FPL

Asset Management & GIS Services

FPL Extreme Wind Regions

Distribution Feeder Hardening Program



APPENDIX C

FPL 2026-2035 SPP Estimated Annual Costs and Number of Projects

2026-2035 FPL SPP Program Costs/Activities

FPL SPP Programs	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total SPP Costs	Annual Average Cost
Distribution Inspection Program												
Operating Expenses	$ 4.1	$ 4.1	$ 4.1	$ 4.1	$ 4.9	$ 5.0	$ 5.2	$ 5.0	$ 5.1	$ 5.3	**$ 46.9**	$ 4.7
Capital Expenditures	$ 88.0	$ 90.0	$ 92.0	$ 94.0	$ 92.4	$ 95.2	$ 98.1	$ 77.8	$ 70.3	$ 72.4	**$ 870.2**	$ 87.0
Total	$ 92.1	$ 94.1	$ 96.1	$ 98.1	$ 97.3	$ 100.2	$ 103.3	$ 82.8	$ 75.4	$ 77.7	**$ 917.1**	**$ 91.7**
# of Pole Inspections	180,000	180,000	180,000	160,000	160,000	160,000	160,000	145,000	145,000	145,000		
Transmission Inspection Program												
Operating Expenses	$ 1.4	$ 1.5	$ 1.5	$ 1.6	$ 1.6	$ 1.6	$ 1.7	$ 1.7	$ 1.8	$ 1.9	**$ 16.3**	$ 1.6
Capital Expenditures	$ 60.3	$ 62.1	$ 64.0	$ 65.9	$ 67.9	$ 69.9	$ 72.0	$ 92.8	$ 95.5	$ 98.4	**$ 749.0**	$ 74.9
Total	$ 61.7	$ 63.6	$ 65.5	$ 67.5	$ 69.5	$ 71.6	$ 73.7	$ 94.5	$ 97.3	$ 100.3	**$ 765.2**	**$ 76.5**
# of Structure Inspections	84,200	84,500	84,800	85,100	85,400	85,700	86,000	86,300	86,600	86,900		
Distribution Feeder Hardening Program												
Operating Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ -
Capital Expenditures	$ 311.8	$ 207.8	$ 180.8	$ 172.8	$ 200.0	$ 200.0	$ 200.0	$ 238.0	$ 238.0	$ -	**$ 1,949.3**	$ 216.6
Total	$ 311.8	$ 207.8	$ 180.8	$ 172.8	$ 200.0	$ 200.0	$ 200.0	$ 238.0	$ 238.0	$ -	**$ 1,949.3**	**$ 216.6**
# of Feeders	225-325	75-175	25-75	25-75	25-75	25-75	25-75	25-75	25-75			
Distribution Lateral Hardening Program												
Operating Expenses	$ 0.2	$ 0.2	$ 0.2	$ 0.2	$ 0.3	$ 0.3	$ 0.3	$ 0.3	$ 0.3	$ 0.3	**$ 2.4**	$ 0.2
Capital Expenditures	$ 743.8	$ 777.3	$ 732.9	$ 967.6	$ 996.6	$ 1,026.5	$ 1,057.3	$ 1,089.0	$ 1,121.7	$ 1,155.3	**$ 9,668.0**	$ 966.8
Total	$ 744.0	$ 777.5	$ 733.1	$ 967.8	$ 996.9	$ 1,026.8	$ 1,057.6	$ 1,089.3	$ 1,122.0	$ 1,155.6	**$ 9,670.4**	**$ 967.0**
# of Laterals	900-1,300	900-1,300	900-1,300	1,100-1,600	1,100-1,600	1,100-1,600	1,100-1,600	1,100-1,600	1,100-1,600	1,100-1,600		
Transmission Hardening Program												
Operating Expenses	$ 0.6	$ 0.6	$ 0.6	$ 0.7	$ 0.7	$ 0.4	$ 0.2	$ -	$ -	$ -	**$ 3.8**	$ 0.5
Capital Expenditures	$ 28.7	$ 46.7	$ 47.5	$ 58.9	$ 60.7	$ 33.0	$ 16.5	$ -	$ -	$ -	**$ 292.0**	$ 41.7
Total	$ 29.3	$ 47.3	$ 48.1	$ 59.6	$ 61.4	$ 33.4	$ 16.7	$ -	$ -	$ -	**$ 295.8**	**$ 42.3**
# of Structures to be Replaced	300-350	400-500	450-550	450-550	450-550	300-350	150-200					
Distribution Vegetation Management Program												
Operating Expenses	$ 116.3	$ 119.1	$ 120.4	$ 123.6	$ 123.6	$ 125.2	$ 124.2	$ 121.5	$ 117.0	$ 111.2	**$ 1,202.1**	$ 120.2
Capital Expenditures	$ 2.0	$ 2.0	$ 2.1	$ 2.3	$ 4.0	$ 4.0	$ 4.0	$ 4.0	$ 4.0	$ 4.0	**$ 32.4**	$ 3.2
Total	$ 118.3	$ 121.1	$ 122.5	$ 125.9	$ 127.6	$ 129.2	$ 128.2	$ 125.5	$ 121.0	$ 115.2	**$ 1,234.5**	**$ 123.5**
# of Miles Maintained	18,055	17,955	17,864	17,755	17,639	17,514	17,389	17,264	17,139	17,014		
Transmission Vegetation Management Program												
Operating Expenses	$ 16.8	$ 17.4	$ 17.7	$ 18.0	$ 18.0	$ 18.0	$ 18.8	$ 19.5	$ 20.3	$ 21.1	**$ 185.6**	$ 18.6
Capital Expenditures	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ -
Total	$ 16.8	$ 17.4	$ 17.7	$ 18.0	$ 18.0	$ 18.0	$ 18.8	$ 19.5	$ 20.3	$ 21.1	**$ 185.6**	**$ 18.6**
# of Miles Maintained	9,457	9,504	9,552	9,600	9,648	9,696	9,744	9,793	9,842	9,891		
Substation Storm Surge/Flood Mitigation Program												
Operating Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	$ -
Capital Expenditures	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ -	$ -	**$ 68.0**	$ 8.5
Total	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ 8.5	$ -	$ -	**$ 68.0**	**$ 8.5**
# of Substations	1	0	1	1	1	1	1	1				
Total SPP Costs	**$ 1,382.5**	**$ 1,337.5**	**$ 1,272.4**	**$ 1,518.1**	**$ 1,579.1**	**$ 1,587.6**	**$ 1,606.8**	**$ 1,658.1**	**$ 1,674.0**	**$ 1,469.9**	**$ 15,086.0**	**$ 1,544.6**

APPENDIX D

Project Level Detail for First Year of the SPP (2026)

Appendix D: FPL 2026 Project Level Detail
Distribution Feeder Hardening Program - Capital Expenditures

