Consolidated Edison Company of New York, Inc.

Revised Report on 2025 Capital Expenditures and 2026 - 2030 Electric Capital Forecast

Case 22-E-0064 – Proceeding on Motion of the Commission as to the Rates, Charges, Rules and Regulations of Consolidated Edison Company of New York, Inc. for Electric Service.

New York, New York

March 12, 2026

Table of Contents

Summary T&D Capital Plan
2025 Capital Budget and Actual Spend

Thousands ($000)

	Rate Plan	Actual	Budget	Variation Between Actual and Budget	Variation %
Electric T&D					
System and Transmission	$243,028	$209,522	$239,247	($29,725)	(12%)
Substations	$573,956	$588,337	$476,228	$112,109	24%
Distribution	$1,124,919	$1,250,591	$1,272,902	($22,311)	(2%)
Sub-total Electric T&D	**$1,941,903**	**$2,048,450**	**$1,988,377**	**$60,073**	**3%**
Electric Interference	$206,315	$261,401	$206,315	$55,086	27%
Total Electric T&D	**$2,148,218**	**$2,309,851**	**$2,194,692**	**$115,159**	**5%**
Electric Production	**$19,600**	**$19,103**	**$19,600**	**($497)**	**(3%)**
Shared Services					
Facilities	$164,654	$195,585	$184,968	$10,617	6%
IT Initiatives	$382,530	$324,486	$317,773	$6,713	2%
Customer Energy Solutions	$137,009	$128,825	$139,024	($10,199)	(7%)
Total Shared Services*	**$684,194**	**$648,897**	**$641,765**	**$7,131**	**1%**
Total Capital Expenditures	**$2,852,012**	**$2,977,851**	**$2,856,057**	**$121,794**	**4%**
Surcharge Projects					
Substations	$0	$269,267	$460,359	($191,092)	(42%)
Distribution	$47,932	$77,678	$107,988	($30,310)	(28%)
Customer Energy Solutions	$0	$3,600	$12,597	($8,997)	(71%)
Total Surcharge Projects	**$47,932**	**$350,545**	**$580,944**	**($230,399)**	**(40%)**
Total Capital Expenditures with Surcharge Projects	**$2,899,944**	**$3,328,396**	**$3,437,001**	**($108,605)**	**(3%)**

*Note: *83% of Shared Services is allocated to Electric*

System and Transmission Capital Summary
2025 Capital Budget and Actual Spend

Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget
Environmental Programs	$450	($182)	$446	($628)
Information Technology	$400	$2	$0	$2
Replacement	$18,000	$21,595	$21,000	$595
System Expansion	$66,051	$100,749	$119,051	($18,302)
Risk Reduction	$152,927	$82,994	$91,510	($8,516)
Safety and Security	$5,200	$4,364	$7,240	($2,876)
Total System & Transmission Operations	$243,028	$209,522	$239,247	($29,725)
Public Improvement (PI)	$47,500	$12,906	$67,825	($54,919)
Total System & Transmission Operations with PI	$290,528	$222,428	$307,072	($84,644)

System and Transmission Operations
2025 Capital Budget and Actual Spend

Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget	Variation %
Environmental					
Environmental Enhancements Programs	$450	($182)	$446	($628)	(141%)
Total - Environmental	**$450**	**($182)**	**$446**	**($628)**	(141%)
Information Technology					
Distribution Orders Enhancements	$400	$2	$0	$2	100%
Total Information Technology	**$400**	**$2**	**$0**	**$2**	**100%**
Replacement					
Transmission Feeder Failures	$15,000	$21,586	$18,000	$3,586	20%
Transmission Failures - Other (Potheads)	$3,000	$9	$3,000	($2,991)	(100%)
Total Replacement	**$18,000**	**$21,595**	**$21,000**	**$595**	**3%**
System Expansion					
AMTRAK PSA-OAK	$0	$18	$5,000	($4,982)	(100%)
Rainey to Corona II 138KV Feeder	$0	$143	$0	$143	100%
Gowanus To Greenwood 138KV Feeder	$11,000	$23,171	$16,000	$7,171	45%
Goethals to Fox Hills - 138KV Feeder	$55,051	$42,194	$55,051	($12,857)	(23%)
Gowanus To Greenwood 4th PAR Controlled Tie via FDR 42G13	$0	$35,223	$43,000	($7,777)	(18%)
Total - System Expansion	**$66,051**	**$100,749**	**$119,051**	**($18,302)**	**(15%)**
Risk Reduction					
Pipe Enhancement Program	$29,750	$57,393	$35,750	$21,643	61%
Joint Replacement Program	$10,500	$4,635	$6,500	($1,865)	(29%)
Emergent Transmission Reliability Program	$0	$2,030	$3,500	($1,470)	(42%)
Dynamic Feeder Rating System Program	$763	$36	$260	($224)	(86%)
Overhead Transmission Structures Program	$3,000	$2,756	$3,000	($244)	(8%)
Underground Transmission Structure Modernization	$5,400	$8,003	$8,900	($897)	(10%)
Feeder 38R51/38R52 Replacement Project	$0	($434)	$0	($434)	100%
Feeder Replacement Program	$1,750	$0	$0	$0	100%
Overhead Insulator Resiliency Program	$6,700	($455)	$5,000	($5,455)	(109%)
Mobile Transmission Feeder Leak Detection Program	$300	$4	$300	($296)	(99%)
Right of Way Road Access Program	$1,000	$0	$0	$0	100%
Queensboro Bridge Risk Mitigation Project	$80,000	$405	$10,000	($9,595)	(96%)
System Operation Enhancement	$500	$1,030	$1,300	($270)	(21%)
EMS DevOps Upgrade	$3,264	$7,592	$5,000	$2,592	52%
Replacement of Feeders M51 and M52	$10,000	$0	$5,000	($5,000)	(100%)
Feeder Management System Technology Transformation	$0	$0	$7,000	($7,000)	(100%)
Total Risk Reduction	**$152,927**	**$82,994**	**$91,510**	**($8,516)**	**(9%)**
Safety and Security					
Overhead Tower Rapid Rail Program	$4,700	$2,126	$5,000	($2,874)	(57%)
ECC and AECC Facility Security	$500	$2,238	$2,240	($2)	(0%)
Total Safety and Security	**$5,200**	**$4,364**	**$7,240**	**($2,876)**	**(40%)**
Total System and Transmission Operations	**$243,028**	**$209,522**	**$239,247**	**($29,725)**	**(12%)**
Public Improvement	**$47,500**	**$12,906**	**$67,825**	**($54,919)**	**(81%)**
Total System and Transmission Operations with Public Improvement	**$290,528**	**$222,428**	**$307,072**	**($84,644)**	**(28%)**

Substation Operations Capital Summary
2025 Capital Budget and Actual Spend

Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget
Environmental Programs	$14,000	$2,455	$5,000	($2,545)
Risk Reduction	$333,169	$258,754	$210,875	$47,879
System Expansion	$155,505	$245,001	$203,555	$41,446
Replacement	$58,000	$68,856	$48,900	$19,956
Safety and Security	$13,282	$13,272	$7,898	$5,374
Total Substations Operations	$573,956	$588,337	$476,228	$112,109
Surcharge Projects	$0	$269,267	$460,359	($191,092)
Grand Total with Surcharge Projects	$573,956	$857,604	$936,587	($78,983)

Substation Operations

2025 Capital Budget and Actual Spend

Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget	Variation %
Environmental					
Substation EH&S Risk Mitigation Program	$14,000	$2,455	$5,000	($2,545)	(51%)
Total Environmental	**$14,000**	**$2,455**	**$5,000**	**($2,545)**	**(51%)**
138kV Disturbance Monitoring Program	$4,800	$0	$0	$0	100%
Category Alarm Program Various	$1,400	$0	$500	($500)	(100%)
DC System Upgrade Program	$5,100	$9,808	$7,100	$2,708	38%
Disconnect Switch Capital Upgrade Program	$5,175	$6,297	$4,175	$2,122	51%
Jamaica Install Additional Breakers in Bus Section 2E & 3W	$0	$7	$0	$7	100%
Circuit Switcher Replacement Program	$1,400	$2,875	$1,200	$1,675	140%
Other Capital Equipment Upgrades	$3,399	$1,781	$2,000	($219)	(11%)
Pumping Plants	$3,900	$1,775	$2,500	($725)	(29%)
Ramapo Install New Surge Arrestors	$0	$189	$0	$189	100%
Reinforced Ground Grid Program	$6,100	$1,011	$3,000	($1,989)	(66%)
Relay Protection Communication Upgrades	$10,940	$5,865	$5,000	$865	17%
Retrofit Overdutied 13kV & 27kV Circuit Breaker Programs	$13,800	$18,304	$12,800	$5,504	43%
Substation Enclosure Upgrade Program	$1,400	$316	$0	$316	100%
Structural and Infrastructure Upgrades	$14,400	$9,587	$10,000	($413)	(4%)
RTU Upgrade Program	$800	$1,369	$0	$1,369	100%
Transmission Station Metering & SCADA Upgrades	$3,066	$1,287	$700	$587	84%
Condition Based Monitoring	$15,000	$800	$1,000	($200)	(20%)
Fire Suppression System Upgrade	$7,500	$7,728	$2,500	$5,228	209%
High Voltage Test Set Program	$2,000	$2,802	$1,000	$1,802	180%
Relay Modification Program	$50,000	$30,257	$25,000	$5,257	21%
Roof Replacement Program	$2,500	$4,044	$1,000	$3,044	304%
Auxiliary Station Equipment Program	$1,100	$721	$900	($179)	(20%)
Cap & Pin Insulator Replacement Program	$1,000	$0	$0	$0	100%
High Voltage Circuit Breaker Capital Upgrade Program	$14,000	$15,374	$12,000	$3,374	28%
SSO Loss Contingency Area Stat Rapid Recovery/Trans Resiliency Tsfs	$0	$9,625	$0	$9,625	100%
Substation Transformer Replacement Program	$93,000	$61,320	$66,000	($4,680)	(7%)
U Type Bushing Replacement Program	$4,039	$12,470	$3,000	$9,470	316%
Mobile Control Center	$0	($9,956)	$0	($9,956)	100%
Area Reliability	$11,500	$9,994	$6,500	$3,494	54%
Protection, Automation and Control Program	$20,000	$29,134	$6,000	$23,134	386%
Pothead Pressure Alarms	$150	$0	$0	$0	100%
Gas Insulated Substation Replacement Program	$5,500	$17,023	$21,000	($3,977)	(19%)
Area Substation Phased Equipment Program	$19,200	$5,078	$11,000	($5,922)	(54%)
Light and Power System Upgrades	$1,000	$0	$0	$0	100%
Stabilize Pothead Stand Supports/Settlement	$1,000	$75	$0	$75	100%
Sherman Creek Automation and Protection Upgrade	$0	$353	$5,000	($4,647)	(93%)
Control Cable Upgrade Program	$4,000	$0	$0	$0	100%
Erosion Protection and Drainage Upgrade Program	$5,000	$1,444	$0	$1,444	100%
Total Risk Reduction	**$333,169**	**$258,754**	**$210,875**	**$47,879**	**23%**
System Expansion					
Establish Gateway Substation	$102,000	$128,687	$92,000	$36,687	40%
Parkview TR5 and Feeder 38M85	$20,005	$4,578	$18,005	($13,427)	(75%)
Newtown TR4 and 138kV Feeder 38Q05 from Vernon	$33,000	$91,987	$59,300	$32,687	55%
Vinegar Hill DSS	$0	$4,245	$2,500	$1,745	70%
Parkchester 2 Replace Limiting 13kV Bus Sections No. 2	$0	($194)	$0	($194)	100%
E. 179th Street Switchgear and Bus Replacement	$0	$29	$0	$29	100%
Emergent Load Relief	$500	$2,059	$5,500	($3,441)	(63%)
Greenwood -Install additional cooling on Transformers 1, 2, 3, 5	$0	$0	$3,750	($3,750)	(100%)
Parkchester No. 2 TR13 & B/S 13A & 13B	$0	$3,131	$7,500	($4,369)	(58%)
Bensonhurst 38B15T and TR10 Installation	$0	$10,479	$15,000	($4,521)	(30%)
Total System Expansion	**$155,505**	**$245,001**	**$203,555**	**$41,446**	**20%**
Replacement					
Failed Substation Transformer Program	$46,500	$62,604	$33,900	$28,704	85%
Failed Substation Equipment Other than Transformers	$11,500	$8,774	$10,000	($1,226)	(12%)
Hellgate Dock Refurbishment (SSO portion)	$0	($2,522)	$5,000	($7,522)	(150%)
Total Replacement	**$58,000**	**$68,856**	**$48,900**	**$19,956**	**41%**
Safety and Security					
Critical Infrastructure Protection (NERC) Security Upgrades	$652	$1,153	$460	$693	151%
Substations Security Enhancement Program	$12,000	$12,099	$7,000	$5,099	73%
Cable Termination Platform Program	$630	$20	$438	($418)	(95%)
Total Safety and Security	**$13,282**	**$13,272**	**$7,898**	**$5,374**	**68%**
Total Substation Operations	**$573,956**	**$588,337**	**$476,228**	**$112,109**	**24%**
Surcharge Projects					
Idlewild	$0	$32,425	$80,950	($48,525)	(60%)
Eastern Queens	$0	$54,664	$136,409	($81,745)	(60%)
Brooklyn Clean Energy Hub	$0	$182,178	$243,000	($60,822)	(25%)
Surcharge Projects Total	**$0**	**$269,267**	**$460,359**	**($191,092)**	**(42%)**
Grand Total with Surcharge Projects	**$573,956**	**$857,604**	**$936,587**	**($78,983)**	**(8%)**

Electric Distribution Capital Summary
2025 Capital Budget and Actual Spend

Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget
New Business	$184,190	$300,689	$247,897	$52,791
Replacement	$476,262	$524,829	$478,590	$46,238
System Expansion	$193,291	$108,535	$148,728	($40,193)
Risk Reduction	$99,493	$100,497	$177,603	($77,106)
Environmental	$1,439	$1,502	$1,439	$63
Information Technology	$0	($8)	$0	($8)
Equipment Purchases	$139,600	$211,742	$215,000	($3,258)
Storm Hardening	$30,644	$2,804	$3,644	($840)
Total Electric Distribution	$1,124,919	$1,250,591	$1,272,902	($22,311)
Interference	$158,815	$248,495	$138,490	$110,005
Total Electric Distribution with Interference	$1,283,734	$1,499,086	$1,411,392	$87,694
Surcharge Projects	$47,932	$77,678	$107,988	($30,310)
Grand Total with Surcharge Projects	$1,331,666	$1,576,764	$1,519,380	$57,384

Electric Distribution
2025 Capital Budget and Actual Spend
Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget	Variation %
New Business					
DG Projects	$0	($519)	$0	($519)	100%
New Business Capital	$184,190	$301,208	$247,897	$53,310	22%
Total New Business	**$184,190**	**$300,689**	**$247,897**	**$52,791**	**21%**
Replacement					
Overhead Emergency Response	$74,027	$74,284	$64,433	$9,851	15%
Primary Cable Replacement (OAs, FOTs, C&D Fault)	$101,882	$153,132	$119,999	$33,133	28%
Secondary Open Mains	$141,960	$142,710	$139,996	$2,713	2%
Service Replacements (Temporary Services and Bridges)	$72,428	$82,311	$72,430	$9,881	14%
Streetlights (Including Conduit)	$27,235	$24,035	$27,233	($3,198)	(12%)
Targeted Direct Buried Cable Replacement	$7,500	$4,274	$4,509	($235)	(5%)
Transformer Installation	$51,229	$44,084	$49,991	($5,908)	(12%)
Total Replacement	**$476,262**	**$524,829**	**$478,590**	**$46,238**	**10%**
Risk Reduction					
Critical Facility Program	$9,000	$1,585	$3,000	($1,415)	(47%)
E. 179th St. Feeder Establishment	$0	$515	$4,000	($3,486)	(87%)
Non-Network Reliability	$48,200	$33,545	$48,188	($14,643)	(30%)
Non-Network Resiliency w/ FLISR	$2,100	$4,159	$1,599	$2,561	160%
Pole Inspection and Treatment Program (C Truss)	$2,333	$1,820	$2,336	($516)	(22%)
PQ Node Upgrade	$0	$313	$0	$313	100%
Pressure, Temperature and Oil Sensors	$945	$39	$945	($906)	(96%)
Primary Feeder Reliability	$52,200	$7,590	$24,270	($16,680)	(69%)
Remodel Ladies Locker Room at Transformer Shop	$0	$59	$0	$59	100%
Remote Monitoring System	$3,222	$868	$3,221	($2,353)	(73%)
Shunt Reactors	$1,000	$95	$1,000	($905)	(91%)
Smart Sensors For Structures	$2,800	$54	$0	$54	100%
Transformer Vault and Structures Modernization	$33,051	$31,745	$33,061	($1,316)	(4%)
Underground Secondary Reliability Program	$22,000	$8,672	$7,000	$1,672	24%
USS Projects - 4kv USS Switchgear House Replacement	$10,731	$8,200	$10,000	($1,800)	(18%)
USS Projects - Unit Substation PTO/Unit S/S Modernization	$638	$26	$638	($612)	(96%)
USS Projects - Unit Substation Transformer Replacement Program	$3,902	$3,691	$4,700	($1,009)	(21%)
USS Projects - Unit Substation Upgrade and Improvement	$169	$1,666	$169	$1,497	886%
Vented Covers for Underground Structures	$1,000	$3,580	$1,000	$2,580	258%
Wainwright - Willowbrook Stepdown Transformer Installations	$0	$314	$3,600	($3,286)	(91%)
Total Risk Reduction	**$193,291**	**$108,535**	**$148,728**	**($40,193)**	**(27%)**
System Expansion					
Brownsville Area Load Relief	$27,000	$38,296	$51,000	($12,704)	(25%)
Crown Heights Network Split	$12,482	$19,439	$17,482	$1,957	11%
Ed Koch Queensboro Bridge 13kV Riser Replacement	$1,600	$1,970	$0	$1,970	100%
Flatbush Network Split – Bensonhurst No. 2 to Gateway 2	$0	$97	$0	$97	100%
Greenwood to Bensonhurst No. 2 - Transfer Dyker and Fort Hamilton Loops	$0	$110	$0	$110	100%
Network Transformer Relief	$10,977	$10,156	$8,006	$2,150	27%
Nevins St. Battery Storage	$0	($7)	$0	($7)	100%
NonNetwork Fdr Relief (Open Wire)	$6,552	$7,168	$5,906	$1,263	21%
Ossining West to Millwood West - Ossining West (6W) to Millwood West (7W) Transfer	$0	$0	$0	$0	100%
Overhead Transformer Relief	$2,299	($617)	$2,290	($2,907)	(127%)
Parkchester No.1 to Parkchester No.2 Transfer	$0	$0	$25,000	($25,000)	(100%)
Parkview Second Ave. Subway	$0	$0	$1,024	($1,024)	(100%)
Part of Richmond Hill/Brownsville (12MW) BQDM Traditional Solution	$0	($4)	$0	($4)	100%
Primary Cable Crossing (B/W City Island, Riverdale, Croton River, and B/Q Flushing)	$2,500	$481	$0	$481	100%
Primary Feeder Relief	$6,358	$5,051	$5,580	($529)	(9%)
Proactive Planning - East NY EV	$0	$0	$500	($500)	(100%)
Proactive Planning - Hunts Point EV	$0	$580	$17,952	($17,372)	(97%)
Proactive Planning - LaGuardia EV	$0	$0	$750	($750)	(100%)
Proactive Planning - Zerega EV	$0	$3,289	$25,711	($22,422)	(87%)
Secondary Mains Load Relief	$2,925	$1,426	$1,999	($572)	(29%)
Staten Island Ferry Electrification	$0	$63	$0	$63	100%
W42nd St No. 1 to Astor Transfer	$0	$759	$300	$460	153%
Washington Street to Cedar Street Transfer (50 MW by 2031)	$0	$1	$0	$1	100%
West Bronx - Randall's Island Reconfiguration Program	$0	($2,669)	$0	($2,669)	100%
Williamsburg Network Improvement	$23,800	$6,225	$12,104	($5,879)	(49%)
Williamsburg Network Split – Water St to Nevins St Transfer	$0	$63	$0	$63	100%
Yorkville Crossings and Feeder Relief	$3,000	$8,618	$2,000	$6,618	331%
Total System Expansion	**$99,493**	**$100,497**	**$177,603**	**($77,106)**	**(43%)**
Environmental					
Oil Minders Environmental	$1,439	$1,502	$1,439	$63	4%
Environmental Total	**$1,439**	**$1,502**	**$1,439**	**$63**	**4%**
Information Technology					
Information Technology	$0	($8)	$0	($8)	100%
Total Information Technology	**$0**	**($8)**	**$0**	**($8)**	**100%**
Equipment Purchases					
Transformer Purchases	$139,600	$211,742	$215,000	($3,258)	(2%)
Total Equipment Purchases	**$139,600**	**$211,742**	**$215,000**	**($3,258)**	**(2%)**
Storm Hardening					
460V Network Protector Replacement	$0	$75	$0	$75	100%
Overhead Equipment Upgrades	$0	$16	$0	$16	
Selective Undergrounding	$25,000	$640	$0	$640	100%
Substation Resiliency	$5,644	$2,074	$3,644	($1,570)	(43%)
Total Storm Hardening	**$30,644**	**$2,804**	**$3,644**	**($840)**	**(23%)**
Total Electric Distribution	**$1,124,919**	**$1,250,591**	**$1,272,902**	**($22,311)**	**(2%)**
Public Improvement	**$158,815**	**$248,495**	**$138,490**	**$110,005**	**79%**
Total Electric Distribution with Public Improvement	**$1,283,734**	**$1,499,086**	**$1,411,392**	**$87,694**	**6%**
Surcharge Projects					
Light Duty Electric Vehicle Charging	$47,932	$10,203	$25,202	($14,999)	(60%)
Jamaica Load Area Split (Springfield)	$0	$67,475	$82,786	($15,311)	(18%)
Surcharge Projects Total	**$47,932**	**$77,678**	**$107,988**	**($30,310)**	**(28%)**
Grand Total with Surcharge Projects	**$1,331,666**	**$1,576,764**	**$1,519,380**	**$57,384**	**4%**