Region	Substation	Feeder	Estimated / Actual Start Year[1]	Current Estimated Completion Year[2]	Industrial Customers	Residential Customers	Commercial Customers	Total Customers	2026 Estimated Costs	Ian/ Irma / Matthew / Michael Outage
West	ANGLER	509861	2024	2026	22	1599	316	1937	$ 284,818	
West	ANGLER	509863	2024	2026	26	2065	427	2518	$ 287,747	
Dade	ARCH CREEK	802831	2022	2027	2	806	172	980	$ 990,942	X
Dade	ARCH CREEK	802837	2021	2026	1	1586	182	1769	$ 258,885	X
East	ATLANTIC	403231	2022	2027	5	1687	84	1776	$ 2,345,432	X
West	AUBURN	505763	2018	2027	2	2563	155	2720	$ 208,451	
Broward	BASSCREEK	706363	2024	2026	0	1305	50	1355	$ 83,259	X
Dade	BEACON	812164	2022	2026	1	0	305	306	$ 290,416	X
East	BEELINE	405331	2021	2026	0	1418	204	1622	$ 147,335	
East	BEELINE	405336	2021	2026	0	1291	472	1763	$ 93,634	
Dade	BELL	810834	2024	2026	0	665	115	780	$ 137,376	X
Broward	BEVERLY	700838	2024	2026	1	1455	114	1570	$ 304,447	
Broward	BEVERLY	700843	2022	2026	3	1308	34	1345	$ 148,986	X
Broward	BEVERLY	700836	2022	2026	0	1180	216	1396	$ 443,692	
Broward	BEVERLY	700840	2022	2026	0	1119	198	1317	$ 327,101	
Dade	BLUE LAGOON	810433	2022	2026	0	1738	136	1874	$ 161,901	
East	BOCA TEECA	404242	2022	2026	2	0	447	449	$ 271,262	
Dade	COCONUT GROVE	800448	2021	2027	3	956	125	1084	$ 906,116	
Broward	COLLINS	707532	2021	2027	4	1201	399	1604	$ 605,755	X
Broward	COPANS	705637	2021	2026	1	265	579	845	$ 133,654	
West	CORTEZ	500634	2022	2027	3	1262	209	1474	$ 809,826	
West	CORTEZ	500636	2022	2026	1	1595	58	1654	$ 228,475	
Dade	COUNTY LINE	804833	2021	2027	1	1128	90	1219	$ 1,139,998	X
Broward	CULLUM	707132	2021	2026	1	1359	188	1548	$ 132,428	X
Broward	CYPRESS CREEK	702140	2024	2027	1	1790	54	1845	$ 339,745	
Dade	DADE	805438	2020	2027	3	0	766	769	$ 1,724,290	X
Dade	DADELAND	807536	2020	2027	1	650	132	783	$ 2,053,585	X
Broward	DANIA	701538	2021	2026	0	1521	197	1718	$ 213,378	X
Broward	DAVIE	702531	2021	2026	1	1764	139	1904	$ 247,305	X
Broward	DAVIE	702532	2021	2026	3	0	62	65	$ 235,671	
Broward	DRIFTWOOD	702034	2021	2026	3	1559	94	1656	$ 136,648	
West	ESTERO	503969	2021	2026	5	2681	297	2983	$ 155,558	X
Broward	FAIRMONT	700735	2021	2026	1	1276	210	1487	$ 165,057	X
West	FT MYERS	501134	2022	2027	0	460	242	702	$ 1,087,972	
Dade	GARDEN	804134	2024	2027	0	1087	16	1103	$ 2,033,097	X
Dade	GARDEN	804132	2022	2027	0	664	86	750	$ 1,219,644	X
East	GERMANTOWN	404833	2022	2027	2	2146	64	2212	$ 1,589,019	
Dade	GLADEVIEW	802240	2022	2027	3	1276	94	1373	$ 2,185,697	X
Dade	GLADEVIEW	802237	2022	2027	4	1507	183	1694	$ 1,813,561	X
West	GOLDEN GATE	504969	2022	2027	9	1072	173	1254	$ 1,795,721	
Dade	GOLDEN GLADES	806032	2022	2027	0	336	89	425	$ 1,046,097	
Dade	GOLDEN GLADES	806036	2022	2027	0	68	63	131	$ 846,530	X
Dade	GOLDEN GLADES	806038	2022	2027	0	1406	139	1545	$ 2,501,410	X
West	TUTTLE	504532	2021	2026	4	1343	118	1465	$ 89,232	
East	GOLF	404137	2022	2026	8	1397	241	1646	$ 312,303	
Dade	GOULDS	807336	2024	2027	0	1701	137	1838	$ 1,121,465	X
Dade	GOULDS	807338	2024	2027	0	1504	89	1593	$ 1,551,277	
Dade	GOULDS	807340	2024	2026	0	1761	85	1846	$ 58,849	
West	SOLANA	503135	2020	2027	8	1426	78	1512	$ 267,606	X
Broward	TIMBERLAKE	705236	2021	2027	4	1881	212	2097	$ 1,066,347	X
Dade	SNAPPER CREEK	808831	2021	2026	13	852	77	942	$ 46,290	X
Dade	GRAPELAND	802931	2021	2027	1	2066	191	2258	$ 613,917	X
Dade	GRATIGNY	804538	2022	2027	0	1114	199	1313	$ 975,938	
Dade	GRATIGNY	804539	2020	2027	0	775	86	861	$ 2,222,472	X
East	GREENACRES	401033	2020	2027	34	1665	141	1840	$ 1,492,937	
Dade	HIALEAH	800741	2023	2027	0	1787	191	1978	$ 1,632,879	
Dade	HIALEAH	800734	2022	2026	0	874	383	1257	$ 277,922	X
Broward	HIGHLANDS	703833	2022	2027	2	1254	32	1288	$ 2,625,971	X
East	HILLSBORO	404738	2022	2027	0	361	237	598	$ 2,082,508	
East	HILLSBORO	404734	2022	2027	6	1706	155	1867	$ 1,795,869	X
Broward	HOLY CROSS	701936	2024	2026	7	1605	246	1858	$ 170,107	X
East	HOMELAND	408662	2021	2026	6	2266	181	2453	$ 259,749	X
Broward	HUNTINGTON	708162	2022	2027	2	827	195	1024	$ 1,600,603	X
East	IBM	404333	2022	2026	2	134	214	350	$ 244,067	
East	IBM	404337	2022	2026	2	118	157	277	$ 242,002	X
Dade	INDUSTRIAL	804635	2024	2026	0	1	113	114	$ 92,950	X
Dade	INTERNATIONAL	810263	2024	2026	0	3636	220	3856	$ 329,005	X
West	ITALY	510932	2024	2026	12	1057	290	1359	$ 50,231	
Dade	IVES	806732	2022	2026	0	2174	101	2275	$ 132,498	X
East	JOG	407232	2022	2026	1	960	77	1038	$ 312,323	X
East	LAKE IDA	409532	2022	2027	2	1804	169	1975	$ 1,442,754	
Dade	LATIN QUARTER	810935	2021	2027	0	2219	270	2489	$ 558,823	
East	LINTON	401937	2021	2027	5	1095	409	1509	$ 1,385,075	
West	LIVINGSTON	506668	2024	2026	0	1830	152	1982	$ 168,616	
Broward	LYONS	701141	2022	2027	1	1321	27	1349	$ 2,459,309	X
Broward	LYONS	701135	2022	2026	2	1919	188	2109	$ 657,268	X
Broward	MARGATE	702238	2022	2027	0	1954	191	2145	$ 1,413,091	
Broward	MARGATE	702234	2022	2027	4	1427	27	1458	$ 1,432,138	
East	MARLIN	410365	2024	2026	2	2587	143	2732	$ 190,155	
Dade	MASTER	805536	2022	2027	0	0	159	159	$ 1,737,490	X
Dade	MASTER	805537	2021	2027	1	126	242	369	$ 1,972,365	X
Dade	MILAM	808164	2021	2026	2	64	503	569	$ 62,626	
East	MILITARY TRAIL	403036	2022	2026	1	831	29	861	$ 233,625	X
East	MILITARY TRAIL	403033	2022	2026	0	2655	98	2753	$ 306,681	
East	MILITARY TRAIL	403035	2018	2027	0	1623	193	1816	$ 1,431,050	
Dade	MITCHELL	809232	2020	2027	1	23	551	575	$ 1,753,364	
West	NAPLES	501231	2021	2026	5	180	216	401	$ 59,880	X
West	ITALY	510931	2024	2026	20	1200	426	1646	$ 185,991	
Dade	OLYMPIA HEIGHTS	808936	2021	2026	0	1074	321	1395	$ 243,205	X
West	ONECO	502935	2021	2026	5	1404	209	1618	$ 62,214	
West	ONECO	502931	2021	2026	8	1622	175	1805	$ 214,364	
West	ONECO	502933	2021	2026	4	1692	86	1782	$ 83,955	
East	OSBORNE	406531	2022	2026	0	1675	71	1746	$ 321,770	X
East	OSBORNE	406538	2022	2027	6	1747	80	1833	$ 1,912,147	
Broward	PALM AIRE	703634	2022	2026	2	2698	121	2821	$ 179,504	X
West	PALMA SOLA	502534	2021	2027	9	1283	90	1382	$ 518,925	
West	PAYNE	502836	2022	2027	0	487	188	675	$ 1,020,139	
West	PHILLIPPI	503031	2020	2027	4	1612	237	1853	$ 148,257	
West	PHILLIPPI	503032	2022	2027	13	740	218	971	$ 1,070,726	
West	PIRATE	510361	2024	2026	140	2579	202	2921	$ 317,167	
Broward	PLANTATION	701634	2021	2026	5	928	70	1003	$ 476,916	X
Broward	PLANTATION	701632	2022	2027	8	1182	52	1242	$ 1,698,364	X
Broward	PLANTATION	701636	2022	2027	5	2055	121	2181	$ 1,385,530	X
Broward	PLAYLAND	701237	2024	2026	0	836	53	889	$ 133,528	
West	POLO	507166	2024	2027	118	1749	224	2091	$ 1,618,750	
West	PROCTOR	505167	2022	2026	9	2586	176	2771	$ 322,080	
East	PURDY LANE	404437	2022	2027	2	1924	342	2268	$ 1,900,213	X
East	RAINBERRY	409635	2024	2026	2	822	45	869	$ 70,512	
West	RATTLESNAKE	507764	2022	2026	8	3716	367	4091	$ 248,759	X
Broward	RESERVATION	703433	2021	2026	2	856	136	994	$ 61,218	X
Dade	RIVERSIDE	800539	2021	2027	0	1178	128	1306	$ 1,326,639	X
Broward	ROHAN	703034	2021	2026	1	1002	42	1045	$ 352,046	X
East	ROSS	408164	2022	2027	1	2063	52	2116	$ 4,735,572	X
West	SARASOTA	500131	2021	2026	4	1432	274	1710	$ 45,762	
West	LIME	508633	2024	2027	0	295	120	415	$ 208,041	
Dade	SEABOARD	803638	2022	2027	1	1603	139	1743	$ 1,599,465	X
East	SKYPASS	409435	2024	2026	1	945	45	991	$ 115,550	
Dade	SNAKE CREEK	808437	2021	2026	0	2298	81	2379	$ 159,453	
Dade	SNAPPER CREEK	808832	2021	2027	5	525	78	608	$ 486,709	X

Appendix D: FPL 2026 Project Level Detail
Distribution Feeder Hardening Program - Capital Expenditures

Region	Substation	Feeder	Estimated / Actual Start Year[1]	Current Estimated Completion Year[2]	Industrial Customers	Residential Customers	Commercial Customers	Total Customers	2026 Estimated Costs	Ian/ Irma / Matthew / Michael Outage
East	SOUTH BAY	403631	2021	2026	2	5	27	34	$ 59,248	
East	SOUTH BAY	403634	2021	2026	3	0	166	169	$ 320,910	X
Dade	SOUTH MIAMI	802433	2021	2027	2	1486	71	1559	$ 1,229,560	X
West	SOUTH VENICE	503431	2022	2026	5	2366	29	2400	$ 110,077	
Broward	SPRINGTREE	704669	2024	2026	7	2338	184	2529	$ 228,421	
East	SQUARE LAKE	407737	2022	2027	0	715	199	914	$ 1,373,753	
Dade	TAMIAMI	809136	2021	2027	0	1124	155	1279	$ 341,381	X
Dade	TAMIAMI	809135	2021	2027	6	1507	51	1564	$ 995,678	X
West	TIMUCUAN	509131	2022	2026	3	2155	148	2306	$ 200,883	
Dade	TROPICAL	803032	2021	2027	0	422	322	744	$ 1,491,523	X
Dade	TROPICAL	803037	2022	2026	1	866	92	959	$ 281,554	X
Broward	TWINLAKES	707931	2021	2027	1	121	354	476	$ 1,457,029	X
Dade	ULETA	806337	2022	2026	0	1006	198	1204	$ 257,258	X
Dade	ULETA	806331	2022	2027	0	2060	164	2224	$ 1,499,819	X
West	VANDERBILT	506765	2021	2026	19	2897	235	3151	$ 350,289	
Broward	VERENA	700634	2022	2026	10	1117	78	1205	$ 382,204	X
West	WALKER	506037	2021	2026	2	1843	75	1920	$ 57,109	
West	WALKER	506033	2022	2026	1	1506	67	1574	$ 84,017	
East	WEST PALM BEACH	400131	2022	2027	0	478	375	853	$ 2,059,941	X
Dade	WESTON VILLAGE	807831	2022	2027	0	1456	39	1495	$ 1,751,348	X
East	WESTWARD	404035	2015	2027	6	1864	300	2170	$ 1,724,420	
East	ACME	405261	2022	2027	11	2352	192	2555	$ 4,769,078	X
East	ACREAGE	406767	2021	2026	5	2419	68	2492	$ 287,116	X
East	ACREAGE	406768	2022	2027	1	2835	93	2929	$ 1,717,306	
East	ALEXANDER	408565	2024	2027	5	1537	62	1604	$ 1,881,394	X
East	ALEXANDER	408561	2024	2026	1	277	69	347	$ 317,027	X
West	ALLIGATOR	503566	2022	2026	17	3381	197	3595	$ 178,286	X
Dade	BAUER	814133	2024	2026	2	997	288	1287	$ 594,605	
Dade	BEACON	812167	2024	2026	0	133	479	612	$ 53,066	
East	BEELINE	405337	2021	2026	0	429	204	633	$ 174,607	
Broward	ROHAN	703036	2021	2026	0	1817	189	2006	$ 230,314	X
East	BELVEDERE	402537	2022	2027	0	252	590	842	$ 1,316,685	
Dade	BIRD	806933	2024	2027	0	644	823	1467	$ 3,014,321	X
East	BOCA TEECA	404231	2022	2027	11	1900	279	2190	$ 1,343,689	X
West	BONITA SPRINGS	502165	2019	2027	8	2532	299	2839	$ 840,102	
West	BUCKEYE	505864	2022	2026	29	1760	127	1916	$ 478,200	
East	BUTTS	405932	2022	2027	6	1168	158	1332	$ 1,499,669	
East	CALDWELL	408035	2022	2027	6	1199	508	1713	$ 2,293,184	X
West	CASTLE	504666	2022	2026	0	1382	165	1547	$ 84,140	
Dade	62ND AVE	801738	2021	2027	1	737	14	752	$ 844,987	X
Dade	COCONUT GROVE	800435	2022	2027	1	1419	101	1521	$ 499,955	
Dade	COCONUT GROVE	800431	2022	2027	6	1353	71	1430	$ 1,536,365	X
Broward	COPANS	705638	2021	2026	3	737	112	852	$ 242,399	
East	CORBETT	420062	2023	2026	0	0	7	7	$ 107,939	
Dade	CUTLER	802037	2022	2026	2	681	49	732	$ 152,956	X
Dade	CUTLER	802035	2022	2026	1	981	78	1060	$ 216,434	X
Dade	DADE	805435	2024	2027	1	0	180	181	$ 614,299	
Dade	DADE	805432	2020	2026	0	166	354	520	$ 245,570	X
Dade	DADE	805434	2022	2026	0	0	608	608	$ 178,876	
Dade	DADELAND	807531	2024	2027	7	533	56	596	$ 1,567,579	X
East	DELTRAIL	405869	2021	2026	6	2906	189	3101	$ 110,597	
Dade	GRATIGNY	804533	2024	2027	0	2135	132	2267	$ 1,769,254	
Dade	DOUGLAS	806134	2022	2027	1	2436	151	2588	$ 2,500,264	X
Dade	DOUGLAS	806143	2022	2027	1	324	285	610	$ 1,031,445	X
Broward	ELY	702637	2021	2026	4	1956	288	2248	$ 231,234	X
Dade	FLAGAMI	808066	2024	2026	0	1081	243	1324	$ 215,273	X
Dade	FLAGAMI	808067	2024	2026	0	2040	56	2096	$ 157,417	X
Dade	FRONTON	801132	2022	2026	1	140	49	190	$ 188,642	
Dade	FRONTON	801135	2022	2026	1	521	173	695	$ 89,596	X