Customer Energy Solutions Capital Summary
2025 Capital Budget and Actual Spend

Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget
System Expansion	$20,167	$28,976	$24,408	$4,568
New Business	$30,006	$29,030	$28,000	$1,030
Equipment Purchases	$12,000	$7,601	$9,000	($1,399)
Information Technology	$74,836	$63,218	$77,616	($14,398)
Total Customer Energy Solutions	$137,009	$128,825	$139,024	($10,199)
Surcharge Projects	$0	$3,600	$12,597	($8,997)
Grand Total with Surcharge Projects	$137,009	$132,426	$151,622	($19,196)

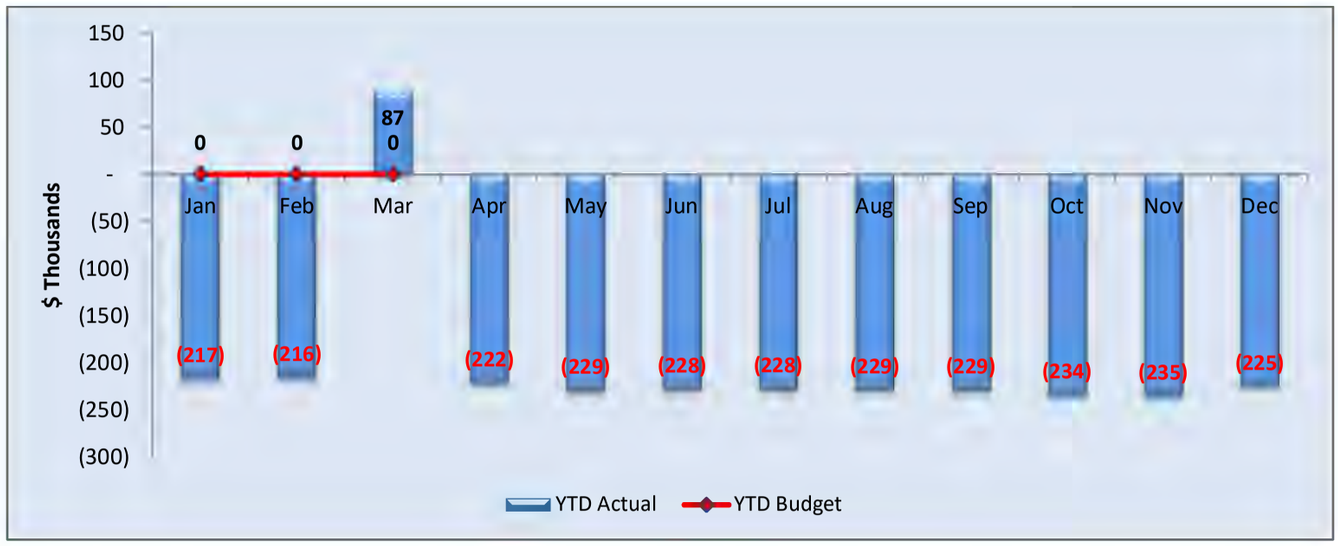
Customer Energy Solutions
2025 Capital Budget and Actual Spend

Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget	Variation %
System Expansion					
Storage Program	$17,917	($979)	$0	($979)	100%
Grid Edge Renewable Lab	$2,250	$1,958	$2,250	($292)	(13%)
Brownsville Battery Storage System	$0	$27,276	$21,492	$5,784	27%
Pole Mounted Energy Storage System	$0	$721	$667	$55	8%
Total System Expansion	**$20,167**	**$28,976**	**$24,408**	**$4,568**	**19%**
New Business					
Meter Installation	$30,006	$29,030	$28,000	$1,030	4%
Total New Business	**$30,006**	**$29,030**	**$28,000**	**$1,030**	**4%**
Equipment Purchases					
Meter Purchase	$12,000	$7,601	$9,000	($1,399)	(16%)
Equipment Purchases Total	**$12,000**	**$7,601**	**$9,000**	**($1,399)**	**(16%)**
Information Technology					
REV - DSPP	$61,836	$47,040	$61,836	($14,796)	(24%)
ADMS/DERMS	$13,000	$13,789	$13,000	$789	6%
REV Demonstration Projects	$0	$11	$0	$11	100%
Integrated Energy Data Resource (IEDR)	$0	$2,378	$2,780	($402)	(14%)
Total Information Technology	**$74,836**	**$63,218**	**$77,616**	**($14,398)**	**(19%)**
Total Customer Energy Solutions	**$137,009**	**$128,825**	**$139,024**	**($10,199)**	**(7%)**
Surcharge Projects					
Commercial Managed Charging: IT & Data Tools	$0	$38	$0	$38	100%
Power Ready IT Platform Enhancements	$0	$1,990	$1,475	$515	35%
Electric Vehicle Infrastructure: CPMS and Forecasting Functionality	$0	$1,573	$0	$1,573	100%
Medium Heavy Duty EV Customer Portal	$0	$0	$650	($650)	(100%)
E-Mobility Support Tools Total	**$0**	**$3,600**	**$2,125**	**$1,475**	**69%**
UTEN Chelsea	$0	$0	$1,851	($1,851)	(100%)
UTEN Mount Vernon	$0	$0	$3,666	($3,666)	(100%)
UTEN Rockefeller	$0	$0	$4,444	($4,444)	(100%)
Utility Thermal Energy Networks Total	**$0**	**$0**	**$9,961**	**($9,961)**	**(100%)**
REV Demo Storage Cedar Street	$0	$0	$311	($311)	(100%)
REV_DEMO_Micromobility	$0	$0	$200	($200)	(100%)
REV-Demonstration Projects Total	**$0**	**$0**	**$511**	**($511)**	**(100%)**
Surcharge Projects Total	**$0**	**$3,600**	**$12,597**	**($8,997)**	**(71%)**
Grand Total Customer Energy Solutions with Surcharge Projects	**$137,009**	**$132,426**	**$151,622**	**($19,196)**	**(13%)**

Consolidated Edison Company of New York, Inc.
AMI Project Update

Thousands ($000)



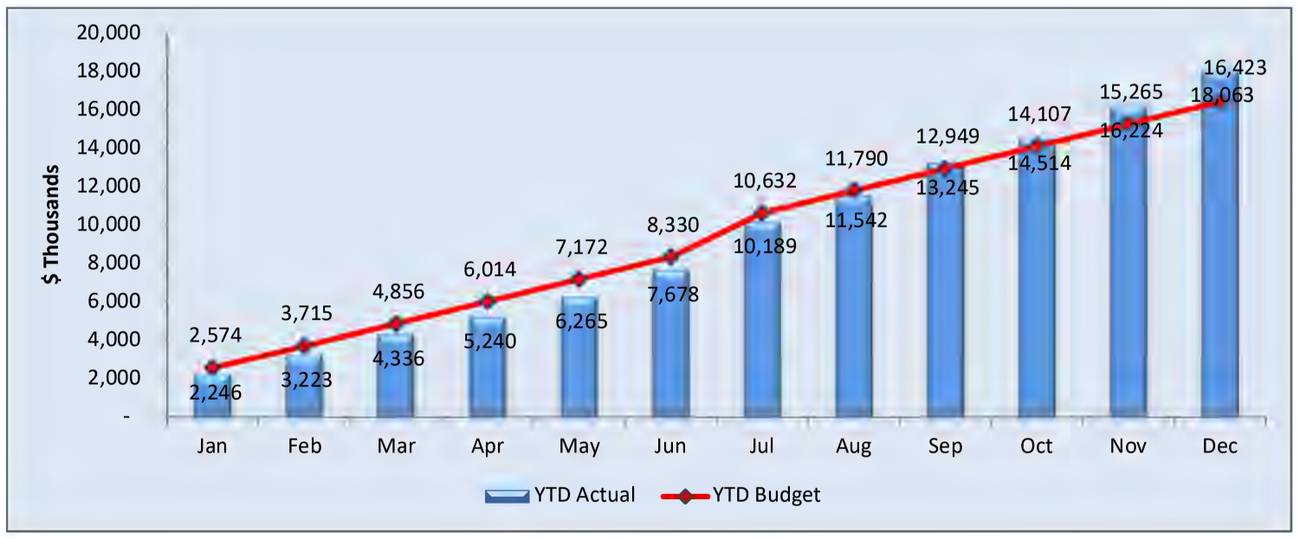
Description	December 2025 YTD			2025 Year-End		
	Actual	Budget	Variation	Target	Budget	Variation
AMI-Capital	($225)	$0	($225)	($225)	$0	($225)

Variance Explanation:

Project was put in service in 2024. Unbudgeted charges.

AMI Recent/Upcoming Milestones:

N/A. Project completed and put in service



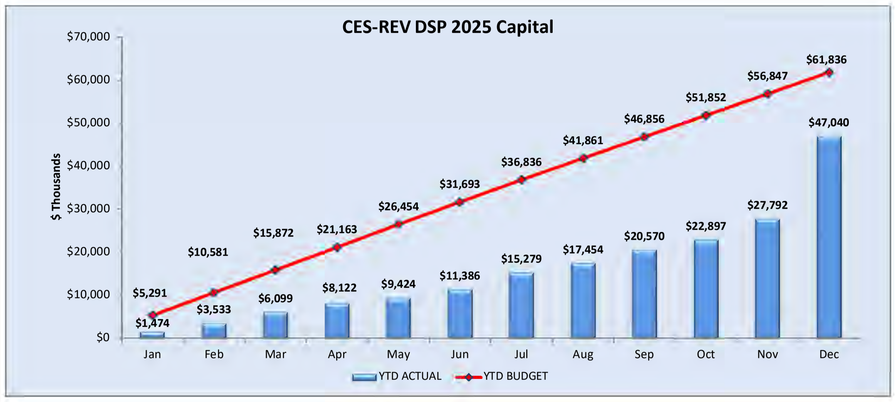
Description	December 2025 YTD			2025 Year-End		
	Actual	Budget	Variation	Target	Budget	Variation
AMI-O&M	$18,063	$16,423	$1,640	$18,034	$16,423	$1,611

Variance Explanation:

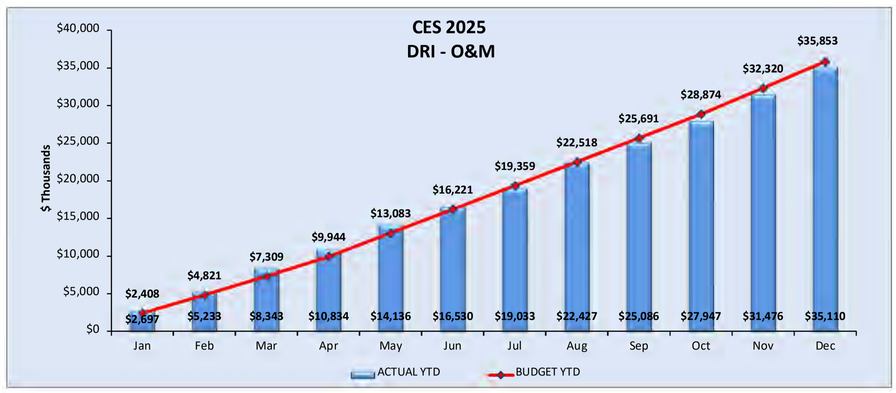
AMI: Overrun is due to the Gas Line Loss project partially offset by lower communications costs and the timing of battery replacements.

Consolidated Edison Company of New York, Inc
Capital - Distribution Resource Integration

Thousands ($000)



CES - Electric Capital Programs & Projects	Dec 2025 YTD			2025 Year-End		
	Actuals	Budget	Variance	Target	Budget	Variance
DMTS	$5,403	$6,000	($597)	$5,370	$6,000	($630)
CVO	$10,663	$15,000	($4,337)	$11,810	$15,000	($3,190)
DRMS	$6,410	$9,900	($3,490)	$6,275	$9,900	($3,625)
MNPR/SCADA	$24,090	$29,336	($5,246)	$18,898	$29,336	($10,438)
IOAP	$489	$600	($111)	$600	$600	$0
Connect DER	$0	$1,000	($1,000)	$0	$1,000	($1,000)
Other Distributed System Platform Projects/PA	($15)	$0	($15)	($16)	$0	($16)
REV - DSPP Total	**$47,040**	**$61,836**	**($14,796)**	**$42,937**	**$61,836**	**($18,899)**
Storage Program	($979)	$0	($979)	$124	$0	$124
Brownsville BQDM Battery Project	$27,276	$21,492	$5,784	$28,346	$21,492	$6,854
Pole Mounted Energy Storage System Project	$721	$667	$55	$667	$667	($0)
REV Demonstration Projects	$11	$0	$11	($4)	$0	($4)
Enterprise DERMS	$13,789	$13,000	$789	$14,032	$13,000	$1,032
Grid Edge Renewable Lab	$1,958	$2,250	($292)	$2,089	$2,250	($161)
Integrated Energy Data Resource (IEDR)/ Data Access Framework	$2,378	$2,780	($402)	$2,389	$2,780	($391)
Meter Installation	$29,030	$28,000	$1,030	$28,758	$28,000	$758
Meter Purchase	$7,601	$9,000	($1,399)	$7,789	$9,000	($1,211)
CES - Other Electric Rate Case	**$81,786**	**$77,188**	**$4,597**	**$84,190**	**$77,188**	**$7,002**
Total CES - Electric Rate Case	**$128,825**	**$139,024**	**($10,199)**	**$127,127**	**$139,024**	**($11,897)**
Commercial Managed Charging: IT & Data Tools	$38	$0	$38	$38	$0	$38
Power Ready IT Platform Enhancements	$1,990	$1,475	$515	$2,002	$1,475	$527
Electric Vehicle Infrastructure: CPMS and Forecasting Functionality	$1,573	$0	$1,573	$1,708	$0	$1,708
Medium Heavy Duty EV Customer Portal	$0	$650	($650)	$0	$650	($650)
UTEN Chelsea	$0	$1,851	($1,851)	$0	$1,851	($1,851)
UTEN Mount Vernon	$0	$3,666	($3,666)	$0	$3,666	($3,666)
UTEN Rockefeller	$0	$4,444	($4,444)	$0	$4,444	($4,444)
REV Demo Storage Cedar Street	$0	$311	($311)	$0	$311	($311)
REV_DEMO_Micromobility	$0	$200	($200)	$0	$200	($200)
CES Surcharge Projects	**$3,600**	**$12,597**	**($8,997)**	**$3,749**	**$12,597**	**($8,848)**
Total Customer Energy Solutions - Electric	**$132,426**	**$151,622**	**($19,196)**	**$130,876**	**$151,622**	**($20,746)**



CES - DRI O&M Programs	Dec 2025 YTD			2025 Year-End		
	Actuals	Budget	Variance	Target	Budget	Variance
Energy Storage Dept	$760	$837	($77)	$837	$837	$0
Distribution Planning	$5,551	$6,737	($1,187)	$5,435	$6,737	($1,302)
eMobility	$136	$109	$28	$161	$109	$52
Office of VP DRI	$341	$343	($1)	$342	$343	($1)
Digital Products&Demo Projects	$9,922	$9,694	$228	$9,923	$9,694	$228
Portfolio Planning & Analysis (PPA)	$4,578	$4,782	($204)	$4,493	$4,782	($289)
Energy Efficiency (EE)	$11,885	$11,522	$363	$11,980	$11,522	$458
Off VP Customer Clean Energy (OVP CCEP)	$1,317	$1,213	$104	$1,293	$1,213	$81
CES Office of the SVP	$620	$617	$4	$633	$617	$16
Grand Total CES	**$35,110**	**$35,853**	**(743)**	**$35,096**	**$35,853**	**(757)**

AMI and CSS Deferrals

Thousands ($000)

Description	Dec 2025 YTD			Explanations
	EOY Variance to Budget	Deferred Amount	Carrying Charges	
New CSS Deferred Amounts				
CSS Capital	($2)	$0	$0	Actuals were moved to Corporate O&M, due to the Commission's disapproval of spend over cap.
CSS O&M	$1,433	$0	$0	No deferrals and no carrying charges for 2025. Overrun driven by system support costs & supplemental contractor support required to meet business needs.
AMI Deferred Amounts				
AMI Capital	($225)	$0	$0	Carrying Charges not applicable after RY1. Project completed June 2024. AMI post implementation charges in 2025 relate to vendor and internal reconciliations
AMI O&M	$1,640	$0	$0	AMI's overrun is due to the Gas Line Loss project partially offset by lower communications costs and the timing of battery replacements.

CSS O&M Programs

Thousands ($000)

Description	Dec 2025 YTD			2025 Year-End		
	Actuals	Budget	Variance	Target	Budget	Variance
CSS O&M	$6,700	$5,266	$1,433	$6,667	$5,266	$1,401
CSS Total	**$6,700**	**$5,266**	**$1,433**	**$6,667**	**$5,266**	**$1,401**
Grand Total CSS	**$6,700**	**$5,266**	**$1,433**	**$6,667**	**$5,266**	**$1,401**

New CSS Capital Programs

Thousands ($000)

Description	Dec 2025 YTD			2025 Year-End		
	Actuals	Budget	Variance	Target	Budget	Variance
New CSS Capital	($2)	$0	($2)	$0	$0	$0
New CSS Total	**($2)**	**$0**	**($2)**	**$0**	**$0**	**$0**
Grand Total New CSS	**($2)**	**$0**	**($2)**	**$0**	**$0**	**$0**

In 2024, actuals were moved to Corporate O&M, due to staff's disapproval of spend over cap.

Electric Production Summary

2025 Capital Budget and Actual Spend

Thousands ($000)

Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget
Environmental	$100	$7,420	$8,710	($1,290)
Replacement	$17,500	$3,570	$7,000	($3,431)
Risk Reduction	$2,000	$7,642	$3,690	$3,952
Safety & Security	$0	$472	$200	$272
Total Electric Production	$19,600	$19,103	$19,600	($497)

Electric Production
2025 Capital Budget and Actual Spend
Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget	Variation %
Environmental					
EP Environmental - 59th Street	$0	$1,578	$1,000	$578	58%
EP Environmental - 74th Street	$100	$5,224	$5,010	$214	4%
EP Environmental - East River	$0	$618	$2,700	($2,082)	(77%)
Total Environmental	**$100**	**$7,420**	**$8,710**	**($1,290)**	**(15%)**
Replacement					
EP Balance of Plant Replacement Projects - East River	$2,500	$125	$0	$125	100%
EP Replacement Program - East River	$0	($2,382)	$0	($2,382)	100%
EP Instrumentation and Control Replacement - 74th Street	$0	$185	$0	$185	100%
EP Instrumentation and Control Replacement - East River	$0	$167	$0	$167	100%
EP Major Equipment Replacement Projects - East River	$6,000	$0	$1,000	($1,000)	(100%)
EP Power Distribution Replacement Projects - EP - 59th Street	$9,000	$2	$0	$2	100%
EP Power Distribution Replacement Projects - East River	$0	$5,473	$6,000	($527)	(9%)
Total - Replacement	**$17,500**	**$3,570**	**$7,000**	**($3,431)**	**(49%)**
Risk Reduction					
EP Balance of Plant Risk Reduction Projects - EP - East River	$0	$942	$200	$742	371%
EP Civil and Structural Projects - EP - 59th Street	$0	$11	$900	($889)	(99%)
EP Civil and Structural Projects - EP - East River	$2,000	$4,249	$600	$3,649	608%
EP Risk Reduction Program - East River	$0	($37)	$0	($37)	100%
EP Mechanical - East River Unit 60	$0	$21	$0	$21	100%
EP Mechanical - East River Unit 70	$0	$975	$0	$975	100%
Instrument & Control Risk Reduction Projects-EP-74	$0	$0	$250	($250)	(100%)
EP Instrumentation and Control Risk Reduction Projects - EP - East River	$0	$197	$1,500	($1,303)	(87%)
EP Power Distribution Risk Reduction Projects - EP - East River	$0	$1,284	$240	$1,044	435%
Total Risk Reduction	**$2,000**	**$7,642**	**$3,690**	**$3,952**	**107%**
Safety & Security					
EP Safety/Security - East River	$0	$472	$200	$272	136%
Safety & Security Total	**$0**	**$472**	**$200**	**$272**	**136%**
Total Electric Production	**$19,600**	**$19,103**	**$19,600**	**($497)**	**(3%)**

Shared Services
2025 Capital Budget and Actual Spend

Thousands ($000)

Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget
Facility Projects	$164,654	$195,585	$184,968	$10,617
Strategic IT Projects	$382,530	$324,486	$317,773	$6,713
Total CECONY Shared Services Capital	$547,185	$520,071	$502,741	$17,330

Shared Services and Common
2025 Capital Budget and Actual Spend

Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget	Variation %
Common Facilities					
30 Flatbush Lease-Exit Strategy	$0	$22,009	$24,201	($2,192)	(9%)
3rd Ave Yard Transportation Garage Demolition	$0	$3,567	$3,000	$567	19%
Astoria Southwest Storm Water System Corrective Action Plan	$0	$4,230	$500	$3,730	745%
Electric Vehicle Charging Infrastructure	$3,002	$7,944	$5,101	$2,843	56%
Facilities Buildings and Yards - (Energy Efficiency Program)	$4,358	$19,959	$20,504	($545)	(3%)
Facilities Buildings and Yards - (Roof Replacement Program)	$3,189	$2,218	$5,000	($2,782)	(56%)
Facilities Buildings and Yards All Other (Safety Environmental Regulatory)	$9,815	$2,110	$5,000	($2,890)	(58%)
Facilities Critical Infrastructure Short Term Priority_Programs	$20,583	$10,356	$10,001	$354	4%
Facilities Security Upgrade Program- Tier 1	$1,501	$1,570	$3,501	($1,930)	(55%)
Facilities Service Center Renovations	$11,002	$6,533	$5,000	$1,533	31%
Fuel Station Upgrades	$5,967	$0	$3,501	($3,501)	(100%)
Perimeter Enhancement Program	$1,700	$1,780	$3,000	($1,220)	(41%)
4 Irving Place - Re-Stacking (Local Law 26)	$0	($1)	$0	($1)	100%
CNG Fuel Station Upgrades	$0	($2)	$0	($2)	100%
Sherman Creek Service Center	$1,956	$548	$0	$548	100%
Third Avenue New Transportation Building	$7,022	$0	$4,801	($4,801)	(100%)
Van Dam Relocation	$0	$91	$0	$91	100%
Van Nest Cable Office Renovation	$0	$34	$0	$34	100%
Worth Street Site Master Plan	$7,223	$2,200	$5,001	($2,801)	(56%)
XM1 Tier 1 - Office Furniture	$700	$3,759	$700	$3,059	437%
XM2 - Vehicles	$77,480	$94,148	$77,000	$17,148	22%
XM3 Tier 1 - Stores Equipment	$437	$403	$437	($34)	(8%)
XM 4 - Shop Equipment - Rollup	$361	$1,745	$361	$1,384	383%
XM5 and 15 Tier 1 - Laboratory Equipment (Testing and Chemical)	$3,079	$4,208	$3,079	$1,130	37%
XM6 Tier 1 - Tools and Work Equipment	$4,380	$4,226	$4,380	($154)	(4%)
XM7 Tier 1 - Miscellaneous and Safety Equipment	$900	$1,949	$900	$1,049	117%
Common Facilities Total	**$164,654**	**$195,585**	**$184,968**	**$10,617**	**6%**
Strategic IT					
Contingency Analysis Program (CAP) - Phase 2	$239	$0	$0	$0	100%
*XM10 Tier 1_2 Computer Equipment Critical Infrastructure	$19,191	$22,127	$20,730	$1,397	7%
*XM8 Telecommunications Equipment Priority 1	$4,262	$4,050	$4,049	$1	0%
2023 Electronic Feeder Sign On	$334	$0	$0	$0	100%
2024 Allegro Replacement or Upgrade	$1,258	$1,647	$1,082	$565	52%
AMI Business Analytics	$2,002	$1,838	$1,722	$116	7%
AMI Communication Network Steady-State	$0	$2,401	$0	$2,401	100%
AMI Systems Sustainability Program	$15,219	$12,004	$12,719	($715)	(6%)
Analytics Center of Excellence - EDAP enhancements	$1,170	$884	$1,006	($122)	(12%)
ASI Tax Implementation	$0	$381	$200	$181	91%
AutoCAD Phase 2 (Enginering Software & Equipment Upgrade)	$550	$392	$400	($8)	(2%)
Back Office Automation - Agent Tools	$2,333	$1,966	$2,000	($34)	(2%)
Bill Pay Expansion	$1,000	$0	$0	$0	100%
Budget System Enhancements	$3,500	$109	$500	($391)	(78%)
Business Enablement (PACE - Digital Factory)	$1,000	$667	$860	($193)	(22%)
CCTN Program	$12,000	$11,501	$11,400	$101	1%
CDG Platform Solution	$0	$4,505	$4,500	$5	0%
Central Operations Battery Monitoring Systems	$0	$148	$288	($140)	(49%)
Central Operations Tableau to Power Bi Migration (Const)	$575	$639	$400	$239	60%
Construction Technology Improvements	$200	$149	$172	($23)	(13%)
Contact Center Cloud	$300	$1,681	$1,800	($119)	(7%)
Control Center Resiliency	$8,000	$8,017	$8,000	$17	0%
Corporate Security - Company Wide Camera Rollout Program	$1,200	$1,292	$1,032	$260	25%
Corporate Security - Cyber forensic equipment	$121	$361	$104	$257	247%
Corporate Security NVR and DVR replacements	$1,500	$1,342	$1,290	$52	4%
Customer Billing Resiliency and Sustainability	$0	$24,746	$21,790	$2,956	14%
Customer Business Intelligence and Decisioning	$2,000	$1,773	$1,720	$53	3%
Customer Data Sharing	$2,500	$762	$800	($38)	(5%)
Customer Operations Data Analytics	$14,630	$10,770	$10,500	$270	3%
Customer Operations Journey Mapping	$2,000	$0	$0	$0	100%
Customer Recommendation & Analysis Tools	$11,000	$10,419	$10,600	($181)	(2%)
Cyber Security and NERC Compliance	$1,600	$4,310	$3,500	$810	23%
Cyber Security Infrastructure	$3,000	$2,538	$2,580	($42)	(2%)
Cybersecurity	$11,833	$15,221	$10,177	$5,044	50%
Data & AI Governance Program	$2,333	$2,338	$2,334	$5	0%
Data Center Improvements (Server Farm Infrastructure)	$8,548	$6,064	$6,000	$64	1%
Data Integration Modernization	$2,850	$1,946	$2,451	($505)	(21%)
Designer XI Implementation (GIS)	$0	$7,360	$4,210	$3,150	75%
Digital Customer Experience (DCX)	$13,020	$9,231	$10,000	($769)	(8%)
District Operator Task Managing System	$0	$607	$688	($81)	(12%)
East River Simulator Upgrade	$0	$595	$1,600	($1,005)	(63%)
eGIS Implementation Phase 3	$45,000	$38,647	$41,300	($2,653)	(6%)
Electric - ARM Replacement	$0	$676	$1,100	($424)	(39%)
Electric Technology Empowerment	$0	$310	$301	$9	3%

Shared Services and Common
2025 Capital Budget and Actual Spend

Thousands ($000)

Project/Program Description	Rate Plan	Actual	Budget	Variation Between Actual and Budget	Variation %
Electric WMS - Open Grid Field Implementation	$0	$4,686	$0	$4,686	100%
Employee Data Warehouse (EDW) to Autonomous Data Warehouse (ADW)	$0	$2,573	$3,500	($927)	(26%)
End User Computing	$4,095	$3,030	$3,522	($492)	(14%)
Enhanced Energy Affordability Project (EEAP)	$0	$178	$0	$178	100%
Enterprise Architecture Modernization	$300	$296	$300	($4)	(1%)
Enterprise Unifier Software Project - Phase 2	$3,100	$0	$0	$0	100%
FIG Fraud Data Analytics Platform	$1,700	$689	$1,462	($773)	(53%)
Forecasting Services Compliance with Market Changes and MetrixIDR Upgrades	$148	$161	$127	$34	26%
Fuzzy Resolution	$0	$546	$0	$546	100%
Gas Transaction System Replacement Upgrade	$1,900	$0	$0	$0	100%
Grid Mod Data Analytics Use Cases	$4,484	$4,552	$3,856	$696	18%
Grid Modernization Communications Infrastructure Phase 2	$16,284	$7,512	$7,621	($109)	(1%)
HCM Enhancements	$0	$5,311	$4,800	$511	11%
Integrated Forecast Pathway Sensitivity Model	$0	$985	$576	$409	71%
IT System Testing COE	$625	$4,755	$4,757	($2)	(0%)
Itron Temetra	$0	$904	$600	$304	51%
Learn, Talent Management & Compensation Replacement Project	$0	$1,815	$4,500	($2,685)	(60%)
Learning and Inclusion Digital Learning Transformation	$620	$546	$533	$13	2%
Maximo Consolidation Program Phase 1	$18,071	$13,511	$13,500	$11	0%
Maximo New Functionality & Sustainability Project	$0	$907	$0	$907	100%
Mobility	$10,000	$4,026	$4,000	$26	1%
NYISO - PJM Energy and Capacity Daily Reconciliations - TODRS	$414	$423	$356	$67	19%
Obsolete Oracle GRC Software Replacement and Enterprise SoD Tool	$0	$90	$232	($142)	(61%)
OCS Implementation for HeavyBid and P6 Loader	$297	$0	$0	$0	100%
OMS IT System Hardening	$4,152	$3,114	$3,136	($22)	(1%)
Operation Management System at ECC	$367	$286	$315	($29)	(9%)
Operational Technology Network Phase II	$500	$436	$430	$6	1%
Oracle EBS ERP Cloud Migration	$50,570	$0	$4,039	($4,039)	(100%)
Outage Communication Program	$2,100	$1,943	$1,890	$53	3%
Outage Management System - Phase Four	$5,172	$6,891	$4,013	$2,878	72%
PCI Enhancements - ISOs Revenue Metering Validation and Reporting Software	$0	$109	$0	$109	100%
Phased Replacement of Legal Technology	$542	$751	$466	$285	61%
Privacy Readiness Program	$0	$2,969	$3,000	($31)	(1%)
Rate Case Enhancements	$1,263	$670	$750	($80)	(11%)
Retail Access System Modernization	$17,800	$10,237	$10,500	($263)	(3%)
Site Safety System Enhancements	$350	$0	$0	$0	100%
Solar for All	$0	$1,788	$2,761	($973)	(35%)
Strategic Analytics - As Billed - Revenue Analytics (SARA)	$2,055	$0	$0	$0	100%
Substation Technology Improvements Program	$1,500	$855	$1,150	($295)	(26%)
Technology Currency and Sustainability	$4,121	($5)	$1,290	($1,295)	(100%)
Technology Modernization Program	$28,000	$18,472	$21,621	($3,149)	(15%)
Third Party Risk Management	$1,000	$0	$0	$0	100%
TNVS WEB	$380	$144	$327	($183)	(56%)
Virtual Assistants	$3,030	$802	$800	$2	0%
WMS Sustainability Project	$1,324	$0	$0	$0	100%
WMS Sustainability Project - Phase 3	$0	$1,149	$1,138	$11	1%
Other IT Projects	$0	($35)	$0	($35)	100%
Total Strategic IT Projects	**$382,530**	**$324,486**	**$317,773**	**$6,713**	**2%**

2025 Capital Actual vs. Budget Variation Explanations

Thousands ($000)