Dade	GALLOWAY	805740	2024	2027	7	990	63	1060	$ 1,689,348	X
Dade	GALLOWAY	805732	2024	2027	12	721	79	812	$ 1,700,241	X
Dade	GALLOWAY	805737	2024	2026	2	1170	106	1278	$ 262,296	X
Dade	GALLOWAY	805738	2022	2026	0	1292	287	1579	$ 273,724	X
Dade	GARDEN	804138	2020	2027	0	402	362	764	$ 2,176,087	X
East	GERMANTOWN	404831	2021	2027	4	1584	227	1815	$ 1,601,488	
Dade	GLADEVIEW	802234	2022	2027	2	1198	218	1418	$ 2,853,058	X
Dade	GRAPELAND	802933	2015	2027	0	1383	67	1450	$ 1,813,760	
Dade	GRAPELAND	802936	2021	2027	0	1743	162	1905	$ 5,500,663	
Dade	GRATIGNY	804531	2022	2026	0	1402	75	1477	$ 73,485	X
Dade	GRATIGNY	804534	2020	2026	0	1897	68	1965	$ 73,485	X
East	HILLCREST	400431	2021	2026	1	1444	133	1578	$ 262,063	X
East	HILLSBORO	404735	2021	2027	11	1765	106	1882	$ 1,431,279	
Dade	HOMESTEAD	803237	2024	2026	2	2213	110	2325	$ 97,266	
Dade	INDUSTRIAL	804631	2022	2026	1	208	153	362	$ 234,283	
East	JOG	407231	2022	2027	0	1243	95	1338	$ 2,046,095	X
East	JUPITER	401831	2022	2027	2	1211	99	1312	$ 1,925,151	X
East	JUPITER	401834	2022	2027	2	2186	145	2333	$ 2,360,272	
Dade	KENDALL	804331	2022	2026	0	712	90	802	$ 329,104	X
Dade	KENDALL	804333	2022	2026	1	410	47	458	$ 266,726	X
East	BOCA TEECA	404235	2021	2026	0	280	257	537	$ 88,948	X
Dade	KEY BISCAYNE	805331	2021	2027	1	1142	66	1209	$ 1,802,011	
Dade	KILLIAN	807633	2020	2027	0	1165	24	1189	$ 1,432,931	X
East	LAKE PARK	403932	2021	2026	0	1512	385	1897	$ 262,484	
East	LANTANA	402836	2021	2026	0	1056	163	1219	$ 173,364	X
Dade	LAWRENCE	805135	2021	2027	1	1337	162	1500	$ 732,798	X
West	LIVINGSTON	506665	2022	2026	4	894	330	1228	$ 332,475	X
Dade	MARION	802732	2020	2026	1	1328	231	1560	$ 215,189	X
Dade	MARKET	803531	2021	2027	1	652	179	832	$ 1,768,215	
Broward	MCARTHUR	702731	2021	2027	4	1802	213	2019	$ 1,060,503	
Dade	MIAMI BEACH	800248	2021	2027	19	798	52	869	$ 193,868	X
Dade	MIAMI LAKES	807936	2024	2027	2	1027	157	1186	$ 1,729,454	X
Dade	MIAMI LAKES	807937	2024	2026	0	362	286	648	$ 361,189	
Dade	MIAMI SHORES	803435	2020	2027	0	1493	109	1602	$ 1,853,957	X
Dade	MIAMI SHORES	803431	2022	2027	1	1362	107	1470	$ 2,091,689	
Dade	MILLER	805633	2024	2026	2	975	27	1004	$ 283,346	X
Dade	MILLER	805631	2024	2027	2	752	111	865	$ 1,633,887	X
Dade	MILLER	805634	2024	2026	0	835	95	930	$ 219,130	X
Dade	MITCHELL	809234	2024	2026	0	1372	29	1401	$ 157,157	X
Broward	MOFFETT	704136	2022	2026	5	988	37	1030	$ 339,078	X
West	NAPLES	501240	2020	2027	37	847	80	964	$ 927,835	X
Dade	NATOMA	805234	2021	2027	3	620	94	717	$ 2,105,532	X
Dade	NORMANDY BEACH	801035	2021	2027	8	1010	158	1176	$ 1,091,244	X
East	NORTHWOOD	400333	2021	2026	0	181	274	455	$ 277,344	
East	NORTON	404533	2021	2026	4	1058	144	1206	$ 88,049	
Broward	OAKLAND PARK	700443	2022	2026	0	1416	212	1628	$ 487,432	
West	ORANGETREE	507363	2022	2026	10	1004	94	1108	$ 258,169	
East	PAHOKEE	400832	2020	2027	19	262	91	372	$ 1,703,689	
West	PARRISH	507565	2022	2026	12	1637	380	2029	$ 191,254	
Broward	PEMBROKE	702431	2024	2026	2	1299	591	1892	$ 380,797	
West	PHILLIPPI	503037	2022	2026	15	1301	49	1365	$ 323,148	
West	PHILLIPPI	503034	2021	2026	19	1354	187	1560	$ 123,730	
West	PINE RIDGE	504365	2022	2026	14	2324	1153	3491	$ 268,578	
West	PIRATE	510363	2024	2026	1	793	145	939	$ 172,031	
Broward	PORT	701432	2022	2026	8	188	30	226	$ 170,504	
East	PURDY LANE	404436	2022	2026	0	2264	93	2357	$ 217,427	
East	QUANTUM	407936	2021	2026	5	2109	377	2491	$ 56,322	
Dade	RED ROAD	806837	2024	2027	0	795	111	906	$ 2,121,666	X
Dade	RED ROAD	806836	2024	2027	0	1240	200	1440	$ 1,033,049	X
Broward	RESERVATION	703432	2021	2026	2	1807	78	1887	$ 471,938	X
West	OSPREY	500931	2020	2027	3	1246	253	1502	$ 302,480	

Appendix D: FPL 2026 Project Level Detail
Distribution Feeder Hardening Program - Capital Expenditures