	Actual	Budget	Variation (%)	Explanations
S&TO				
Transmission Feeder Failures	$21,586	$18,000	20%	Three failure repairs completed on (Feeders Y50, 99031 and 38B05)
AMTRAK PSA-OAK	$18	$5,000	(100%)	Activity has been on hold because Amtrak has identified but not yet secured the additional property. We are currently in the process of negotiating easement and transaction agreements.
Gowanus To Greenwood 138KV Feeder	$23,171	$16,000	45%	Feeder energized 5/23/2025. Higher cost due to change orders on below grade work due to soil contamination and interferences.
Goethals to Fox Hills - 138KV Feeder	$42,194	$55,051	(23%)	Major equipment purchases are completed. Underrun is due to timing of payments driven by delays on the GIS work.
Gowanus To Greenwood 4th PAR Controlled Tie via FDR 42G13	$35,223	$43,000	(18%)	Underruns due to delays in issuance of Purchase Orders for below grade contractor, PASS breakers, and bus package.
Pipe Enhancement Program	$57,393	$35,750	61%	Overrun is due to 12 emergent pipe enhancement locations identified in 2025. In addition, Construction Services contractors mobilized 5,478 trench feet of planned pipe enhancement versus the budget of 3,500.
Joint Replacement Program	$4,635	$6,500	(29%)	Q11 was completed but less than expected activity due to outages for Feeder 702 being cancelled due to conflicting work.
Underground Transmission Structure Modernization	$8,003	$8,900	(10%)	Delay in Q1 resulted in contractor beginning the work later than forecasted.
Overhead Insulator Resiliency Program	($455)	$5,000	(109%)	Credit from contractor for W93. Outages established for W64 delayed to 2026. Materials were also back ordered and being deferred to 2026.
Queensboro Bridge Risk Mitigation Project	$405	$10,000	(96%)	Delays in the issuance of the contract have deferred borings to 2026. Borings expected to begin in Q1 2026.
EMS DevOps Upgrade	$7,592	$5,000	52%	Higher than anticipated hardware cost.
Replacement of Feeders M51 and M52	$0	$5,000	(100%)	Less than expected activity due to Engineering/design delays.
Feeder Management System Technology Transformation	$0	$7,000	(100%)	Project in discovery phase. Capital work has been deferred to 2026.
Overhead Tower Rapid Rail Program	$2,126	$5,000	(57%)	Underrun is due to delays in materials deliveries for the L-Line and less work than anticipated on the remainder of K & E lines due to summer prep and emergent work.
Public Improvement	$12,906	$67,825	(81%)	Underrun is due to scope of East Side Coastal Resiliency project.
Substation Operations				
Substation EH&S Risk Mitigation Program	$2,455	$5,000	(51%)	This program is driven to a large degree by Regulatory compliance (e.g. SPCC, SPDES) in conjunction with Engineering. The Program is transitioning less from site containment and more to unit containment for oil-containing large power transformers, phase angle regulators and reactors. Less than planned work required in 2025
DC System Upgrade Program	$9,808	$7,100	38%	The Fox Hills DC upgrade utilized over $3 million from the DC Upgrade Program. This is a major project that holds high priority due to the electric expansion needs driven by RCCP.
Relay Protection Communication Upgrades	$5,865	$5,000	17%	Higher than expected communication upgrade costs
Retrofit Overdutied 13kV & 27kV Circuit Breaker Programs	$18,304	$12,800	43%	Higher than expected costs to complete all required retrofits for 2025.
Relay Modification Program	$30,257	$25,000	21%	Higher volume of work to support major projects.
High Voltage Circuit Breaker Capital Upgrade Program	$15,374	$12,000	28%	2 emergency breaker replacements this year. Rainey 8E & Sherman Creek 1E. Offset by 13th St. T4 Breaker scheduled for Q1 which was re-scheduled to 2027 due to system restrictions.
Area Reliability	$9,994	$6,500	54%	Multiple projects in progress - additional scope added for below grade work at several locations.
Protection, Automation and Control Program	$29,134	$6,000	386%	Primarily due to the Substation Data Acquisition Network project now merged into this Program.
Gas Insulated Substation Replacement Program	$17,023	$21,000	(19%)	Deferral of work due to outage conflicts, milestone payment timing delays.
Area Substation Phased Equipment Program	$5,078	$11,000	(54%)	2025 Target reduced due to higher priority projects.
Sherman Creek Automation and Protection Upgrade	$353	$5,000	(93%)	2025 Target reduced due to higher priority projects. This project installs a complete microprocessor-based automation system to perform operating, protective, and monitoring functions for the Sherman Creek Substation 138 kV east and west ring buses.
Establish Gateway Substation	$128,687	$92,000	40%	Acceleration of work in order to achieve target in service date.
Parkview TR5 and Feeder 38M85	$4,578	$18,005	(75%)	Some scope able to be deferred to outer years due to budget priorities / higher priority projects. Activity for 2025 reflects some Engineering work and preliminary milestone payments on major equipment.
Newtown TR4 and 138kV Feeder 38Q05 from Vernon	$91,987	$59,300	55%	Timing of Transmission Work Scope. Acceleration of work in order to achieve target in service date.
Emergent Load Relief	$2,059	$5,500	(63%)	Primarily 2 projects: Fresh Kills and Fox Hills. 2025 results affected by an accounting adjustment for the Bensonhurst 38BT15 and TR 10 project that were transferred out of this Program and into the dedicated Bensonhurst project.
Parkchester No. 2 TR13 & B/S 13A & 13B	$3,131	$7,500	(58%)	Some scope able to be deferred to outer years due to budget priorities.
Bensonhurst 38B15T and TR10 Installation	$10,479	$15,000	(30%)	Lower than expected costs as some construction work was deferred into 2026.
Failed Substation Transformer Program	$62,604	$33,900	85%	Greater than budgeted number of failures, including 13th St. failures (TR 11 and TR 17), Bruckner, Gowanus, and Brownsville. 2025 budget was for 3 failures.
Failed Substation Equipment Other than Transformers	$8,774	$10,000	(12%)	This program is necessary to fund the restoration of equipment that has failed in service and is necessary in maintaining system design configurations. Examples include cap bank fuse replacements; cooling plant upgrades; surge arrestors; PT's; ATS. Requirement slightly less than budget for 2025.
Substations Security Enhancement Program	$12,099	$7,000	73%	Includes the installation of fencing, surveillance system, access control systems and perimeter intrusion detection systems. Timing of expenditures associated with fencing projects at Jamaica, 179th, and Corona as well as carryover projects.
Hellgate Dock Refurbishment (SSO portion)	($2,522)	$5,000	(150%)	2025 activity impacted by accounting corrections. Project shifted to 2026.
Idlewild	$32,425	$80,950	(60%)	Timing of permitting and packages impacted 2025 spend. Below grade construction for civil has started as DOB permit application has been approved. For year 2025, the later than planned construction start date has impacted projected spend.
Eastern Queens	$54,664	$136,409	(60%)	Timing of permitting and packages impacted 2025 spend. Below grade construction for civil has started as DOB permit application has been approved. For year 2025, the later than planned construction start date has impacted projected spend.
Brooklyn Clean Energy Hub	$182,178	$243,000	(25%)	2025 underrun primarily due to later than planned issuance of Purchase Orders for building construction and civil work for feeders. The delayed PO issuance is a result of a decision to include additional scope (e.g. steel, roof, above grade work as well) into one bid rather than separately. This resulted in an increased duration of the Estimating and Procurement process

2025 Capital Actual vs. Budget Variation Explanations

Thousands ($000)

	Actual	Budget	Variation (%)	Explanations
Electric Distribution				
New Business Capital	$301,208	$247,897	22%	For New Business Retail and Majors, the volume of work continues to be very strong. Electrification of heating and EV charging are also driving an increase in the amount of load and reinforcement required to reliably serve our customers. Electric heat increases peak load of new buildings by 20-25%. Approximately 44% of New Business projects includes electric heating, EV charging, or both. For 2025, New Business Majors spending exceeded the budget.
Overhead Emergency Response	$74,284	$64,433	15%	Several smaller OH ICS events, combined with several ICS heat events during the summer months lead to the overspend. In addition, spending continued in 2025 due to the recent property records ruling that allowed for the capitalization of replacing porcelain insulators with polymer insulators.
Primary Cable Replacement (OAs, FOTs, C&D Fault)	$153,132	$119,999	28%	As was the trend in 2024, the spending in this program has been higher than the budget. The number of open autos are up 5% when compared to the 3 year average. We do continue to see higher overall costs particularly in Manhattan driven by overruns in contract services and materials and supplies.
Service Replacements (Temporary Services and Bridges)	$82,311	$72,430	14%	Some early winter weather events caused our shunts and bridges backlogs to grow by the end of the winter. That coupled with the trend of more customers requiring 220 V services caused more shunts to be run. We completed 17% more shunts when compared to previous year leading to the overrun in spend.
Streetlights (Including Conduit)	$24,035	$27,233	(12%)	The budget underrun is primarily due to a notable reduction in the average number of streetlight repairs received. Between 2020 and 2022, the average yearly volume was 5,887 repairs. In contrast, from 2023 to 2025, the average has dropped to 4,314.
Transformer Installation	$44,084	$49,991	(12%)	We continue to balance transformer needs across new business, load relief, and banks-off operations. We ended the year with 646 banks off which compared favorably with 2024 year end actual of 718. This reduced volume has contributed to our year end budget underrun. Both field and engineering teams are strategically focused on the highest-priority backlog funded by this program. Funding has been released accordingly. We remain mindful of the banks-off backlog and are actively working to reduce by pre summer 2026.
Non-Network Reliability	$33,545	$48,188	(30%)	Work continued throughout the year on a smaller scale in Bronx/Westchester, Brooklyn/Queens and Staten Island. Underrun driven by resources utilized on other priority and funding released to help offset overrun on New Business side.
Primary Feeder Reliability	$7,590	$24,270	(69%)	Significant funding released here to help offset overruns in predominately the New Business category
Underground Secondary Reliability Program	$8,672	$7,000	24%	The spending continues in BW, BQ and Manh to proactively target the replacement of vintage secondary cable.
USS Projects - 4kv USS Switchgear House Replacement	$8,200	$10,000	(18%)	Due to capital constraints, funding was redirected from this program. In 2025, 4 switchgears were received and final payments processed for Dunton, Centerville, Arlington No 4, and Silverlake No 2. As a result of the reduced capital funding, installation began on only 1 of the 4 received switchgears, which was Arlington No 4 in Staten Island.
Brownsville Area Load Relief	$38,296	$51,000	(25%)	The underrun can be attributed to construction and execution efficiencies including the ability to perform parallel cable pulling activities and continuous conduit installations and improved productivity associated with conduit and manhole construction.
Crown Heights Network Split	$19,439	$17,482	11%	Crown Heights successfully utilized $19.4M to complete all 2025 milestones and resolve 2024 carryover cable and splicing work despite early-year weather and other load-transfer resource diversions. After shifting resources to cable and splicing during Q3 and Q4, the project achieved 100% of its annual scope. We strategically accelerated secondary work, reliability and Primary Extension civil work to de-risk the 2026 schedule by clearing the path for earlier cable installations
Network Transformer Relief	$10,156	$8,006	27%	All pre summer network transformer load relief was completed as planned. In the fall of 2025 , we advanced 10 Brooklyn/Queens network transformer relief jobs to help with the predicted spring 2026 busy Brooklyn/Queens pre summer feeder outage schedule contributing to the overrun.
NonNetwork Fdr Relief (Open Wire)	$7,168	$5,906	21%	Pre-summer load relief work in SI, BQ and BW is completed. The additional increase to the YE target was for two additional 4kV Staten Island feeders which is also completed.
Parkchester No.1 to Parkchester No.2 Transfer	$0	$25,000	(100%)	Project cancelled.
Williamsburg Network Improvement	$6,225	$12,104	(49%)	Two new feeders in the Williamsburg network before the summer of 2025 was completed and energized as planned. Less than anticipated obstruction rate on vacant duct installs combined by lower than anticipated manhole installation costs were the main drivers in the underrun.

2025 Capital Actual vs. Budget Variation Explanations

Thousands ($000)

	Actual	Budget	Variation (%)	Explanations
Light Duty Electric Vehicle Make-Ready Program	$10,203	$25,202	(60%)	While the program had market success, many of the locations were service ready, thus not necessitating increased capital investment. Work cadence reflects timing of requests and criteria of service ready or not. As anticipated, vault work has begun advancing alongside increasing recent spend. A number of large vault jobs that were delayed until later in the year have started construction.
Jamaica Load Area Split (Springfield)	$67,475	$82,786	(18%)	We have completed 95% of the necessary work to energize T6 and completed 100% of added scope of work for the Springfield network in 2025. The 2025 underrun resulted from lower-than-expected unit run rates due to parallel cable pulling and conduit installation efficiencies.
Proactive Planning - Hunts Point EV	$580	$17,952	(97%)	PSC Order approving Proactive Planning Project received on 6-12-25. Majority of 2nd half of 2025 spent on engineering and planning with mostly just surveying field work until end of year.
Proactive Planning - Zerega EV	$3,289	$25,711	(87%)	PSC Order approving Proactive Planning Project received on 6-12-25. Majority of 2nd half of 2025 spent on engineering and planning work with civil construction activities starting in 4Q 2025.
Public Improvement	$248,495	$138,490	79%	Overrun is due to city's increase in emergency sewer project locations and "when and where" projects.
Customer Energy Solutions - Electric				
REV-DSP	$47,040	$61,836	(24%)	Underruns are driven largely by Modernizing Network Protector Relay/SCADA (MNPR/SCADA) ($5.2M) and CVO ($4.3M) and DRMS ($3.5M). MNPR/SCADA variance due to a significant change in equipment procurement practices with ordering moving to DE that impacts size of planned order and lower than planned labor. CVO variance due to work prioritizations with resource reallocations for load relief and ICS. The DRMS underrun is due to less enhancements in stage environment than originally planned and less QA and integration team hours than planned.
Meter Purchase Program	$7,601	$9,000	(16%)	Timing of equipment deliveries from vendors changed from expectations when the budget was entered.
Brownsville Battery Storage System	$27,276	$21,492	27%	The Brownsville Battery overrun is driven by unexpected charges under review. Overrun is also driven by unplanned equipment failures that drove additional labor costs; increased cost to accommodate new operational requirements coming out of performance testing, and cost of modifications/work from unforeseen underground obstructions and safety related modifications. Brownsville was put in service in September and is following up on a punchlist.
Customer Energy Solutions - AMI				
Shared Services and Common Facilities and Field Services				
Facilities Service Center Renovations	$6,533	$5,000	31%	Overrun is due to acceleration of work
XM2 - Vehicles	$94,148	$77,000	22%	Overrun is due to additional fleet requests across the commodities. This was approved through the internal Governance processes.
Facilities Buildings and Yards - (Roof Replacement Program)	$2,218	$5,000	(56%)	The Van Nest Roof was placed on hold for redesign due to field conditions, and the work was not completed within the reporting period.
Facilities Buildings and Yards All Other (Safety Environmental Regulatory)	$2,110	$5,000	(58%)	The project experienced delays due to additional drone inspections and ongoing definition of the scope of work.
Worth Street Site Master Plan	$2,200	$5,001	(56%)	Engineering costs were lower than anticipated because the scope of work with user organizations is pending finalization.
Electric Vehicle Charging Infrastructure	$7,944	$5,101	56%	Overrun due to timing of material delivery.
Strategic IT Projects				
Cybersecurity	$15,221	$10,177	50%	Project has received dollars at the ITB for security tools, hardware, and the associated implementations.
Customer Billing Resiliency and Sustainability	$24,746	$21,790	14%	Variance is due to key enhancements in CC&B (most notably CECONY Inactive Gas process changes).
Technology Modernization Program	$18,472	$21,621	(15%)	Variance is due to delays in project kickoff and the onboarding of a system integrator that pushed funding over to subsequent years.

Budget/Rate Plan vs. Actual Capital Spending Explanations (New Programs/Projects)

Thousands ($000)

	Rate Plan	Actual	Budget	Explanation
S&TO				
Distribution Orders Enhancements	$400	$2	$0	Carry-over project
Rainey to Corona II 138KV Feeder	$0	$143	$0	Carry-over project
Feeder 38R51/38R52 Replacement Project	$0	($434)	$0	Carry-over project
Substation Operations				
Ramapo Install New Surge Arrestors	$0	$189	$0	Carry-over project
Jamaica Install Additional Breakers in Bus Section 2E & 3W	$0	$7	$0	Miscellaneous
Substation Enclosure Upgrade Program	$1,400	$316	$0	Carry-over project
RTU Upgrade Program	$800	$1,369	$0	Carry-over - program now part of the Protection and Automation Contol Program.
SSO Loss Contingency Area Stat Rapid Recovery/Trans Resiliency Tsfs	$0	$9,625	$0	Carry-over project - receipt of critical emergency response equipment.
Mobile Control Center	$0	($9,956)	$0	Carry over project - Transfer out of Construction Work In Progress balance to Engineering Clearing.
Stabilize Pothead Stand Supports/Settlement	$1,000	$75	$0	Carry over - program now merged into Structural and Infrastructure Upgrade Program.
Erosion Protection and Drainage Upgrade Program	$5,000	$1,444	$0	Carry over project -One project in 2025 - Sherman Creek Cubicle degradation. Project commenced in 2024 when the Erosion Program was funded. The Program is funded in 2026 as part of the Resiliencey filing.
Parkchester 2 Replace Limiting 13kV Bus Sections No. 2	$0	($194)	$0	Carry-over project.
E. 179th Street Switchgear and Bus Replacement	$0	$29	$0	Carry-over project
Electric Distribution				
DG Projects	$0	($519)	$0	Timing of transfers between Balance Sheet (OWIP) and Capital (CWIP) accounts. Distributed Generation jobs when trued up should net out to zero in the Capital accounts.
PQ Node Upgrade	$0	$313	$0	Carryover project
Remodel Ladies Locker Room at Transformer Shop	$0	$59	$0	Carryover project
Smart Sensors For Structures	$2,800	$54	$0	Carryover project
Ed Koch Queensboro Bridge 13kV Riser Replacement	$1,600	$1,970	$0	Carryover project
Flatbush Network Split – Bensonhurst No. 2 to Gateway 2	$0	$97	$0	New project - see White Paper attached.
Greenwood to Bensonhurst No. 2 - Transfer Dyker and Fort Hamilton Loops	$0	$110	$0	New project - see White Paper attached.
Nevins St. Battery Storage	$0	($7)	$0	Carryover project - Project was cancelled
Ossining West to Millwood West - Ossining West (6W) to Millwood West (7W) Transfer	$0	$0.1	$0	New project - see White Paper attached.
Part of Richmond Hill/Brownsville (12MW) BQDM Traditional Solution	$0	($4)	$0	Carryover project - Cancelled Idle CWIP project transfer to O&M
Primary Cable Crossing (B/W City Island, Riverdale, Croton River, and B/Q Flushing)	$2,500	$481	$0	Carryover project
Staten Island Ferry Electrification	$0	$63	$0	New project - see White Paper attached.
Washington Street to Cedar Street Transfer (50 MW by 2031)	$0	$1	$0	New project - see White Paper attached.
West Bronx - Randall's Island Reconfiguration Program	$0	($2,669)	$0	Carryover project - Project complete in 2024. Credit is due to an over accrual
Williamsburg Network Split – Water St to Nevins St Transfer	$0	$63	$0	New project - see White Paper attached.
Information Technology	$0	($8)	$0	Carryover project - Cancelled Idle CWIP project transfer to O&M - Vault Sump Pump Real Time Monitoring Development
460V Network Protector Replacement	$0	$75	$0	Carryover project
Overhead Equipment Upgrades	$0	$16	$0	Carryover project
Selective Undergrounding	$25,000	$640	$0	Carryover project
Customer Energy Solutions - Electric				
Storage Program	$17,917	($979)	$0	Carryover project
REV-Demonstration Project	$0	$11	$0	Carryover project
Commercial Managed Charging: IT & Data Tools	$38	$38	$0	Carryover project -surcharge recovery
Electric Vehicle Infrastructure: CPMS and Forecasting Functionality	$1,573	$1,573	$0	New Project - See White Paper Attached; Surcharge recovery
Electric Production				
EP Balance of Plant Replacement Projects - East River	$2,500	$125	$0	Carryover project
EP Replacement Program - East River	$0	($2,382)	$0	Carryover project
EP Instrumentation and Control Replacement - 74th Street	$0	$185	$0	Carryover project
EP Instrumentation and Control Replacement - East River	$0	$167	$0	Carryover project
EP Power Distribution Replacement Projects - EP - 59th Street	$9,000	$2	$0	Carryover project
EP Mechanical - East River Unit 60	$0	$21	$0	Carryover project
EP Mechanical - East River Unit 70	$0	$975	$0	Carryover project

Budget/Rate Plan vs. Actual Capital Spending Explanations (New Programs/Projects Continued)

Thousands ($000)

	Rate Plan	Actual	Budget	Explanation
Shared Services				
Facilities and Field Services				
Van Dam Relocation	$0	$91	$0	Carryover project
Van Nest Cable Office Renovation	$0	$34	$0	Carryover project
4 Irving Place - Re-Stacking (Local Law 26)	$0	($1)	$0	Carryover project
CNG Fuel Station Upgrades	$0	($2)	$0	Carryover project
Sherman Creek Service Center	$1,956	$548	$0	Carryover project
Shared Services				
Strategic IT Projects (New Projects)				
Fuzzy Resolution	$0	$546	$0	New project - see White Paper attached.
PCI Enhancements - ISOs Revenue Metering Validation and Reporting Software	$0	$109	$0	New project - see White Paper attached.
Strategic IT Projects (carryover)				
Maximo New Functionality & Sustainability Project	$0	$907	$0	Carryover project
AMI Communication Network Steady-State	$0	$2,401	$0	Carryover project
Enhanced Energy Affordability Project (EEAP)	$0	$178	$0	Carryover project
Electric WMS - Open Grid Field Implementation	$0	$4,686	$0	Carryover project

2025 Projects/Programs in Budget/Rate Plan with No Expenditures

Thousands ($000)

	Rate Plan	Actual	Budget	Explanation
S&TO				
Feeder Replacement Program	$1,750	$0	$0	No capital spend as they had no prior year capital budget.
Right of Way Road Access Program	$1,000	$0	$0	No activity due to Engineering/design delays.
Replacement of Feeders M51 and M52	$10,000	$0	$5,000	Less than expected activity due to Engineering/design delays.
Feeder Management System Technology Transformation	$0	$0	$7,000	Project in discovery phase. Capital work has been deferred to 2026.
Substation Operations				
138kV Disturbance Monitoring Program	$4,800	$0	$0	No spend as this program was consolidated into the Protection, Automation and Controls Program.
Category Alarm Program Various	$1,400	$0	$500	No spend as this program was consolidated into the Protection, Automation and Controls Program.
Cap & Pin Insulator Replacement Program	$1,000	$0	$0	No spend as this program was consolidated into the Auxiliary Station Equipment program.
Pothead Pressure Alarms	$150	$0	$0	No spend as this program was consolidated into the Auxiliary Station Equipment program.
Light and Power System Upgrades	$1,000	$0	$0	No spend as this program was consolidated into the Auxiliary Station Equipment program.
Control Cable Upgrade Program	$4,000	$0	$0	No spend as this program was consolidated into the Protection, Automation and Controls Program.
Greenwood -Install additional cooling on Transformers 1, 2, 3, 5	$0	$0	$3,750	The purchase order was delayed in 2025, and actual expenses will now begin in March 2026.
Electric Distribution				
Parkchester No.1 to Parkchester No.2 Transfer	$0	$0	$25,000	Project cancelled.
Parkview Second Ave. Subway	$0	$0	$1,024	Project cancelled.
Proactive Planning - East NY EV	$0	$0	$500	Project not authorized in Proactive Planning proceeding and 2025 funds released.
Proactive Planning - LaGuardia EV	$0	$0	$750	Project not authorized in Proactive Planning proceeding and 2025 funds released.
Customer Energy Solutions - Electric				
Medium Heavy Duty EV Customer Portal	$0	$0	$650	Project pending authorization through outside proceeding to address Medium Heavy Duty Transportation Electrification; not part of the 2023-2025 Rate Case.
UTEN Chelsea	$0	$0	$1,851	Project pending authorization through outside proceeding to address Utility Thermal Energy Networks; not part of the 2023-2025 Rate Case.
UTEN Mount Vernon	$0	$0	$3,666	Project pending authorization through outside proceeding to address Utility Thermal Energy Networks; not part of the 2023-2025 Rate Case.
UTEN Rockefeller	$0	$0	$4,444	Project pending authorization through outside proceeding to address Utility Thermal Energy Networks; not part of the 2023-2025 Rate Case.
REV Demo Storage Cedar Street	$0	$0	$311	Project proposed under the REV-Demo Order but not going forward; not part of the 2023-2025 Rate Case.
REV_DEMO_Micromobility	$0	$0	$200	Project proposed under the REV-Demo Order but not going forward; not part of the 2023-2025 Rate Case.
Electric Production				
EP Major Equipment Replacement Projects - East River	$6,000	$0	$1,000	Funding shifted to higher priority projects (e.g. Local Law 11).
Instrument & Control Risk Reduction Projects-EP-74	$0	$0	$250	Funding shifted to higher priority projects (e.g.GT relay replacement project).

2025 Projects/Programs in Budget/Rate Plan with No Expenditures

Thousands ($000)

	Rate Plan	Actual	Budget	Explanation
Shared Services				
Facilities and Field Services				
Fuel Station Upgrades	$5,967	$0	$3,501	The project will start Q2 2026.
Third Avenue New Transportation Building	$7,022	$0	$4,801	Costs will transfer from OWIP next month. Appropriation in progress.
Shared Services				
Strategic IT Projects				
Contingency Analysis Program (CAP) - Phase 2	$239	$0	$0	Distribution Engineering had to pause Phase 2 due to unexpected PVL support demands and limited resources.
2023 Electronic Feeder Sign On	$334	$0	$0	The business decided not to continue the project, and the project was cancelled as a result.
Bill Pay Expansion	$1,000	$0	$0	The funds were released and reprioritzed within the Customer Ops Portfolio due to delays with Legalese work, the CREATE process, and delays in securing the purchase order.
Customer Operations Journey Mapping	$2,000	$0	$0	The funds were released and reprioritized within the Customer Operations portfolio.
Enterprise Unifier Software Project - Phase 2	$3,100	$0	$0	Project canceled. This is due to the inability to properly scope the project
Gas Transaction System Replacement Upgrade	$1,900	$0	$0	The project name had changed, and the original “Gas Transaction System Replacement Upgrade” did not progress; all expenditures now fall under the in flight project titled “FIS Version Upgrade and Enhancement
OCS Implementation for HeavyBid and P6 Loader	$297	$0	$0	Cancelled due to insurance requirements in the purchase portion of the process.
Oracle EBS ERP Cloud Migration	$50,570	$0	$4,039	The funding awarded for this projects was far below the roughly one hundred twenty-five million dollars needed for the project to begin.
Site Safety System Enhancements	$350	$0	$0	The team transitioned to Oracle Field Services, which replaced the Site Safety Management System, eliminating the need for further spend on the original platform.
Strategic Analytics - As Billed - Revenue Analytics (SARA)	$2,055	$0	$0	No prior year capital spend as they had no prior year capital budget. New Rate Case (26-28) funding for this program is entirely O&M.
Third Party Risk Management	$1,000	$0	$0	No prior year capital spend as they had no prior year capital budget. New Rate Case (26-28) funding for this program is entirely O&M.
WMS Sustainability Project	$1,324	$0	$0	The spend was shifted to the WMS Sustainability Phase 3 project because the original phase closed in 2024 due to age, and a new project was charged going forward.

2025 WHITE PAPERS

ELECTRIC DISTRIBUTION WHITE PAPERS

Electric Operations / Distribution Engineering
2025-2029

1. Project / Program Summary

Type: ☒ **Project** ☐ **Program**	**Category:** ☒ **Capital** ☐ **O&M** ☐ **Regulatory Asset**
Work Plan Category: ☐ **Regulatory Mandated** ☒ **Operationally Required** ☐ **Strategic**	
Project/Program Title: Flatbush Network Split - Bensonhurst No. 2 to Gateway Park No. 1	
Project/Program Manager: Frantz St. Phar	**Project/Program Number (Level 1):** 27708492
Status: ☒ **Initiation/Planning** ☐ **In-Progress (Projects Only)** ☐ **On-going (Programs Only)**	
Estimated Start Date: 2026	**Estimated Date In Service:** 2030
2025-2029 Funding Request ($000) **Capital:** $ 244,100 **O&M:** $0	

Work Description:

This project is one of several projects planned to address identified transmission load area constraints on the 138 kV system supplying the Greenwood Transmission Load Area (TLA) which feeds Area Substations in South Brooklyn. The Greenwood 138 kV TLA feeds three Area Substations: Greenwood 27 kV, Bensonhurst No. 1 and Bensonhurst No. 2.

Con Edison identified the Greenwood 138 kV TLA to be deficient, under its N-1/-1 Design Designation (i.e., one element out-of-service with the system secured for the loss of the next element), based upon continued growth in demand in the area driven by new business, electric vehicles, and building electrification. These new deficiencies are incremental since the Reliable Clean City (RCC) Projects were identified and approved to address local reliability needs resulting from DEC NO_x regulation which removed Gowanus / Narrows barge-mounted generators as a supply to the Greenwood 138 kV TLA. Con Edison will place in-service the 4th Gowanus – Greenwood 345/138 kV PAR controlled feeder; however, this installation will not solve for the full 10-year planning horizon leaving year 2030 and 2031 in a deficiency requiring the Flatbush Network Split – Bensonhurst No. 2 to Gateway Park No. 1 to be advanced to 2030.

This project will also de-load the Bensonhurst No. 2 (BH2) Area Substation in order to address the sub-transmission overloads of the 138KV system that feeds Bensonhurst No. 1 (BH1) and Bensonhurst No. 2 (BH2) Area Substations. Under the latest load forecast, the sub-transmission feeders that feed BH1 and BH2 are forecasted to reach capacity by 2033. However, there is variability in the forecast that can advance the year where the load will exceed capacity at the sub-transmission level. Therefore, this project seeks to principally de-load the sub-transmission feeders and, as an added benefit, also de-load BH2 area station for future years. By advancing this project from 2033 to 2030, deficiencies identified for both the Greenwood 138 kV TLA and BH1 & BH2 load pocket can be addressed by transferring load from BH2 to Gateway Park.

BH2 feeds the Flatbush network (4B) and the Brighton Beach network (11B). The Flatbush is a 263 MW net load network, 19-feeder network with approximately 143,000 electric customers in 2025. Con Edison is planning to de-load BH2 Area Station by splitting the 4B network into two separate load areas.

Flatbush consists of two clearly delineated and segregated load areas. The area north of Newkirk Avenue consists of secondary distributed network design. The area south and east of Newkirk Avenue consists of mostly a non-network radial system with an embedded network grid within the non-network area.

The current Flatbush grid south of Newkirk Avenue will be split from the rest of the Flatbush network north of Newkirk Avenue. The 4B network north of Newkirk Avenue will continue being supplied by BH2 and will still be known as the Flatbush Network. The 4B load South of Newkirk Avenue will be supplied by the newly established Gateway Park 1 (GP1) substation.

The new network will be named 'Kings Plaza Network'. The south side will be bounded by Newkirk Avenue/Ave D in the north, E.37 St./Brooklyn Ave/Flatbush Ave in the west, Williams Ave/Fresh Creek Basin in the east and the Belt Parkway/Lower NY Bay in the south. This new network will consist of 15 feeders and 137 MWs net load (projected 2030 load) and will be supplied by Gateway Park 1 (GP1) substation.

The now smaller more reliable Flatbush network will be supplied by 15 feeders from BH2 substation and will supply 170 MW (projected 2030 load) of load to the customers north of Newkirk Ave. These forecasted loads do not include electrification adjustments as the city transitions out of dependency on fossil fuels and adapts to climate change.

To supply the new 4B south network, Con Edison will extend 15 feeders from the newly established Gateway Park 1 station to the load area that will be segregated. The rest of the network north of Newkirk Avenue will continue being supplied by Bensonhurst 2. There are 15 feeders south of Newkirk Avenue. However, 11 of the 15 feeders supply networks both north and south of Newkirk Avenue while 4 feeders supply south of Newkirk Avenue only. The 11 feeders that feed both north and south of Newkirk Avenue will be split in half with the south feeder portions being picked up by the new feeder extensions from GP1.

Con Edison will be using 1000 mcm cable from GP1 to the pick-up points of 4B South to allow for future load growth. Figure 1 below shows the way the new feeders will run to pick up the load being dropped from the Flatbush Network.

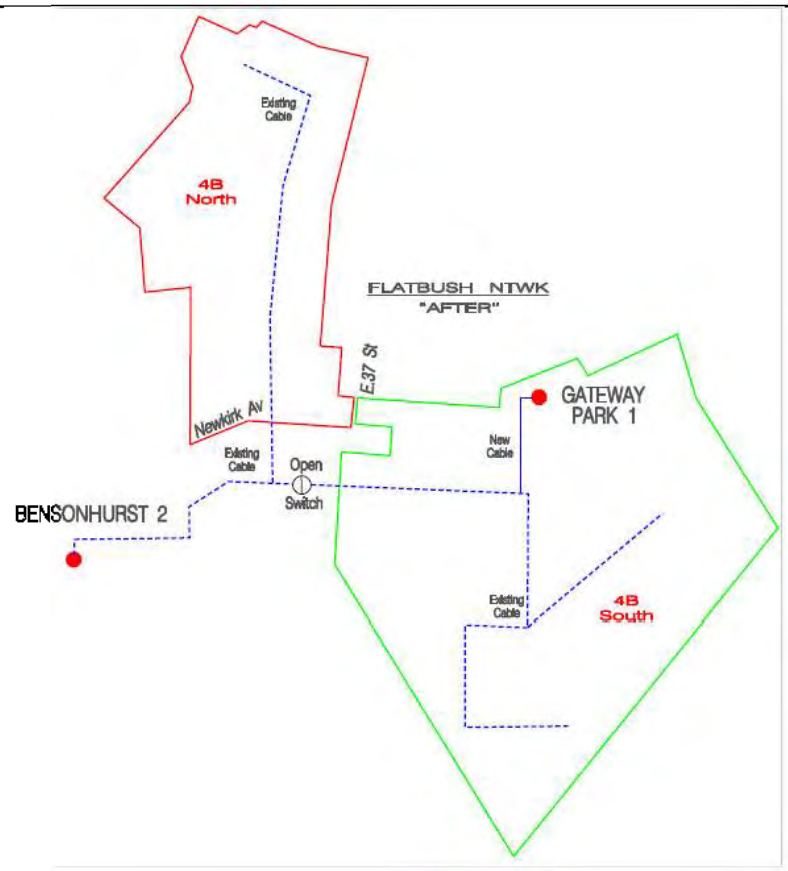


Figure 1. Overall feeder run from Gateway Park 1 and BH2 stations to create a new network south of Newkirk Ave Avenue to supplied by the New Gateway Park 1 Station.

Major or long lead equipment requirements for the project include, but are not limited to:

Major Equipment Type	Number to be Purchased
120/208V Transformer	15
3-2/0 EPR (splicing included)	15
3-500 EPR (splicing included)	30
3-1000 EPR (splicing included)	630
M14	336
M11-6	15
V13-6	15
Roadway Conduit 6"	84,000
Roadway Conduit 4" & 5"	4,500
Vacuum Switches	15
Cam-ops	15

Engineering will begin in 2025 for this project, construction is expected to begin in 2026 and is expected to be complete in 2030. This timeline is subject to change at any time, as the Company optimizes the project schedule and incorporates impacts of other projects and system performance.

Flatbush Network Split–Bensonhurst No. 2 to Gateway Park No. 1 Load Transfer Project Timeline / High-level Work Plan

Project Work Stream / Scope:	2025				2026				2027				2028				2029				2030			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Engineering Design																								
Civil/Electrical Construction																								
Transfer Load / Establish New Network																								
Post-Intermesh Cleanup																								

Justification Summary:

The Greenwood Transmission Load Area (TLA) feeds three area substations: Bensonhurst No. 1, Bensonhurst No. 2 and Greenwood 27 kV Distribution Area Substations. BH2 feeds the Flatbush and Brighton Beach networks along with non-network loop load. This white paper describes the project that will split the Flatbush network into two smaller networks.

In 2025, the BH2 load is forecasted to have a net load of 380 MWs. In 2033 this BH2 is forecasted to have net load of 483 MWs. The rapid load growth on the BH2 Area Substation is the origin of the network split project. Due to forecasted load increase, the combined load of BH1 and BH2 will exceed the rating of the sub transmission feeders feeding the Bensonhurst load pocket. The sub transmission feeders feeding BH1 and BH2 are forecasted to overload by 2033. The sub transmission feeders are: 38B11, 38B12, 38B13, 38B14 and 38B15.

Greenwood 138kV	Bensonhurst No. 1	38B11	38B12	38B13	38B14	38B15
138kV	Bensonhurst No. 2	38B11T	38B12T	38B13T	38B14T	
	Greenwood	T1	T2	T3	T4	T5

The current 20-year load forecast shows an enduring upward trend of peak demand growth at the network level. The growth is driven by increased building and transportation electrification that continues to drive the need for load relief at the area station and transmission supply feeder level. Without this load relief it will be increasingly difficult, and soon impossible, to maintain reliability design criteria and meet climate resiliency objectives.

Based on the 2024 forecast, the BH1 and BH2 station electric distribution networks (Ocean Parkway-7B, Sheepshead Bay-10B, Flatbush-4B, Brighton Beach-11Bs and radial systems) have projected loads that will cause the Bensonhurst sub transmission load feeders to exceed their capability by 2033. The main drivers to load growth in the long-term forecast are climate change adjustments that the Company uses in its design model, new business increase, electric vehicles deployment, buildings moving to full electric heating, and organic load growth.

The split of the Flatbush network will improve reliability of all networks by reducing the network sizes and will partially de-load transmission equipment. See below load forecast for the Bensonhurst sub-transmission load pocket:

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Bensonhurst No. 1										
Ocean Parkway	154	156	158	160	162	162	163	164	164	165
Sheepshead Bay	148	150	151	153	154	155	156	156	157	157
Radial	50	51	52	52	54	55	56	58	59	60
Total Load	352	357	361	365	370	372	375	378	380	382
Electrification Adjustment	8	13	18	23	29	37	44	51	58	65
Other Adjustments	-6	-7	-9	-11	-11	-8	-9	-9	-10	-10
Net Load	354	363	370	377	388	401	410	420	428	437
Capability	511									
Bensonhurst No. 2										
Flatbush	276	281	288	294	298	300	302	304	305	307
Brighton Beach	99	103	104	106	107	110	113	114	115	116
Radial	12	12	13	13	13	13	13	13	13	14
Total Load	387	396	405	413	418	423	428	431	433	437
Electrification Adjustment	5	10	14	22	29	38	48	57	68	79
Other Adjustments	-12	-15	-16	-20	-19	-16	-17	-17	-18	-18
Net Load	380	391	403	415	428	445	459	471	483	498
Capability	551									
Bensonhurst Nos. 1 & 2 Load	734	754	773	792	816	846	869	891	911	935
138 kV Capability	874	874	874	874	874	874	874	874	874	874
138 kV and 0.97 PF Capability								904	904	904
138 kV Feeder Loading	84%	86%	88%	91%	93%	97%	99%	99%	101%	103%
[300-Hr S.E. Rating = 1109 Amps]										
[S.N. Rating = 966 Amps]										

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Bensonhurst Nos. 1 & 2 Load	767	778	787	795	797	800	824	845	867	892
138kV Capability	852	874								
138kV and 0.97 PF Capability										904
138kV Feeder Loading	90%	89%	90%	91%	91%	92%	94%	97%	99%	99%
[300-HR S.E. Rating = 1109 Amps]										
[S.N. Rating = 966 Amps										

The plan is to de-load the sub-transmission in 2030 by splitting the Flatbush (4B) network into two separate networks. The first is 4B north of Newkirk Ave (which will keep its Flatbush name and still be supplied by Bensonhurst 2). The second is 4B south of Newkirk Ave (which will be transferred to the newly established Gateway Park 1 Area Station and will be named the Kings Plaza network). The network split will transfer 130 MWs of base network load out of the Bensonhurst sub-transmission load pocket and to the Greenwood Transmission Load area beginning in 2030, providing load relief. The new 4B south network will consist of 15 feeders and 137 MWs of net load in 2030. The new 4B north network will consist of 15 feeders and 170MWs of load in 2030, as seen below.