Region	Substation	Feeder	Estimated / Actual Start Year[1]	Current Estimated Completion Year[2]	Industrial Customers	Residential Customers	Commercial Customers	Total Customers	2026 Estimated Costs	Ian/ Irma / Matthew / Michael Outage
West	RYE	508264	2024	2026	89	2771	152	3012	$ 369,088	
West	PAYNE	502838	2021	2027	0	827	51	878	$ 32,027	
West	SHADE	506261	2021	2026	4	1648	526	2178	$ 267,572	
Broward	SHERIDAN	707035	2024	2026	3	552	111	666	$ 224,398	
West	PINE RIDGE	504368	2020	2027	10	1198	87	1295	$ 509,563	X
Dade	SNAKE CREEK	808431	2021	2027	0	1156	18	1174	$ 798,633	X
Dade	SNAPPER CREEK	808837	2024	2027	12	477	36	525	$ 1,294,080	
West	SOUTH VENICE	503432	2022	2026	2	1430	298	1730	$ 310,460	
West	SOUTH VENICE	503437	2022	2026	0	1511	60	1571	$ 394,539	
Dade	SUNNY ISLES	803933	2022	2027	7	2277	167	2451	$ 1,452,487	X
Dade	TAMIAMI	809134	2021	2027	0	731	137	868	$ 1,665,361	X
Dade	TAMIAMI	809133	2021	2027	3	1013	246	1262	$ 1,826,212	X
Dade	TROPICAL	803033	2022	2026	0	1991	187	2178	$ 207,947	X
Dade	TROPICAL	803038	2022	2026	0	1500	93	1593	$ 151,153	X
Dade	TROPICAL	803031	2022	2027	0	1374	131	1505	$ 2,739,310	X
Dade	ULETA	806340	2022	2026	1	1304	137	1442	$ 68,844	X
East	TERMINAL	402133	2021	2026	0	1303	257	1560	$ 324,639	
East	DELTRAIL	405862	2021	2026	5	3577	136	3718	$ 300,963	X
East	INLET	411735	2023	2026	1	1331	75	1407	$ 71,373	
West	ALLIGATOR	503568	2021	2027	35	2605	461	3101	$ 297,252	X
West	RUBONIA	505265	2025	2026	6	2341	159	2506	$ 192,725	
West	VAMO	505563	2021	2026	0	1128	184	1312	$ 50,470	
West	AUBURN	505768	2025	2026	3	992	60	1055	$ 146,676	
West	SUMMIT	509063	2021	2026	3	4397	385	4785	$ 59,955	
West	TIMUCUAN	509133	2023	2026	5	2085	213	2303	$ 40,226	
West	PIRATE	510362	2025	2026	4	2650	252	2906	$ 289,724	
Broward	OAKLAND PARK	700435	2021	2026	4	640	141	785	$ 211,899	X
Broward	VERENA	700633	2021	2027	3	2563	391	2957	$ 299,775	X
Broward	PLANTATION	701637	2020	2026	5	1086	186	1277	$ 141,410	X
Broward	ROCK ISLAND	701831	2020	2026	2	2255	159	2416	$ 44,768	X
Broward	ROCK ISLAND	701839	2020	2026	7	1596	523	2126	$ 134,430	X
Broward	MOFFETT	704133	2021	2026	2	1092	367	1461	$ 43,559	X
Broward	LAKEVIEW	704940	2021	2026	3	2232	276	2511	$ 27,146	X
Broward	BASSCREEK	706366	2021	2026	0	0	1	1	$ 456,174	
Dade	KENDALL	804338	2025	2026	0	414	81	495	$ 199,773	X
Broward	OAKLAND PARK	700437	2024	2026	2	986	415	1403	$ 415,176	X
Broward	HALLANDALE	700934	2024	2027	8	2130	78	2216	$ 1,872,818	X
Broward	PLAYLAND	701232	2024	2026	0	665	213	878	$ 338,843	X
Broward	CYPRESS CREEK	702135	2025	2027	0	0	204	204	$ 1,119,088	X
Broward	ORCHID	709362	2025	2026	11	1996	148	2155	$ 75,503	X
Dade	COCONUT GROVE	800433	2026	2027	4	1402	174	1580	$ 1,886,103	X
Dade	RIVERSIDE	800534	2023	2026	0	1467	70	1537	$ 114,473	X
Dade	RIVERSIDE	800536	2022	2026	1	1076	202	1279	$ 85,922	X
Dade	40TH ST	800933	2025	2027	0	0	2	2	$ 2,143,483	
Dade	FRONTON	801131	2026	2027	1	3	210	214	$ 1,499,407	X
Dade	FRONTON	801134	2022	2027	1	1648	338	1987	$ 876,995	
Dade	FRONTON	801140	2021	2026	4	898	551	1453	$ 104,852	X
Dade	62ND AVE	801736	2022	2026	5	987	42	1034	$ 97,205	X
Dade	DEAUVILLE	801936	2026	2027	0	1124	143	1267	$ 563,085	X
Dade	MIRAMAR	802133	2025	2027	0	1431	234	1665	$ 2,819,491	X
Dade	SEABOARD	803632	2023	2026	2	703	160	865	$ 87,030	X
Dade	SUNILAND	806531	2023	2027	0	769	23	792	$ 1,414,902	
Dade	IVES	806731	2024	2026	2	1539	91	1632	$ 205,747	X
Dade	IVES	806733	2026	2027	1	1941	205	2147	$ 1,129,440	X
Dade	BIRD	806932	2023	2026	4	1132	71	1207	$ 202,508	X
Dade	WHISPERING PINES	808331	2023	2026	0	1326	86	1412	$ 412,139	X
Dade	SNAKE CREEK	808433	2023	2027	1	1700	91	1792	$ 1,722,151	X
Dade	BOULEVARD	808732	2023	2026	0	1176	117	1293	$ 112,972	X
Dade	BAUER	814134	2024	2026	0	2413	118	2531	$ 285,580	
Dade	BANYAN	814431	2025	2026	0	1586	197	1783	$ 351,270	
West	WOODS	506966	2024	2026	1	2031	49	2081	$ 10,000	
West	MUSTANG	511161	2025	2026	42	3917	171	4130	$ 10,000	
Dade	GLADEVIEW	802236	2026	2028	2	2949	214	3165	$ 6,428,062	X
Dade	NATOMA	805236	2026	2028	1	1481	151	1633	$ 175,702	X
Dade	DOUGLAS	806137	2026	2028	0	1471	118	1589	$ 193,749	
Dade	HAINLIN	806433	2025	2028	2	726	198	926	$ 5,407,083	X
Dade	IVES	806737	2026	2028	0	575	392	967	$ 122,418	X
Dade	AVOCADO	810064	2026	2028	1	548	199	748	$ 689,629	X
Dade	INTERNATIONAL	810266	2026	2028	3	2015	194	2212	$ 94,917	X
Dade	LATIN QUARTER	810934	2026	2028	1	2112	276	2389	$ 668,144	X
Dade	JACKSON	813533	2026	2028	4	1834	271	2109	$ 1,654,746	
North	HOLLY HILL	101033	2024	2026	7	898	144	1049	$ 94,381	X
North	MATANZAS	102533	2020	2026	15	2751	180	2946	$ 304,159	X
North	MATANZAS	102534	2020	2026	1	82	15	98	$ 198,586	X
North	CHULUOTA	207261	2020	2026	1	1129	99	1229	$ 174,794	X
North	YULEE	301465	2024	2026	98	3716	248	4062	$ 182,962	
East	JUNO BEACH	402638	2025	2027	6	1618	147	1771	$ 2,282,627	
East	OSLO	402933	2022	2027	0	2499	61	2560	$ 1,548,628	X
East	TULIP	413932	2024	2026	0	559	189	748	$ 349,730	
East	GREENACRES	401031	2022	2026	2	1931	230	2163	$ 260,017	X
East	BELVEDERE	402534	2021	2026	3	1040	160	1203	$ 237,699	
East	PLUMOSUS	408965	2024	2026	0	751	97	848	$ 234,103	
East	GOLF	404138	2023	2026	4	1418	221	1643	$ 221,194	
East	WESTWARD	404040	2022	2026	3	143	417	563	$ 194,382	
East	ALEXANDER	408562	2024	2026	10	1587	274	1871	$ 139,552	X
East	NORTHWOOD	400336	2022	2026	0	1748	139	1887	$ 143,396	X
East	ACREAGE	406761	2021	2026	9	2198	161	2368	$ 140,814	
East	HOMELAND	408665	2024	2026	0	1480	70	1550	$ 139,188	
East	HOMELAND	408668	2022	2026	12	3655	241	3908	$ 123,640	
East	COVE	408265	2022	2026	3	2314	97	2414	$ 118,266	X
East	COBIA	414333	2024	2026	0	1143	142	1285	$ 123,908	
East	CLEWISTON	402031	2022	2026	5	18	104	127	$ 124,329	
East	SANDALFOOT	405039	2024	2026	4	1667	92	1763	$ 117,405	X
East	WHITE CITY	401434	2024	2026	3	724	216	943	$ 100,346	
East	JENSEN	403439	2024	2026	0	1639	93	1732	$ 97,267	X
East	ROEBUCK	406334	2024	2026	0	1179	93	1272	$ 104,382	
East	WESTWARD	404036	2024	2026	4	1343	155	1502	$ 103,158	X
East	CHAMBERS	413832	2024	2026	1	1398	238	1637	$ 106,409	
East	LINTON	401932	2024	2026	8	1286	274	1568	$ 101,494	
East	GOLF	404135	2021	2026	12	2001	263	2276	$ 97,210	
East	PINEWOOD	409961	2024	2026	4	1080	182	1266	$ 82,580	X
East	BUTTS	405934	2021	2026	7	1253	59	1319	$ 81,547	
East	BELVEDERE	402536	2021	2026	1	651	187	839	$ 84,014	X
East	CATCHMENT	409765	2024	2026	3	3483	352	3838	$ 61,849	X
East	VIOLET	413538	2024	2026	0	681	312	993	$ 116,354	
East	COBIA	414335	2024	2026	0	485	76	561	$ 64,603	
East	TARTAN	407867	2024	2026	7	2846	114	2967	$ 73,075	
East	CLINTMOORE	405466	2024	2026	13	1951	117	2081	$ 57,718	
East	GRAMERCY	410533	2024	2026	0	2395	240	2635	$ 69,365	
East	SANDALFOOT	405033	2024	2026	0	741	26	767	$ 54,811	
East	SANDALFOOT	405036	2021	2026	2	2317	205	2524	$ 54,601	
East	PORT MAYACA	402763	2024	2026	2	71	145	218	$ 60,128	
East	ACREAGE	406764	2024	2026	11	2018	120	2149	$ 50,412	
East	HILLSBORO	404732	2024	2026	7	1567	40	1614	$ 61,791	X
East	ROSS	408161	2021	2026	8	1593	290	1891	$ 45,344	
East	LINTON	401938	2022	2026	7	781	35	823	$ 33,564	X
East	DATURA ST	400232	2024	2026	0	1015	218	1233	$ 51,521	
East	SANDALFOOT	405035	2021	2026	5	2251	82	2338	$ 42,935	X
East	WABASSO	400662	2024	2026	20	1494	296	1810	$ 51,980	X
East	VIOLET	413537	2024	2026	0	2703	438	3141	$ 42,170	