Resulting Flatbush load transferred to Gateway Park beginning in 2030:

Bensonhurst No.2		2030	2031	2032	2033	2034
Flatbush Network	Base Network MW Transferred	130	131	132	132	133
	Electrification Transferred	14	17	21	25	29
	Other Adjustments Transferred	-7	-6	-7	-7	-7
	Total Flatbush Ave Load Transferred	**137**	**142**	**146**	**150**	**155**

Gateway Park resulting net load from picking up the new 4B south network (Kings Plaza network):

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Gateway Park										
Remsen				120	121	122	123	124	124	125
Kings Plaza						130	131	132	132	133
Total Load				120	121	252	254	256	256	258
Electrification Adjustment				5	6	21	25	30	35	41
Other Adjustments				-1	-1	-7	-7	-8	-7	-7
Net Load				124	126	266	272	278	284	292
Capability				361						

Resulting loading at BH2 Area Substation and BH1 & BH2 sub-transmission feeders:

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Bensonhurst No. 1										
Ocean Parkway	154	156	158	160	162	162	163	164	164	165
Sheepshead Bay	148	150	151	153	154	155	156	156	157	157
Radial	50	51	52	52	54	55	56	58	59	60
Total Load	352	357	361	365	370	372	375	378	380	382
Electrification Adjustment	8	13	18	23	29	37	44	51	58	65
Other Adjustments	-6	-7	-9	-11	-11	-8	-9	-9	-10	-10
Net Load	354	363	370	377	388	401	410	420	428	437
Capability	511									
Bensonhurst No. 2										
Flatbush	276	281	288	294	298	170	171	178	188	189
Brighton Beach	99	103	104	106	107	110	113	114	115	116
Radial	12	12	13	13	13	38	38	38	38	39
Total Load	387	396	405	413	418	318	322	330	341	344
Electrification Adjustment	5	10	14	22	29	24	31	37	43	50
Other Adjustments	-12	-15	-16	-20	-19	-9	-11	-11	-11	-11
Net Load	380	391	403	415	428	333	342	356	373	383
	540									
Bensonhurst Nos. 1 & 2 Load	734	754	773	792	816	734	752	776	801	820
Feeder Peak Diversity	-10	-11	-14	-14	-16	-16	-17	-18	-17	-18
Net Load	724	743	759	778	800	718	735	758	784	802
138 kV Capability	874									
138 kV Feeder Loading	83%	85%	87%	89%	92%	82%	84%	87%	90%	92%

[S.N. Rating = 966 Amps]

The Greenwood Transmission Load Area (TLA) feeds three Area Substations: Greenwood 27 kV, Bensonhurst No.1 and Bensonhurst No.2. As part of Con Edison's 2024 Local Transmission Plan (LTP), Transmission Planning has identified Greenwood 138 kV Transmission Load Area (TLA) to be deficient under its N-1/-1 Design Designation starting in year 2030. Previously, there were plans to de-load the Greenwood TLA by splitting the Bay Ridge network out of the Greenwood Area Station and establishing a new area station named Nevins Street. This project to split the Flatbush Network and transfer from Bensonhurst No. 2 to Gateway Park No. 1 has been advanced to 2030 and will now solve the Greenwood TLA.

Since load forecasts can be unpredictable, completing this portion of the BH2 project will protect the system from unexpected overloads in both the sub-transmission and the transmission equipment.

In conclusion, this project will not only alleviate the projected overloads on the Greenwood 138 kV TLA it will also alleviate the projected overload on the BH2 network,.

Relationship to Broader Company Plans, Initiatives and the NYS Climate Leadership and Community Protection Act

This project will not directly impact greenhouse gas emissions.

The Company expects general increases in load, as well as electrification of vehicles and heating. The BH sub transmission load pocket will encounter increasing overloads in the future when load increases to the point of matching equipment rated capacity. This will also happen to BH2 area station but at a later date.

To address reliability design criteria and build in resiliency for various contingency events, the new Gateway Park substation will be placed into service by 2028 in order to de-load the Brownsville Load pocket. By 2030, the Company plans to do a second load transfer into GP1 from the BH load pocket.

This project will improve the reliability of the Flatbush and Brighton Beach Networks by allowing the Company to reduce network sizes and will establish feasible resiliency options for various contingency events, which are not available with the existing distribution system design. Disadvantaged communities and underserved communities will benefit from this project by allowing electrification and EV deployment due to the increased station capacity. It will allow cleaner, greener sources of energy with reduced pollution and cleaner air in the DAC areas. The Project will facilitate achievement of State and City emissions goals by facilitating electrification.

The Project will enable about 130 MWs of future customer growth in the networks fed by the Bensonhurst load pocket and also in the new Kings Plaza Network. This will support the effort for electric vehicle adaptation, electrification of hot water heaters, stovetops, ovens, and clothes dryers in the summer, and new business.

Over the long term, as electrification of heating becomes more accepted and installed throughout the city, the project will also enable the additional margin to support progress towards New York State's clean energy future goals. Accordingly, this project will enable achievement of CLCPA goals, not just by enabling electrification, but because it will benefit disadvantaged communities through improved reliability. This aligns with Con Edison's strategic objective to meet economy-wide net-zero GHG emissions in our service territories by 2050.

The system improvements implemented with this project would be sufficient to address load growth across the networks supplied by the BH1 and BH2 Area stations: Flatbush, Brighton Beach, Ocean parkway, Sheepshead Bay and non-network loop load. This project is a core investment that enables the Company to continue to provide safe and reliable service, even as the nature of the grid changes. This aligns with Con Edison's strategic objective of providing world-class safety, reliability, and security, while managing the equity challenges of the energy transition.

By enabling load splits and smaller networks, this program will increase the reliability of the associated networks in the near and long term. It will help the Company avoid public safety issues related to network failure, customer outages and significant damage to company equipment. Also, it will protect customers from any issues related to network shutdown.

Resiliency plans: this program will help during problems in the transmission and/or substation that limit the load capacity in the Brownsville, Water Street, and Greenwood substations. Once this project is complete, it will be more feasible to transfer out or partially restore the load coming out of the aforementioned area stations.

Flatbush is the 10th (out of 64) least reliable network in the network reliability rankings. This network ranking is projected to worsen in the coming years. The increasing load forecast and accompanying increase in load per feeder and reduction in the margins between the load and the feeder capacity will contribute to additional reliability challenges. The most economical and feasible solution is to reduce the load per feeder which will occur when we split the network load.

The plans proposed in this paper are synergistic and complementary to the Climate Change Implementation Plan. The reliability, resiliency and load relief improvements in this network are complementary and a necessary step to manage the climate risk imposed by global warming and electrification. This project is a climate resilience investment that strengthens utility infrastructure to withstand extreme weather conditions and the physical impacts of climate change. This aligns with Con Edison's strategic objective to increase resilience of our energy infrastructure to adapt to climate change and address other threats and hazards.

An added benefit of the work proposed in this white paper is that, as New York State continues its efforts to reduce greenhouse gas emissions, further electrification of the economy will challenge the secondary distribution system. Reducing load will decrease the load per feeder and transformers.

Risk management at the distribution level: By virtue of ranking in the top 10 in the NRI, with no expectations of being able to meaningfully reduce this number, the Flatbush network will be susceptible to network shutdown relative to most networks in the system. The consequences would be severe for the company and the public. Public safety, disruption of public transportation, severe damage to company equipment and customer outages would be some of the immediate consequences of reliability problems. PSC penalties, reputational damage, increased regulatory scrutiny and severe financial impact would be the consequences in the longer timeframe.

2. Supplemental Information

Alternatives
Alternative 1: The alternative solution is to transfer load out of the BH1 or BH2 area stations to nearby networks not part of the four networks being fed by the Bensonhurst sub-transmission feeders.

Reason for Rejection: There is no additional capacity in the three nearby stations: Greenwood 27 kV, Brownsville No.1 and Brownsville No.2.

Risk of No Action

An overload in the sub transmission feeders that feed BH1 and BH2 Area Stations is predicted to occur. Many of Con Edison's Brooklyn/Queens substations are near full capacity and do not offer the feasibility of load transfer. In the event of an area station overload, load shedding may be required during peak conditions which would cause thousands of customers to encounter service outages. Without pursuing the project, the Company networks will encounter the potential inability of maintaining reliable system power flow controls, system reliability and resiliency concerns and/or possible customer outages for an extended period during peak load condition.

Additionally, should the de-load of the sub transmission feeder be deemed necessary, and no action has been pursued, there may not be sufficient time available to de-load the sub transmission load pocket via the split of the Flatbush Network.

Non-Financial Benefits

This project will provide the necessary reliability and resiliency in an area of New York City that serves many critical loads and hospitals in a densely populated area where many buildings have elevators and various equipment loads. Relief of the sub transmission and the station will ensure continued reliable service to the Flatbush, Brighton Beach, Ocean Parkway and Sheepshead Bay networks and will allow the sub transmission load pocket and station to maintain the area substation N-1 reliability design criteria for long term projected load growth in this area of Brooklyn. This Project will also provide future relief to the Greenwood TLA which provides service Greenwood 27 kV, BH1 and BH2 Area stations.

The increased capacity in the sub transmission feeders brought on by transferring load out of BH2 offers the potential to minimize impact on customers during an area station event that limits station capacity. Resiliency options are not feasible in this load pocket without the use of rolling blackouts and mobile stations which require a time-intensive set-up. By introducing new area station capacity and splitting current networks into smaller load areas, the Company will be able to handle the loss of station capacity during emergencies and better mitigate the impact on customers. If capacity at Water Street, Brownsville or Greenwood stations is compromised, load can be swapped between stations, minimizing, or eliminating the need for load shedding during an event.

Meeting New York's CLCPA goals will ultimately require the Company to build system capacity for an anticipated increase in load growth. With electrification of the City, as we move away from a carbon economy, we will require capacity in the affected networks to accommodate unprecedented load growth. Rapid load growth has the potential to leave the Company in a difficult position to address all the relief and reliability challenges in the near future.

Customers will be satisfied with much less construction in the long term because the large number of overloads expected in the current system would be resolved with this project, at least for the Flatbush network. Otherwise, hundreds of sections will require load relief and excavation over the next few decades in different areas of this part of Brooklyn.

By decreasing the probability of a network shutdown, this program will increase the reliability and resiliency of the network in the long term. It will help the Company avoid public safety issues related to network failure, customer outages and significant damage to company equipment. Also, it will shield the Company from any reputational issues related to network shutdown.

There will be fewer customer disruptions. This project will also help reduce outages because less stress on the feeders and eliminate all major load relief projects that would otherwise be required.

Summary of Financial Benefits and Costs (attach backup)

1. Cost-benefit analysis (if required)

N/A

2. Major financial benefits

A financial benefit of this work is cost avoidance at the 27 KV feeder distribution level. As load increases, the margins between the feeder ratings and feeder loads will decrease in the network to the point where extensive load relief will be needed to upgrade feeder cable. The network will require an increasingly large budget over the next several decades to address feeder overloads with little benefit to the reliability of the network. As the load increases, feeders will reach and then go beyond their rating. The standard method used to resolve overload is to install new duct and replace the overloaded section. This is an expensive proposition. An uptick in the load forecast through, for example, electrification of cars and electric heating, can increase the number of feeders that need expensive load relief. The work proposed in this paper will resolve all the overloaded sections by transferring loads out of existing feeders to new ones supplied by GP1.

Another cost savings is that the much lower load per feeder gained by introducing new equipment will reduce stress on the feeders during summer contingencies. Avoidance of penalties related to potential network shutdown is another benefit of this project. By reducing the load per feeder in the Flatbush grid, we will be able to better rebalance the load amongst the existing feeders and even consolidate feeders in Flatbush which would allow us to introduce new feeders in the other network fed by BH2, Bright Beach network.

3. Basis for estimate

The funding request is an initial order of magnitude estimate based on the scope of work and major equipment described above. The number of required units of equipment and material was identified and multiplied by a loaded unit cost that contains estimates of material, labor, escalation, overheads, and contingency. The initial scope of work was studied, and specific units of work needed were obtained at a high level.

Name	Units	Total Unit Cost	Total Cost
120/208V Transformer	15	$23,467	$352,000
3-2/0 EPR (splicing included)	15	$46,933	$704,000
3-500 EPR (splicing included)	30	$60,900	$1,827,000
3-1000 EPR (splicing included)	630	$179,821	$113,287,000
M14	336	$109,182	$36,685,000
M11-6	15	$53,400	$801,000
V13-6	15	$110,933	$1,664,000
Roadway Conduit 6"	84,000	$1,237	$103,900,000
Roadway Conduit 4" & 5"	4,500	$865	$3,892,000
Vacuum Switches	15	$164,867	$2,473,000
Cam-ops	15	$64,133	$962,000
		Sum =	$266,547,000

Project Risks and Mitigation Plan

Risk 1:

The project is likely to require multiple permits from various New York City agencies, permit processes could lead to delays. In addition, existing New York City, MTA, and LIRR infrastructure along planned routes needs to be identified and could lead to design changes or modifications, which could also result in project delays.

Mitigation Plan 1:
Identify issues early via surveys and engage stakeholders to get permits and find clear lanes.

Risk 2:
Interference with city contractors/paving coordination.

Mitigation Plan 2:
Coordinate with New York City agenencis including NYCDOT to get access and schedule work to avoid conflicts.

Risk 3:
Crossing major roadways and parks will require coordination and special design consideration with responsible government agencies.

Mitigation Plan 3:
Avoid crossings by rerouting. If not possible engage stakeholders early to plan alternative construction techniques, such as boring to cross major roadways, train lanes and park if possible. Evaluate Area Station siting and feeder routing considerations to avoid difficult crossings.

Risk 4:
Delays due resource/support coordination. There are a large number of projects to expand the electric distribution system that may strain existing resources.

Mitigation plan 4:
Anticipate, schedule and pre-plan with resource requirements such as engineering, labor, and construction and outages to avoid performance delays alignment conflicts. Expand hiring and increase the staffing to appropriate levels to support the increased work scale.

Risk 5:
Material availability issues.

Mitigation plan 5:
Engineering will work with Supply Chain to establish a cohesive plan that aligns with vendor lead times. Stay engaged with vendors to ensure lead times are maintained, and adjust the plan as needed if shortages are encountered.

Risk 6:
One major risk is that load increases faster than forecasted which will cause load to exceed equipment ratings before completion of projects to de-load such equipment.

Mitigation Plan 6:
Start projects early and on a longer cycle to allow for acceleration if the need arises.

Technical Evaluation / Analysis
N/A

Project Relationships (if applicable)
This project is dependent on the establishment of the Gateway Park No. 1 Area Station (planned to be in service by 2028), a new indoor 27kV area substation that will be arranged in a double SYN bus configuration with five 138/27kV transformer banks. The station will be supplied from the 345kV Brooklyn Energy Hub.

3. Funding Detail ($000)

Historic Spend

	Actual 2020	Actual 2021	Actual 2022	Actual 2023	Test Year* (O&M Only)	Forecast 2024
O&M	$0	$0	$0	$0	$0	$0
Regulatory Asset	$0	$0	$0	$0	N/A	$0
Capital	$0	$0	$0	$0	N/A	$0

2025-2029 Request:
Total Request by Year:

	2025	2026 (RY1)	2027 (RY2)	2028 (RY3)	2029
O&M	$0	$0	$0	$0	$0
Regulatory Asset	$0	$0	$0	$0	$0
Capital (Total)	$0	$29,600	$71,000	$72,500	$71,000
Labor	$0	$3,837	$1,360	$3,400	$9,204
M&S	$0	$7,858	$15,913	$22,389	$18,849
Contract Svcs.	$0	$10,561	$28,661	$21,245	$25,549
Other	$0	$1,647	$0	$0	$3,951
Overheads	$0	$5,607	$25,076	$25,504	$13,448

*The test year runs from 10/1/2023 to 9/30/2024

Electric Operations / Electric Distribution

2025-2029

1. Project / Program Summary

Type: ☒ **Project** ☐ **Program**	**Category:** ☒ **Capital** ☐ **O&M** ☐ **Regulatory Asset**
Work Plan Category: ☐ **Regulatory Mandated** ☒ **Operationally Required** ☐ **Strategic**	
Project/Program Title: Greenwood to Bensonhurst No. 2 - Transfer Dyker and Fort Hamilton Loops	
Project/Program Manager: Frantz St. Phar	**Project/Program Number (Level 1):** 28018338
Status: ☒ **Initiation/Planning** ☐ **In-Progress (Projects Only)** ☐ **On-going (Programs Only)**	
Estimated Start Date: 2026	**Estimated Date In Service:** 2030
2025-2029 Funding Request ($000) **Capital:** $96,428 **O&M:** $0	

Work Description:

The 2024 Area Substation and Sub-transmission Feeder Ten-Year Load Relief Program (the LRP) identified that the Greenwood Area Station requires a load transfer in 2030 in order to avoid load on the station going over the capacity of the equipment.

The transfer of the Dyker and Fort Hamilton loops from Greenwood to Bensonhurst 2 (BH2) (this project) is the one of several planned to address identified overloads that will start developing in 2028 in the Greenwood Area Station which supplies the Park Slope Network(2B) and the Bay Ridge Network(8B). A new area station - Industry City - will be established and the load will be transferred to it from Greenwood by 2034.

In order to transfer the loops from Greenwood to BH2, eight feeders will be extended from BH2 to pick the normal and emergency feeds for the Dyker and Fort Hamilton loops. The Bensonhurst pickup feeders will be created by establishing a second leg and a second set of potheads from existing feeders at BH2. An interrupter switch will be used to isolate and protect the existing feeders portion feeding the network side of the new enlarged feeder.

Initial estimates of the scope of work involve the following:

- 75,000 of conduit
- 442 sections of primary 27 KV cable
- 232 structures
- 4 Grounding banks and 4 vaults
- 8 Interrupter switches
- 8 sets of secondary mains

FORT HAMILTON & DYKER LOOPS
BEFORE

FORT HAMILTON & DYKER LOOPS
AFTER

.

Greenwood to Bensonhurst #2 Load Transfer
Project Timeline / High-level Work Plan

Project Work Stream / Scope:	2025				2026				2027				2028				2029				2030			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Engineering Design																								
Civil/Electrical Construction																								
Transfer Load / Establish New Network																								
Post-Intermesh Cleanup																								

Justification Summary:

Analysis of the Company's latest load forecast from 2024 indicates that load relief is needed at the Greenwood Area Substation as early as 2028.

Greenwood	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Bay Ridge	250	259	267	272	276	278	281	283	286	288
Park Slope	214	216	217	217	218	218	219	220	220	221
Radial	23	24	24	24	24	25	25	25	25	25
Total Load	487	499	508	513	518	521	525	528	531	534
Electrification Adjustment	9	14	19	24	29	35	42	50	56	63
Other Adjustments	-8	-13	-16	-20	-20	-15	-17	-20	-20	-21
Net Load	488	500	511	517	527	541	550	558	567	576
Capability	511			537						
				deficit (MW)		4	13	21	30	39

The long-term solution is to transfer load from the Greenwood 27 kV Area Substation to the new Industry City Area station. However, this cannot be implemented in 2030, the current date when the station is forecast to be overloaded, since Industry City station is not expected to be in-service until 2034. The Company will, therefore, need to implement additional measures to address potential constraints at Greenwood between 2028 and 2034.

These measures include transformer upgrades and additional cooling at the area station to increase capability by 2028. In 2030, the subject of this paper will be implemented by transferring 25 MWS consisting of the Dyker and Fort Hamilton 27 KV loops out of Greenwood. By 2033, an additional 15 MWS of MTA HTVs and Isolated 460 V customers will be transferred to Bensonhurst 2 via the new feeder extensions created for the transfer of the loops. Finally, in 2034, an 80 MW load transfer will be implemented by transferring 80 MWs of load from Greenwood to the newly established Industry City area station. This will push any over rating issues out of the 20 year long range planning window.