Appendix D: FPL 2026 Project Level Detail
Distribution Feeder Hardening Program - Capital Expenditures

Region	Substation	Feeder	Estimated / Actual Start Year[1]	Current Estimated Completion Year[2]	Industrial Customers	Residential Customers	Commercial Customers	Total Customers	2026 Estimated Costs	Ian/ Irma / Matthew / Michael Outage
East	ROSEDALE	410763	2024	2026	2	1740	153	1895	$ 38,785	X
East	HAMLET	409863	2024	2026	1	1902	190	2093	$ 45,440	
East	HOMELAND	408663	2024	2026	2	3129	231	3362	$ 39,989	X
East	KIMBERLY	406863	2024	2026	7	2059	52	2118	$ 35,572	
East	VIOLET	413532	2024	2026	1	1596	209	1806	$ 39,626	
East	ACME	405266	2021	2026	1	2139	471	2611	$ 33,449	
West	HYDE PARK	500436	2024	2026	20	1148	124	1292	$ 108,414	
West	CORTEZ	500632	2024	2026	7	2605	282	2894	$ 56,712	
West	LABELLE	502463	2024	2026	33	1229	231	1493	$ 106,416	X
West	SOLANA	503138	2023	2026	6	858	453	1317	$ 75,223	X
West	CASTLE	504661	2024	2026	14	3685	314	4013	$ 235,374	
West	GOLDEN GATE	504964	2023	2026	9	1200	55	1264	$ 154,114	X
West	VAMO	505562	2022	2026	11	2166	259	2436	$ 110,378	
West	WALKER	506035	2023	2026	2	1213	13	1228	$ 81,458	X
West	LIVINGSTON	506662	2024	2026	12	2525	163	2700	$ 56,773	X
West	VANDERBILT	506769	2022	2026	12	1930	158	2100	$ 101,701	
West	NOTRE DAME	506863	2024	2026	23	1725	148	1896	$ 103,541	
West	CORKSCREW	507467	2024	2026	1	3454	240	3695	$ 88,103	
West	GATEWAY	508462	2023	2026	24	2303	446	2773	$ 65,109	
West	SUMMIT	509062	2023	2026	9	3855	319	4183	$ 180,523	
West	KELLY	510663	2024	2026	23	3763	193	3979	$ 119,316	
Broward	FAIRMONT	700733	2022	2026	4	1012	169	1185	$ 128,748	X
Broward	PEMBROKE	702437	2021	2026	2	1832	139	1973	$ 101,404	X
Broward	DEERFIELD BEACH	703538	2024	2026	2	1399	281	1682	$ 145,559	X
Broward	TIMBERLAKE	705233	2023	2026	3	399	88	490	$ 91,844	X
Broward	COPANS	705634	2022	2026	3	3903	153	4059	$ 104,759	
Dade	RAILWAY	800832	2023	2026	2	2243	144	2389	$ 48,948	X
Dade	FRONTON	801136	2019	2026	2	1703	251	1956	$ 78,306	
Dade	62ND AVE	801735	2023	2026	5	1019	69	1093	$ 106,701	X
Dade	CUTLER	802031	2024	2026	1	643	136	780	$ 93,722	X
Dade	MARION	802739	2019	2026	0	1510	154	1664	$ 78,584	
Dade	GARDEN	804131	2022	2027	0	1192	106	1298	$ 104,290	X
Dade	GARDEN	804139	2021	2026	0	999	194	1193	$ 115,944	X
Dade	VENETIAN	804441	2024	2027	1	204	114	319	$ 2,377,365	
Dade	UNIVERSITY	805033	2023	2026	7	1090	89	1186	$ 46,118	X
Dade	UNIVERSITY	805036	2023	2026	11	1277	120	1408	$ 44,212	X
Dade	LAWRENCE	805136	2018	2026	0	2215	468	2683	$ 30,179	
Dade	CORAL REEF	805835	2021	2026	0	1634	26	1660	$ 94,837	X
Dade	DOUGLAS	806141	2023	2026	1	1368	132	1501	$ 33,414	
Dade	HAINLIN	806431	2022	2026	1	913	70	984	$ 177,325	X
Dade	SUNILAND	806532	2024	2026	0	717	134	851	$ 109,092	X
Dade	PENNSUCO	807164	2021	2027	2	1338	349	1689	$ 161,340	X
Dade	MERCHANDISE	807232	2021	2027	1	0	147	148	$ 67,103	X
Dade	MERCHANDISE	807234	2020	2027	0	1653	230	1883	$ 135,244	X
Dade	GOULDS	807333	2023	2026	0	1894	102	1996	$ 87,797	X
Dade	VILLAGE GREEN	807434	2023	2026	0	898	225	1123	$ 106,177	X
Dade	SNAPPER CREEK	808833	2021	2026	6	511	40	557	$ 92,621	X
Dade	SNAPPER CREEK	808834	2021	2026	10	592	119	721	$ 146,829	X
Dade	BLUE LAGOON	810434	2021	2027	2	1202	156	1360	$ 96,391	X
Northwest	Molino	905382	2025	2026	2	2018	317	2337	$ 10,125,000	
Northwest	Molino	905392	2025	2026	0	966	95	1061	$ 1,050,000	
Northwest	Airport	908932	2025	2026	0	1796	218	2014	$ 4,350,000	
Northwest	Bonifay	909832	2025	2026	1	701	221	923	$ 3,750,000	
Northwest	Bonifay	917102	2025	2026	0	1002	320	1322	$ 7,500,000	
Northwest	Chipley	909212	2025	2026	0	1401	244	1645	$ 5,625,000	
Northwest	Sunny Hills	909592	2025	2026	0	1172	166	1338	$ 10,500,000	
Total				**265**					**$ 310,811,570**	

Distribution Automation

Region	Area	Number of Sites	Projected Start Year[1]	Projected Completion Year[2]	Industrial Customers	Residential Customers	Commercial Customers	Total Customers	2024 Estimated Costs	
Northwest	Pensacola	10	2026	2026	N/A	N/A	N/A	N/A	$ 500,000	N/A
Northwest	Ft.Walton Beach	4	2026	2026	N/A	N/A	N/A	N/A	$ 200,000	N/A
Northwest	Panama City	6	2026	2026	N/A	N/A	N/A	N/A	$ 300,000	N/A
Total				**20**					**$ 1,000,000**	

Combined Total for 2026						**$ 311,811,570**	

Notes:
(1) Start date reflects estimated/actual year when initial project costs will begin to accrue (e.g., preliminary engineering/design, site preparations, or customer outreach, if applicable).
(2) Completion year reflects the estimated/actual date when project will be completed.