Greenwood (post-transfer)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Bay Ridge	250	259	267	272	276	278	281	277	271	193	194
Park Slope	214	216	217	217	218	218	219	220	220	221	221
Radial	23	24	24	24	24	0	0	0	0	0	0
Total Load	487	499	508	513	518	496	500	497	491	414	415
Electrification Adjustment	9	14	19	24	29	35	42	50	56	53	59
Other Adjustments	-8	-13	-16	-20	-20	-15	-17	-20	-20	-21	-18
Net Load	488	500	511	517	527	516	525	527	527	446	456
Capability	511	511	511	511	511	511	511	511	511	511	511
Capability w Transformer upgrades				537	537	537	537	537	537	537	537

2028	Install additional cooling for Transformer Nos.1, 2, 3 and 5 to achieve 300-Hr rating of 136 MVA. Replace Transformer No.4 (equipped with additional cooling to achieve 300-Hr rating of 136 MVA).
2030	Transfer Greenwood Radial Load to Bensonhurst No.2
2032	Transfer 6 MW (P/O Bay Ridge) to Bensonhurst No.2
2033	Transfer 9 MW (P/O Bay Ridge) to Bensonhurst No.2
2034	Transfer 80 MW (P/O Bay Ridge) to Industry City area station, shown on Table XIII-A.

Relationship to Broader Company Plans, Initiatives and the NYS Climate Leadership and Community Protection Act

This project will not directly impact greenhouse gas emissions.

This project will strengthen the networks served by the Greenwood Area Substation including any DACs in the area.

This project is a core investment that enables the Company to continue to provide safe and reliable service, even as the nature of the grid changes. This aligns with Con Edison's strategic objective of providing world-class safety, reliability, and security, while managing the equity challenges of the energy transition.

This project supports the State's achievement of CLCPA and clean energy goals. This aligns with Con Edison's strategic objective to meet economy-wide net-zero GHG emissions in our service territories by 2050. Meeting New York's CLCPA goals will ultimately require the Company to build system capacity for an anticipated increase in load growth. With electrification of the City, as we move away from a carbon economy, we will require capacity in the affected networks to accommodate unprecedented load growth. Rapid load growth has the potential to leave the Company in a difficult position to address all the relief and reliability challenges in the near future.

This project is a climate resilience investment that strengthens utility infrastructure to withstand extreme weather conditions and the physical impacts of climate change. This aligns with Con Edison's strategic objective to increase resilience of our energy infrastructure to adapt to climate change and address other threats and hazards.

2. Supplemental Information

Alternatives

Alternative 1 description and reason for rejection

The alternative solution is to transfer load from Greenwood to nearby networks that are not part of the Greenwood 138 kV TLA. However, there is no additional capacity in the two nearby stations: Plymouth and Water Street. Water Street has plans to de-load the station via the new Area Station Nevins Street by 2032. Another alternative that was rejected was to transfer load to new Nevins St area

station which is planned to be established by 2032. That station is located far from the load that needs to be transferred. The new feeder extensions will need to run one mile just to get to the Bay Ridge network boundary fed from Greenwood and will create long 4.5-mile feeder extensions to the 8B load pocket that needs to be transferred. The new station at 29th street and 2nd Ave to be named Industry City will be closer to the load to be transferred and save approximately $200 million dollars in construction as a result of shorter feeder runs. In addition, feeders will be shorter and which improves reliability.

Alternative 2 description and reason for rejection
Another alternative considered was to rely upon Customer Sided Solutions (CSS) such as energy efficiency programs to mitigate any future sub-transmission capacity deficiencies. Energy efficiency programs can provide cost-beneficial solutions across multiple customer segments by accelerating load relief through little-to-no cost energy efficient upgrades and may aid in the deferral of traditional solutions for multiple years. Based on the magnitude of load relief required to address the overload constraints in Brooklyn under a limited time frame, it has been assessed that an energy efficiency program is not a viable option. There is no known contingency plan other than to pursue the identified traditional solution should this alternative be pursued and prove unable to meet the projected deficits.

Risk of No Action
An overload on the substation equipment is predicted to occur. Many of Con Edison's Brooklyn/Queens substations are near full capacity and do not offer the feasibility of load transfer. In the event overloads, load shedding may be required during peak conditions which would cause thousands of customers to encounter service outages.

Without pursuing the project, the Company networks will encounter the potential inability of maintaining reliable system power flow controls, system reliability and resiliency concerns and/or possible customer outages for an extended period during peak load condition. Additionally, should the construction of the Industry City Substation be delayed, and no action has been pursued, the margins of load relief that will need to be offset will be much larger without the interim steps.

Non-Financial Benefits
This project will provide the necessary reliability and resiliency in an area of New York City that serves critical loads and hospitals in a densely populated area where many buildings have elevators and various equipment loads. Relief of overloaded transmission feeders and the Greenwood Area station will ensure continued reliable service to the Bay Ridge and Park Slope networks and will allow the station to maintain the area substation N-1 reliability design criteria for long term projected load growth in this area of Brooklyn.

The Company expects general increases in load, as well as electrification of vehicles and building electrification. Greenwood Area will encounter increasing overloads in the future when load increases to the point where it will match capacity. To address reliability design criteria and build in resiliency for various contingency events, the new Industry City substation will be placed into service by 2034. This project will improve the reliability of the Bay Ridge and South Brooklyn Networks by allowing the Company to reduce network sizes and will establish feasible resiliency options for various contingency events, which are not available with the existing distribution system design. However, Greenwood will overload before the station is to be established. The loop transfer will allow the company to buy time in order to establish the new area station.

The system improvements implemented with this project will be sufficient to address load growth across the networks supplied by the Greenwood Area station: Park Slope and Bay Ridge. It will satisfy reliability, resiliency, safety, and compliance regulations.

By enabling load splits and smaller networks this program will progressively increase the reliability of the associated networks in both the near and long term. It will help the company avoid public safety issues related to network failure, customer outages and significant damage to company equipment. Also, it will protect customers from any issues related to network shutdown.

This program will also help during problems in the transmission and/or substation which limits the load capacity in the Bensonhurst substations. Once this project is complete, it will be more feasible to transfer out or partially restore the load coming out of Bensonhurst and help minimize the outage impact to customers.

Summary of Financial Benefits and Costs (attach backup)

1. Cost-benefit analysis (if required)
N/A

2. Major financial benefits
N/A

3. Basis for estimate
The funding request is based on an initial order of magnitude estimate based on the scope of work and major equipment described above. The number of required units of equipment and material was identified and multiplied by a loaded unit cost that contains estimates of material, labor, escalation, overheads, and contingency. The initial scope of work was studied, and specific units of work needed were obtained at a high level.

Activity	Units	Total Unit Cost	Total Cost
120/208V Transformer	4	$ 21,978	$ 88,000
Secondary Mains	8	$ 22,365	$ 179,000
3-500 EPR (splicing included)	4	$ 56,956	$ 228,000
3-750 EPR (splicing included)	438	$ 74,680	$ 32,710,000
M14	8	$ 102,137	$ 817,000
M11-6	224	$ 49,959	$ 11,191,000
V13-6	4	$ 103,749	$ 415,000
Roadway Conduit 4" & 5"	75,247	$ 809	$ 60,882,000
VisoVac Interrupter Switches	8	$ 526,608	$ 4,213,000
	Sum		**$ 110,723,000**

Project Risks and Mitigation Plan

Risk 1:
The project is likely to require multiple permits from various New York City agencies, permit processes could lead to delays. In addition, existing New York City and MTA infrastructure along planned routes needs to be identified and could lead to design changes or modifications, which could also result in project delays.

Mitigation Plan 1:
Identify issues early via surveys and engage stakeholders to get permits and find clear lanes.

Risk 2:
Interference with city contractors/paving coordination.

Mitigation Plan 2:

Coordinate with New York City agencies including NYCDOT to get access and schedule work to avoid conflicts.

Risk 3:
Crossing major roadways and parks will require coordination and special design consideration with responsible government agencies.

Mitigation Plan 3:
Avoid crossings by rerouting. If not possible engage stakeholders early to plan alternative construction techniques, such as boring to cross major roadways, train lanes and park if possible. Evaluate Area Station siting and feeder routing considerations to avoid difficult crossings.

Risk 4:
Delays due resource/support coordination. There are a large number of projects to expand the electric distribution system that may strain existing resources.

Mitigation plan 4:
Anticipate, schedule and pre-plan with resource requirements such as engineering, labor, and construction and outages to avoid performance delays alignment conflicts. Expand hiring and increase the staffing to appropriate levels to support the increased work scale.

Risk 5:
Material Availability Issues

Mitigation plan 5:
Engineering will work with Supply Chain to establish a cohesive plan that aligns with vendor lead times. Stay engaged with vendors to ensure lead times are maintained, and adjust the plan as needed if shortages are encountered.

Technical Evaluation / Analysis
N/A

Project Relationships (if applicable)
As discussed above, completion of the load realignment under this project is to support the Greenwood Area station until the new Industry City Area station is established. This project also requires the installation of additional cooling for Transformer Nos. 1, 2, 3, and 5 to achieve 300-Hr rating of 136 MVA in 2028 (under the "Emergent Load Relief Program") to delay the date when the Greenwood station is forecast to be overloaded. Close coordination will be maintained between these projects.

3. Funding Detail ($000)

Historic Spend

	Actual 2020	Actual 2021	Actual 2022	Actual 2023	Test Year* (O&M Only)	Forecast 2024
O&M	$0	$0	$0	$0	$0	$0
Regulatory Asset	$0	$0	$0	$0	N/A	$0
Capital	$0	$0	$0	$0	N/A	$0

2025-2029 Request:

Total Request by Year:

	2025	2026 (RY1)	2027 (RY2)	2028 (RY3)	2029
O&M	$0	$0	$0	$0	$0
Regulatory Asset	$0	$0	$0	$0	$0
Capital (Total)	$0	$5,000	$10,000	$40,400	$41,428
Labor	$0	648	1,296	5,237	$1,665
M&S	$0	1,327	2,655	10,725	$11,196
Contract Svcs.	$0	1,799	3,598	14,538	$15,975
Other	$0	278	556	2,248	$0
Overheads	$0	947	1,894	7,652	$12,592

*The test year runs from 10/1/2023 to 9/30/2024

Electric Operations / Distribution Engineering
2025-2029

1. Project / Program Summary

Type: ☒ **Project** ☐ **Program**	**Category:** ☒ **Capital** ☐ **O&M** ☐ **Regulatory Asset**
Work Plan Category: ☐ **Regulatory Mandated** ☒ **Operationally Required** ☐ **Strategic**	
Project/Program Title: Staten Island North Shore Load Pocket Reinforcement	
Project/Program Manager: Kevin Oehlmann	**Project/Program Number (Level 1):** 27715081
Status: ☒ **Initiation/Planning** ☐ **In-Progress (Projects Only)** ☐ **On-going (Programs Only)**	
Estimated Start Date: 2025	**Estimated Date In Service:** 2029
2025-2029 Funding Request ($000) **Capital:** $37,800 **O&M:** $0	

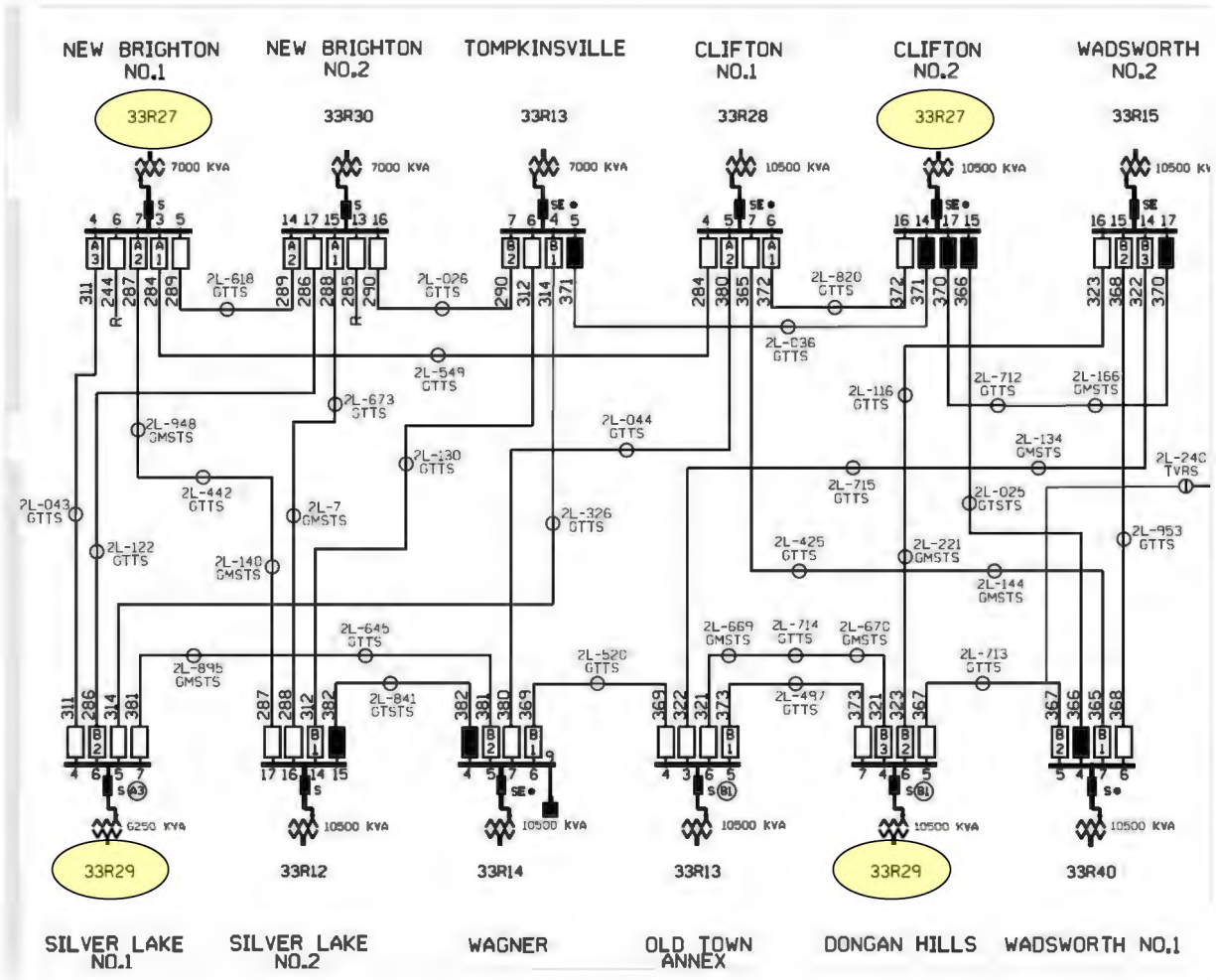
Work Description:
Two new 33 kV feeders will be installed with funding from this project. The feeders will start at Fox Hills area station and terminate in the St. George area of Staten Island. The new circuits will consist of underground cable installed in manholes and conduit for approximately 6 miles. The work scope includes the installation of 6 sets of 6" conduit in approximately 33,000 feet of trench. The Company plans to install 73 new underground structures and 150 sections of primary cable. The high-level schedule is below.

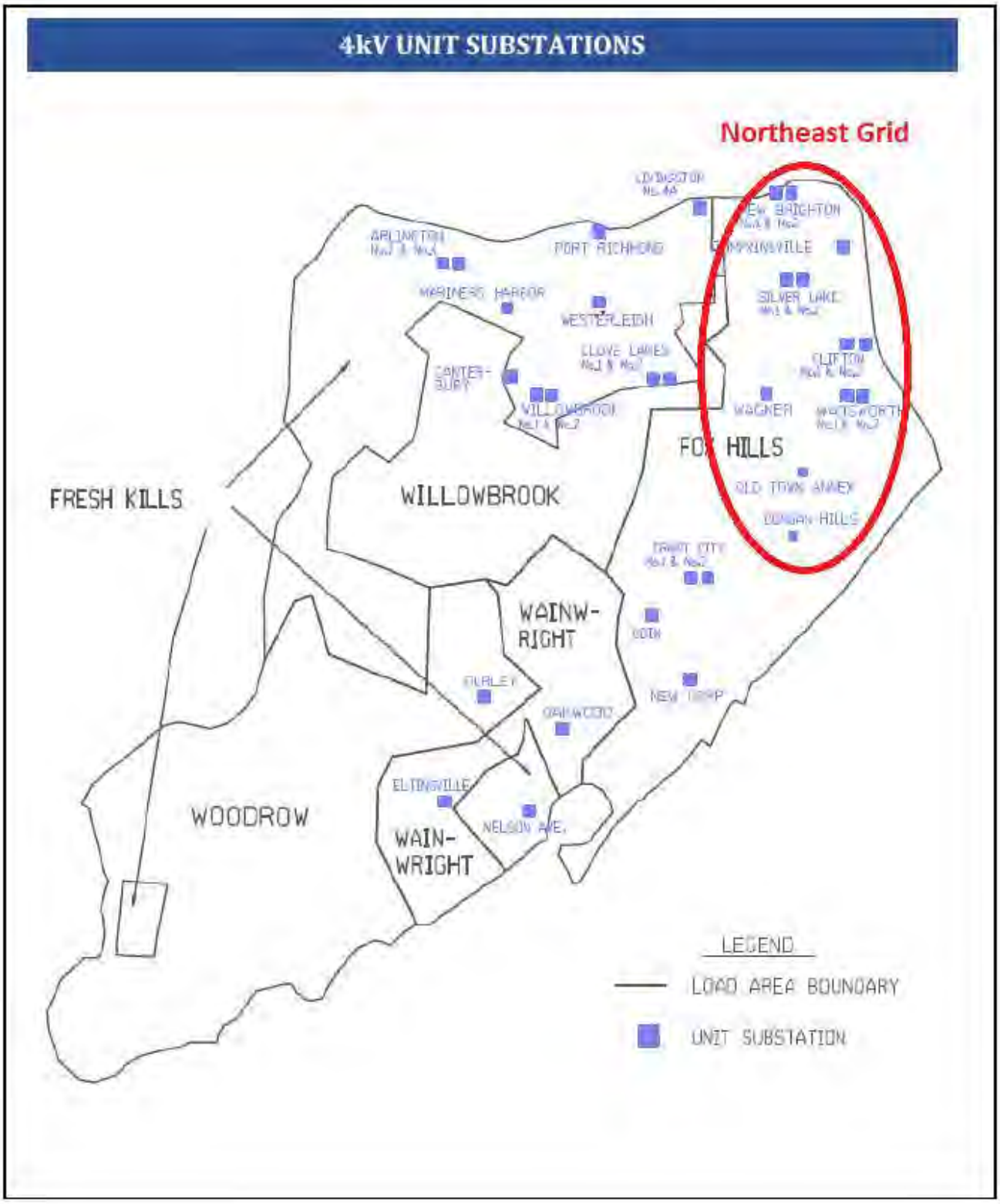
1. Determine Route 1/2025 – 3/2025
2. Survey Commences 4/2025
3. Survey Completion 12/2025
4. Design Commences 1/2026
5. Design Completion 1/2028
6. Construction Commences 1/2027
7. Construction Completion 6/2029

Justification Summary:
The northern shore of Staten Island consists of the St. George, Stapleton, New Brighton and Tompkinsville neighborhoods. The north shore has seen an increase in development in recent years. New apartment buildings were energized in 2023 and 2024 that utilize electric heat. There are additional projects in the development phase in this area including 1 Hannah St, 3 Murray Hulbert, 305 Front St, Parcel B4/B5 Front St, 8 Stuyvesant Pl, 55 Stuyvesant Pl, and 178 Richmond Terrace. The New York City Economic Development has plans to invest in this area. The Staten Island Ferry notified Con Edison of plans to install electric charging stations to be used for their ferry fleet during rush hour commuting. The DOT expects the charging stations to require 16 MW of capacity in order to charge the fleet. The existing infrastructure on the North Shore needs to be reinforced to support this additional load.