Appendix D: FPL 2026 Project Level Detail
Distribution Lateral Hardening Program - Capital Expenditures

Region	Substation	Feeder	Total Lateral Count	2026 Projected Completed Lateral Count	Estimated / Actual Start Year[1]	Current Estimated Completion Year[2]	Residential Customers	Commercial Customers	Industrial Customers	Total Customers	2026 Estimated Costs	Ian/ Irma / Matthew / Michael Outage
West	GOLDEN GATE	504968	105	31	2023	2026	1380	53	27	1460	$ 26,073,767	X
Dade	AVOCADO	810062	68	21	2024	2027	583	313	2	898	$ 24,129,323	X
Dade	PENNSUCO	807161	21	21	2024	2026	60	120	2	182	$ 25,885,327	X
Northwest	PINE FOREST GLF	906792	65	54	2024	2026	2010	174	0	2184	$ 34,470,872	
Northwest	S CRESTVIEW GLF	909672	76	54	2024	2026	3528	364	0	3892	$ 35,698,035	
Northwest	HIGHLAND CTY GLF	908792	114	78	2024	2026	1729	301	1	2031	$ 27,576,698	
Dade	40TH ST	800938	15	0	2026	2028	280	48	0	328	$ 304,683	X
Dade	BEACON	812167	9	9	2025	2026	125	259	0	384	$ 7,807,652	X
Dade	BIRD	806936	15	15	2025	2026	537	9	2	548	$ 11,915,431	X
East	BOCA RATON	400732	4	0	2026	2027	239	6	0	245	$ 302,651	X
East	BOCA RATON	400740	16	0	2026	2027	395	95	8	498	$ 590,889	X
Dade	COCONUT GROVE	800435	27	0	2026	2028	811	33	1	845	$ 777,270	X
Dade	COUNTY LINE	804835	9	9	2025	2026	1324	11	3	1338	$ 14,305,412	X
Broward	CYPRESS CREEK	702138	4	4	2025	2026	210	7	0	217	$ 2,861,082	X
Broward	DRIFTWOOD	702031	7	7	2024	2026	336	78	0	414	$ 3,223,027	X
Broward	DRIFTWOOD	702036	11	11	2024	2026	1130	33	2	1165	$ 6,602,321	X
North	EDGEWATER	101937	27	27	2025	2026	1347	58	2	1407	$ 14,670,803	X
Broward	FLAMINGO	707267	9	9	2024	2026	137	7	0	144	$ 8,907,273	X
Dade	GOLDEN GLADES	806037	18	0	2026	2027	821	40	0	861	$ 840,789	X
Dade	GRATIGNY	804531	17	0	2026	2028	798	33	0	831	$ 898,146	X
Broward	HAWKINS	702932	4	4	2025	2026	396	141	0	537	$ 2,123,406	X
Broward	HAWKINS	702935	7	7	2025	2026	237	20	0	257	$ 3,265,541	X
Dade	HIALEAH	800738	12	0	2026	2027	465	124	1	590	$ 580,283	X
Broward	HOLLYWOOD	700233	5	5	2024	2026	191	88	0	279	$ 2,246,352	X
Broward	HOLLYWOOD	700236	19	19	2024	2026	1106	106	0	1212	$ 5,274,043	X
Broward	HOLMBERG	706465	4	4	2025	2026	79	16	1	96	$ 7,266,460	X
East	IBM	404336	9	0	2026	2027	223	46	1	270	$ 361,878	X
Dade	INDUSTRIAL	804636	17	0	2026	2027	640	127	2	769	$ 990,175	X
Dade	INTERNATIONAL	810264	10	0	2026	2027	397	10	0	407	$ 396,489	X
Dade	KEY BISCAYNE	805332	5	0	2026	2027	125	25	1	151	$ 220,245	X
East	LANTANA	402835	15	0	2026	2027	501	50	3	554	$ 579,152	X
Dade	LEMON CITY	807734	29	29	2025	2026	837	156	3	996	$ 11,806,274	X
Dade	MIAMI BEACH	800248	8	0	2026	2027	250	16	9	275	$ 408,320	X
Dade	NATOMA	805237	11	0	2026	2028	71	10	1	82	$ 76,270	X
East	OSBORNE	406532	14	0	2026	2027	192	19	0	211	$ 252,021	X
Dade	PERRINE	804239	21	0	2026	2028	1184	16	0	1200	$ 1,028,615	X
Dade	RED ROAD	806841	10	0	2026	2027	954	17	0	971	$ 994,446	X
Dade	RED ROAD	806831	18	0	2026	2027	689	34	0	723	$ 811,389	X
Broward	REMSBURG	705862	8	8	2025	2026	508	83	0	591	$ 4,467,425	X
Broward	RESERVATION	703436	7	7	2025	2026	135	22	0	157	$ 2,890,957	X
Dade	ROSELAWN	807033	8	0	2026	2028	503	115	0	618	$ 551,958	X
Broward	STIRLING	701732	23	0	2026	2028	681	12	0	693	$ 658,084	X
Broward	STONEBRIDGE	704763	14	14	2024	2026	87	72	2	161	$ 11,582,213	X
Dade	SUNILAND	806534	19	0	2026	2027	352	101	4	457	$ 548,828	X
Dade	TROPICAL	803038	9	0	2026	2028	444	20	0	464	$ 411,717	X
Dade	TROPICAL	803034	14	0	2026	2028	796	13	1	810	$ 767,825	X
Dade	TROPICAL	803035	23	0	2026	2028	1291	42	0	1333	$ 1,289,233	X
Dade	UNIVERSITY	805033	16	0	2026	2028	385	17	4	406	$ 478,548	X
Broward	VALENCIA	706266	28	28	2025	2026	532	67	1	600	$ 16,304,722	X
Dade	VENETIAN	804437	11	0	2026	2028	272	31	4	307	$ 195,412	X
Broward	PLANTATION	701639	37	37	2024	2026	544	166	0	710	$ 27,209,008	X
Dade	OLYMPIA HEIGHTS	808931	37	37	2024	2026	1035	51	1	1087	$ 15,563,599	X
Dade	62ND AVE	801735	20	20	2024	2026	673	19	4	696	$ 8,990,003	X
Dade	SOUTH MIAMI	802437	28	28	2024	2026	840	129	9	978	$ 18,478,685	X
East	ACREAGE	406764	108	6	2022	2026	171	1	0	172	$ 836,986	X
East	BELLE GLADE	400934	68	35	2024	2026	1116	151	1	1268	$ 13,636,677	X
East	LANTANA	402838	25	25	2024	2026	983	87	3	1073	$ 10,762,955	X
East	HILLS	407333	37	37	2024	2026	886	21	3	910	$ 12,681,834	X
East	HILLCREST	400431	44	44	2024	2026	1166	107	1	1274	$ 20,654,946	X
East	LANTANA	402831	25	25	2024	2026	879	114	0	993	$ 18,376,996	X
East	ATLANTIC	403231	15	15	2024	2026	791	20	2	813	$ 13,669,424	X
East	LAKE IDA	409533	12	12	2024	2026	469	12	2	483	$ 5,586,579	X
East	GREENACRES	401033	39	39	2023	2026	1059	64	0	1123	$ 14,305,412	X
East	GOLF	404133	9	9	2023	2026	611	45	2	658	$ 11,583,362	X
East	OSBORNE	406535	12	12	2023	2026	511	79	0	590	$ 8,220,154	X
East	QUANTUM	407931	38	38	2023	2026	1209	55	3	1267	$ 14,873,032	X
East	MILITARY TRAIL	403034	50	50	2024	2026	1145	154	0	1299	$ 16,597,725	X

Appendix D: FPL 2026 Project Level Detail
Distribution Lateral Hardening Program - Capital Expenditures

Region	Substation	Feeder	Total Lateral Count	2026 Projected Completed Lateral Count	Estimated / Actual Start Year[1]	Current Estimated Completion Year[2]	Residential Customers	Commercial Customers	Industrial Customers	Total Customers	2026 Estimated Costs	Ian/ Irma / Matthew / Michael Outage
North	HIELD	208163	51	24	2024	2026	2291	28	0	2319	$ 17,069,861	X
North	CRANE	407167	60	19	2024	2027	672	244	2	918	$ 25,270,022	X
North	EDGEWATER	101932	55	40	2024	2026	1195	15	1	1211	$ 11,011,876	X
North	ROSEDALE	410762	62	62	2024	2026	1059	31	0	1090	$ 20,510,169	X
North	BABCOCK	204262	56	56	2024	2026	1484	198	0	1682	$ 22,940,365	X
West	SOUTH VENICE	503435	34	20	2024	2027	2060	26	4	2090	$ 23,382,741	X
West	GOLDEN GATE	504965	22	8	2024	2027	2047	55	10	2112	$ 13,018,499	X
West	MURDOCK	502065	41	41	2023	2026	2726	210	24	2960	$ 51,901,643	X
Total				**1,214**							**$ 743,802,288**	

Notes:
(1) Start date reflects estimated/actual year when initial project costs will begin to accrue (e.g., preliminary engineering/design, site preparations, or customer outreach, if applicable).
(2) Completion year reflects the estimated/actual date when project will be completed.

Appendix D: FPL 2026 Project Level Detail
Transmission Hardening Program - Capital Expenditures

Transmission Line Name	Projected Number of Wooden Structures to be Replaced	Estimated / Actual Start Year[1]	Current Estimated Completion Year[2]	Industrial Customers	Residential Customers	Commercial Customers	Total Customers	2026 Estimated Costs	Ian/ Irma / Matthew / Michael Outage
BRENTWOOD-GOULDING 115kV [1515] : BRENTWOOD-HONEYSUCKLE	13	2026	2026	N/A	N/A	N/A	1873	$ 1,300,000	
BRENTWOOD-GOULDING 115kV [1515] : HONEYSUCKLE-GOULDING	10	2026	2026	N/A	N/A	N/A	1873	$ 1,000,000	
GULF CLEAN ENERGY CENTER-DEATON #1 115kV [4777] : JAY ROAD-DEATON (Phase 1 of 3)	5	2025	2026	N/A	N/A	N/A	15615	$ 500,000	
HIGHLAND CITY-VERNON RADIAL 115kV [1544] : SUNNY HILLS TAP-SUNNY HILLS (TAP)	5	2023	2026	N/A	N/A	N/A	6036	$ 500,000	
LAGUNA BEACH-WEST BAY RADIAL 115kV [1555] : WEST BAY-MILLERS FERRY (Phase 3 of 4)	20	2026	2026	N/A	N/A	N/A	1454	$ 2,000,000	
LAGUNA BEACH-WEST BAY RADIAL 115kV [1555] : WEST BAY-MILLERS FERRY (Phase 4 of 4)	9	2026	2026	N/A	N/A	N/A	1454	$ 900,000	
MILLER BAYOU-WRIGHT 115kV [1549] : MILLER BAYOU-WRIGHT (Phase 1 of 7)	17	2026	2026	N/A	N/A	N/A	0	$ 1,700,000	
MILLER BAYOU-WRIGHT 115kV [1549] : MILLER BAYOU-WRIGHT (Phase 2 of 7)	17	2026	2026	N/A	N/A	N/A	0	$ 1,700,000	
MILLER BAYOU-WRIGHT 115kV [1549] : MILLER BAYOU-WRIGHT (Phase 3 of 7)	17	2026	2026	N/A	N/A	N/A	0	$ 1,700,000	
MILLER BAYOU-WRIGHT 115kV [1549] : MILLER BAYOU-WRIGHT (Phase 4 of 7)	17	2026	2026	N/A	N/A	N/A	0	$ 1,700,000	
MILLER BAYOU-WRIGHT 115kV [1549] : MILLER BAYOU-WRIGHT (Phase 5 of 7)	17	2026	2026	N/A	N/A	N/A	0	$ 1,700,000	
MILLER BAYOU-WRIGHT 115kV [1549] : MILLER BAYOU-WRIGHT (Phase 6 of 7)	17	2026	2026	N/A	N/A	N/A	0	$ 1,700,000	
MILLER BAYOU-WRIGHT 115kV [1549] : MILLER BAYOU-WRIGHT (Phase 7 of 7)	17	2026	2026	N/A	N/A	N/A	0	$ 1,700,000	
REDWOOD-WEWA ROAD 115kV [1559] : REDWOOD-WEWA ROAD (Phase 1 of 2)	16	2025	2026	N/A	N/A	N/A	0	$ 1,600,000	
REDWOOD-WEWA ROAD 115kV [1559] : REDWOOD-WEWA ROAD (Phase 2 of 2)	15	2025	2026	N/A	N/A	N/A	0	$ 1,500,000	
WEWA ROAD-TYNDALL FIELD RADIAL #2 46kV [4660] : EAGLES NEST SOUTH-TYNDALL FIELD #2 (Phase 1 of 4)	13	2025	2026	N/A	N/A	N/A	973	$ 1,300,000	X
WEWA ROAD-TYNDALL FIELD RADIAL #2 46kV [4660] : EAGLES NEST SOUTH-TYNDALL FIELD #2 (Phase 2 of 4)	13	2025	2026	N/A	N/A	N/A	973	$ 1,300,000	X
WEWA ROAD-TYNDALL FIELD RADIAL #2 46kV [4660] : EAGLES NEST SOUTH-TYNDALL FIELD #2 (Phase 3 of 4)	13	2025	2026	N/A	N/A	N/A	973	$ 1,300,000	X
WEWA ROAD-TYNDALL FIELD RADIAL #2 46kV [4660] : EAGLES NEST SOUTH-TYNDALL FIELD #2 (Phase 4 of 4)	13	2025	2026	N/A	N/A	N/A	973	$ 1,300,000	X
TBD: DESIGN, ENGINEERING AND PROCUREMENT FOR 2027 PROJECTS	41	2026	2026	N/A	N/A	N/A	0	$ 2,305,186	
Total	**305**							**$ 28,705,186**	

Notes:

(1) Start date reflects estimated/actual year when initial project costs will begin to accrue (e.g., preliminary engineering/design, site preparations, or customer outreach, if applicable).

(2) Completion year reflects the estimated/actual date when project will be completed.

Appendix D: FPL 2026 Project Level Detail
Substation Storm Surge / Flood Mitigation Program - Capital Expenditures

County	Substation	Substation Type	Estimated / Actual Start Year[1]	Current Estimated Completion Year[2]	Industrial Customers	Residential Customers	Commercial Customers	Total Customers	2026 Estimated Costs	Ian/ Irma / Matthew / Michael Outage
Port Orange	Volusia	Distribution	2025	2026	18	13546	1765	15329	$ 8,500,000	X
Total				**1**					**$ 8,500,000**	

Notes:
(1) Start year reflects the year when initial project costs will begin to accrue (e.g., preliminary engineering/design, site preparations, or customer outreach, if applicable).
(2) Completion year reflects the estimated/actual date when project will be completed.