The new feeders will enhance the reliability of the Northeast 4 kV grid. This system is comprised of twelve (12) 4 kV unit substations that feed 4 kV feeders comprised of mostly open wire overhead distribution conductors. Feeders 33R27 and 33R29 each feed two unit substations in this grid. The two new 33 kV feeders associated with this project will be used to reconfigure the highlighted stations below

such that 33R27 and 33R29 each feed only one station in this grid. During peak load periods, this will bolster the reliability of this grid if 33R27 or 33R29 is de-energized due to a fault or emergency condition.




4kV UNIT SUBSTATIONS
Northeast Grid
FRESH KILLS
WILLOWBROOK
WOODROW
WAINW-
RIGHT
WAIN-
WRIGHT
FOX HILLS
ARLINGTON
FORT RICHMOND
NEW BRIGHTON
SILVER LAKE
CLIFTON
WAGNER
OLD TOWN ANNEX
DONGAN HILLS
MARINERS HARBOR
WESTERLEIGH
CLOVE LAKES
CANTER-
BURY
WILLOWBROOK
PURLEY
OAKWOOD
ELTINGVILLE
NELSON AVE.
LEGEND
LOAD AREA BOUNDARY
UNIT SUBSTATION

Relationship to Broader Company Plans, Initiatives and the NYS Climate Leadership and Community Protection Act

This project is a core investment that enables the Company to continue to provide safe and reliable service, even as the nature of the grid changes. This aligns with Con Edison's strategic objective of providing world-class safety, reliability, and security, while managing the equity challenges of the energy transition.

This project supports the State's achievement of CLCPA and clean energy goals. This aligns with Con Edison's strategic objective to meet economy-wide net-zero GHG emissions in our service territories by 2050. The two new 33kv feeders will be able to handle larger loads and are more robust, reducing the likelihood of outages during extreme weather events that are becoming more frequent due to climate change. Having them primarily underground ensures a more resilient power grid capable of withstanding environmental stressors such as high winds and storms, which is essential for climate adaptation.

By diversifying the grid, it is less likely to experience bigger outages which will reduce the need for backup generators that have high GHG emissions. The additional feeders can support the integration of renewable energy sources, such as solar and battery projects. By enhancing the grid's capacity to incorporate and distribute renewable energy, the system can rely more on clean energy and less on fossil fuels, leading to a reduction in GHG emission.

This project installs two new feeders in Staten Island, to include disadvantaged communities.

2. Supplemental Information

Alternatives
Alternative 1 description and reason for rejection

Use a Non-Wires Solution in accordance with the suitability criteria outlined in the Distributed System Platform (DSP). However, future demand forecasts are subject to change based on actual peak summer load conditions as well as economic trends and are likely to present significant challenges in achieving required customer side load reductions to provide adequate solutions in the face of rapid network load growth. Changes in future forecasts and planning may result in the advancement of addressing system overloads.

Alternative 2 description and reason for rejection
Connect any new additional load in the North Shore load pocket to the existing distribution infrastructure. The Company projects that within six years this will lead to overloads that exceed the Company's design criteria.

Alternative 3 description and reason for rejection
Use smaller conductor size and run the two new feeders as a combination of aerial and underground. Although this will result in a lower cost, it will also result in a reduction in capacity in the new feeders of approximately 25%. With additional load anticipated as additional chargers for electric vehicles and more buildings with electric heat are energized in our service territory, the company intends to use the largest conductor size available for these new feeders.

Risk of No Action
Risk 1
The risk of no action includes overloading feeders 33R13, 33R27 & 33R30. Overloads could cause one of the feeders to fail during peak summer loads. The failure of one feeder would cause the loads to increase on the remaining in-service feeders. This would increase the probability of cascading failures and loss of supply to the north shore load pocket. Loss of feeders 33R13, 33R27 & 33R30 would result in the loss of 4 out of 12 sources of supply to the Northeast 4 kV grid and would likely result in outages to many 4 kV customers. The Northeast grid serves over 31,000 customers.

Non-Financial Benefits
Improving the grid can better support the electrification of new buildings and transportation such as electric vehicles. This future-proof investment allows for the anticipated growth in the North Shore and the integration of emerging technologies, such as electric vehicles and smart grids. Which also promotes economic development, leading to a more sustainable community.

Summary of Financial Benefits and Costs (attach backup)
1. Cost-benefit analysis (if required)
N/A

2. Major financial benefits
N/A

3. Basis for estimate
The basis for estimate was based off a similar project that costs $5.3M per mile. Multiplying this cost per mile by the numbers of miles (6) for this project with a 15% adder due to increases in material costs, equipment costs, and labor costs is the forecasted funding required to support the program. The size of the cable used in the similar project was 500 kCM. A larger conductor size, 750 kCM, will be used for the new feeders associated with this project. As of September 2024, Con Edison pays $16.74 per linear foot for 33 kV, 500 kCM cable. The Company pays $25.89 per linear foot for 33 kV, 750 kCM cable.

Project Risks and Mitigation Plan

Risk 1: Material Availability Issues

Mitigation plan 1: Engineering will work with Supply Chain to establish a cohesive plan that aligns with vendor lead times. Stay engaged with vendors to ensure lead times are maintained, and adjust the plan as needed if shortages are encountered.

Risk 2: Workforce Constraints

Mitigation plan 2: Identify shared resources and potential conflicts. Proactive procurement process to attract and create contractor pool to aid in project implementation. Utilize standard approaches and procedures to reduce outage time and improve scheduling.

Technical Evaluation / Analysis
N/A

Project Relationships (if applicable)
N/A

3. Funding Detail ($000)

Historic Spend

	Actual 2020	Actual 2021	Actual 2022	Actual 2023	Test Year* (O&M Only)	Forecast 2024
O&M	$0	$0	$0	$0	$0	$0
Regulatory Asset	$0	$0	$0	$0	N/A	$0
Capital	$0	$0	$0	$0	N/A	$0

2025-2029 Request:
Total Request by Year:

	2025	2026 (RY1)	2027 (RY2)	2028 (RY3)	2029
O&M	$0	$0	$0	$0	$0
Regulatory Asset	$0	$0	$0	$0	$0
Capital (Total)	$0	$600	$17,000	$17,500	$2,700
Labor	-	270	7,663	7,888	1,217
M&S	-	42	1,183	1,218	188
Contract Svcs.	-	20	556	573	88
Other	-	112	3,178	3,271	505
Overheads	-	156	4,420	4,550	702

*The test year runs from 10/1/2023 to 9/30/2024

Electric Operations / Distribution Engineering

2025-2029

1. Project / Program Summary

Type: ☒ **Project** ☐ **Program**	**Category:** ☒ **Capital** ☐ **O&M** ☐ **Regulatory Asset**
Work Plan Category: ☐ **Regulatory Mandated** ☒ **Operationally Required** ☐ **Strategic**	
Project/Program Title: Williamsburg Network Split - Water St to Nevins St Transfer	
Project/Program Manager: Frantz St. Phar	**Project/Program Number (Level 1):** 27708522
SStatus: ☒ **Initiation/Planning** ☐ **In-Progress (Projects Only)** ☐ **On-going (Programs Only)**	
Estimated Start Date: 2026	**Estimated Date In Service:** 2032
2025-2029 Funding Request ($000) **Capital:** $129,600 **O&M:** $0	

Work Description:

Con Edison is planning this project to de-load the Water Street Area Substation with the added benefit that this will also address the transmission restrictions of the 138KV system that feeds Water Street from the Farragut transmission switching station. Based on the Company's latest 2024 Forecast, both the Water Street Area Station and its Farragut 345/138 kV transmission supply transformers will exceed capability in 2032. Therefore, this project seeks to de-load both the Water Street Area Substation and the transmission equipment at Farragut Switching Station. The transmission constraints are caused by the Farragut X-Winding transformer which feeds Water Street.

The Williamsburg network (6B) served from the Water Street Area Substation is projected to have a net load of 345 MW in 2025, a 24-feeder network with approximately 123,000 electric customers. Con Edison is planning to de-load the Water Street Area Substation by splitting the 6B network into two separate load areas: 6B North of Flushing Avenue to be supplied by Water Street and 6B South of Flushing Avenue supplied by the new Nevins station. The south side will be carved out by the area bounded by Flushing Avenue in the north, Fort Green Place in the west, Throop Avenue in the east and Atlantic Avenue in the south. This new carved out network "Fort Greene" will consist of 14 feeders and a net load of 149 MWs and supplied by Nevins St Area Substation in 2032. 6B north will be bounded by the East River in the west, Newtown creek in the north, Graham Avenue in the east and Flushing Avenue in the south. This smaller Williamsburg network will continue to be supplied by Water Street Area Substation. The new smaller Williamsburg network will be supplied by 18 feeders from Water Street substation and will supply 261 MW of load to the customers north of Flushing Ave. This 261 MWs of load is the forecasted load for 2032. These forecasted loads don't include electrification adjustments as the city transitions out of dependency on fossil fuels.

In order to supply the new 6B south network, Con Edison will extend 14 feeders from the newly established Nevins St Area Substation to the load area that will be segregated. The rest of the network north of Flushing Avenue will continue being supplied by Water Street. There are 14 feeders south of Flushing Avenue. However, 6 of the 14 supply both north and south of Flushing Avenue. Therefore, in addition to the 14 feeder extensions from Nevins, 6 bypass cables will be installed to allow for the continuity of the Water Street feeders that supply both north and south of Flushing Avenue to continue

supplying load only north of Flushing Avenue. This will allow the 6 feeders to only supply 6B north load.

Con Edison will be using 1000 mcm cable from Nevins to the pick-up points of 6B South to allow for future load growth. Figure 1 below show the way the new feeders will run to pick the load being dropped from the Williamsburg Network.

Figure 1. Overall feeder run from Nevins station to create a new network south of Flushing Avenue to supplied by the New Nevins Station.

A prerequisite to this work is the establishment of the Nevins Area station which is a separate project. This station is a new indoor 27kV area substation that will be arranged in a double SYN bus configuration with four 138kV/27kV transformer banks. The station will be supplied from the 345kV Brooklyn Energy Hub. This station will allow for added resiliency to the network and additional transmission capacity to mitigate deficiencies in the Farragut transmission switching station. The project splits the Williamsburg network by carving out 140 MW of network load in 2032 and creates a new 6B south network, Fort Greene. The property where Nevins St Area Substation will be built has been purchased and it is located on Nevins Street between Butler and Baltic Streets.

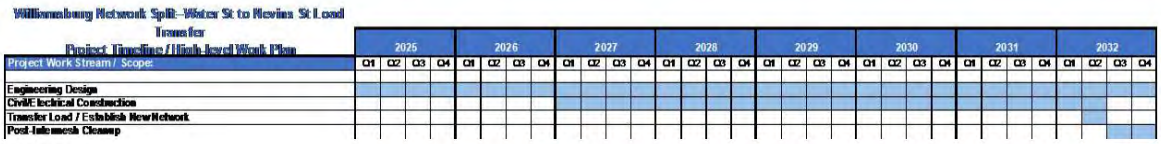
Major scopes of work to be completed to split the Williamsburg Network include:

- Installation of 89,000 feet of roadway conduit
- Installation of 655 sections of primary cable
- Installation of 300 sections of secondary main
- Installation of 334 manholes
- Installation of 20 120/208V transformers

Major or long lead equipment requirements for the project include, but are not limited to:

Major Equipment Type	Number to be Purchased
120/208V Transformer	20
Secondary Mains	300
Street Ties (4 sets of 4-500)	44
3-2/0 EPR (splicing included)	25
3-1000 EPR (splicing included)	630
M14	315
M11-6	19
Service Box	9
V13-6	18
Roadway Conduit 6"	77,000
Roadway Conduit 4" & 5"	12,000
Vacuum Switches	14
Cam-ops	14

Engineering will begin in 2026 for this project, construction is expected to begin in 2027 and to be completed in 2032. The estimated timeline to complete the major scopes of work associated with the project is below. This timeline is subject to change at any time, as the Company optimizes the project schedule and incorporates impacts of other projects and system performance.



Justification Summary:
Based on the Company's latest 2024 Forecast, Water Street Area Station and its supply Farragut transmission transformers require load relief in 2032. Probabilistic planning analysis on the Company's 2023 Forecast showed Water Street Area Station exposed to high risk of customer service interruption. As a result of this analysis, the project timeline was adjusted from the identified 2034 need date to 2033, which was superseded by the Company's latest 2024 forecast indicating a 2032 need for load relief.

Previously, Con Edison utilized purely deterministic processes to assess load relief needs. This process resulted in "just-in-time" project completion as the year the energy forecast's projected demand approaches a substation's capability. Forecast uncertainty due to the dynamic energy landscape driven by the Climate Leadership and Community Protection Act (CLCPA) and NY state policies have required the Company to adapt the existing planning process to capture other elements of risk. For this reason, the Company has elected to incorporate a probabilistic method of planning where the risk of customer interruption is modeled to prioritize substation work in the riskiest stations and maintain system reliability.

Deterministic analyses in the 2024 Load Relief Plan ("LRP") based on the 2023 load forecast projected that load growth would cause the capability of the Water Street Area Substation to be exceeded in 2034. Probabilistic risk assessment, however, identified an elevated risk of load drop at this station as the load served approaches its capability. As a result, the timeline for load relief in the 2024 LRP was

adjusted and the planned transfer of load from the Water Street Area Substation to the new Nevins Street Area Substation was moved from 2034 to 2033.

Analysis of the Company's latest load forecast from 2024, however, indicates that load relief would be needed at the Water Street Area Substation as early as 2032. In addition, the Farragut X-winding transmission transformers which supplies Water Street from the Farragut switching station will also overload in 2032. This project will also de-load transmission equipment. Due to the variability of the forecast, completing the distribution work early will protect the system from earlier than expected overloads in both the area station and the transmission equipment. Below, the Water Street Area Substation and supplying Farragut X-winding transformers loadings can be seen with the latest Company's 2024 Forecast:

Water Street	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**
Williamsburg	348	362	375	383	389	393	397	401	405	408
Prospect Park	68	69	70	71	72	73	73	74	74	74
Total Load	416	431	445	454	461	466	470	475	479	482
Electrification Adjustment	3	9	11	15	21	27	34	41	49	57
Other Adjustments	-6	-10	-12	-16	-16	-12	-14	-15	-16	-16
Net Load	413	430	444	453	466	481	490	501	512	523
Capability	497									
							overload	4	15	26
138 kV Feeder Capability	532									
138 kV Feeder Loading	78%	81%	83%	85%	88%	90%	92%	94%	96%	98%
									overload	
Farragut X-winding Load	293	310	324	333	346	361	370	381	392	403
Capability	373									
							overload	8	19	30
Farragut X-winding Loading	79%	83%	87%	89%	93%	97%	99%	102%	105%	108%
[TRS S.E. 300-Hr Rating = 552 Amps]										

Resulting load transfer from Water Street to Nevins Street supplying the Fort Greene network beginning in 2032 are as follows:

	2025	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**
Nevins St										
Fort Greene								140	141	142
Electrification Adjustment								13	16	19
Other Adjustments								-4	-5	-5
Net Load								149	152	156
Capability								358		

The planned Williamsburg network split of approximately 140 MW's in 2032 will result in a transfer of 149 MWs of net load to establish the new Fort Greene network supplied by Nevins Street Area Substation, and result in a smaller Williamsburg network of 261 MW in 2032 to be supplied by the Water Street Area Substation.

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Water Street										
Williamsburg	348	362	375	383	389	393	397	261	264	266
Prospect Park	68	69	70	71	72	73	73	74	74	74
Total Load	416	431	445	454	461	466	470	335	338	340
Electrification Adjustment	3	9	11	15	21	27	34	28	33	38
Other Adjustments	-6	-10	-12	-16	-16	-12	-14	-11	-11	-11
Net Load	413	430	444	453	466	481	490	352	360	367
Capability	497									
Feeder Capability @138 kV	532									
138 kV Feeder Loading	78%	81%	83%	85%	88%	90%	92%	66%	68%	69%
[S.E. 300-Hr Rating = 628 Amps]										
Farragut X-winding Load	293	310	324	333	346	361	370	232	240	247
Capability	373									
Farragut X-winding Loading	79%	83%	87%	89%	93%	97%	99%	62%	64%	66%
[TR5 S.E. 300-Hr Rating = 552 Amps]										

Relationship to Broader Company Plans, Initiatives and the NYS Climate Leadership and Community Protection Act

This project will not directly impact greenhouse gas emissions.

More than 50% of the geographical area of this network is classified as DAC. This project addresses potential future reliability issues in the Williamsburg network, reducing the potential for customer outages to the disadvantaged communities that it serves.

The Company expects general increases in load, as well as electrification of vehicles and heating. The Water Street area substation will encounter increasing overloads in the future when load increases to the point where it will match capacity. To address reliability design criteria and build in resiliency for various contingency events, the new Nevins substation will be placed into service by 2032. This project will improve the reliability of the Williamsburg Networks by allowing the Company to reduce network sizes and will establish feasible resiliency options for various contingency events, which are not available with the existing distribution system design.

The system improvements implemented with this project would be sufficient to address load growth across the networks supplied by the Water Street Area station: Williamsburg and Prospect Park.

This project is a core investment that enables the Company to continue to provide safe and reliable service, even as the nature of the grid changes. This aligns with Con Edison's strategic objective of providing world-class safety, reliability, and security, while managing the equity challenges of the energy transition.

This project supports the State's achievement of CLCPA and clean energy goals. This aligns with Con Edison's strategic objective to meet economy-wide net-zero GHG emissions in our service territories by 2050.

This project is a climate resilience investment that strengthens utility infrastructure to withstand extreme weather conditions and the physical impacts of climate change. This aligns with Con Edison's strategic objective to increase resilience of our energy infrastructure to adapt to climate change and address other threats and hazards.

By enabling load splits and smaller networks this program will progressively increase the reliability of the associated networks in both the near and long term. It will help the company avoid public safety issues related to network failure, customer outages and significant damage to company equipment. Also, it will protect customers from any issues related to network shutdown.

Resiliency plans: this program will help during problems in the transmission and/or substation which limits the load capacity in the Brownsville, Glendale, and Plymouth Street substations. Once this project is complete, it will be more feasible to transfer out or partially restore the load coming out of the area stations.

The main challenges to the Williamsburg network are the consistently higher corporate lower NRI (reliability) rankings and the highly loaded feeders with an increasing load forecast. The most economical and feasible solution is to introduce new feeders which will solve all those concerns with the network. The plans proposed in this paper are synergistic and complementary to the Climate Change Implementation Plan.

An added benefit to the work proposed in this white paper is that, as New York State continues its efforts to reduce greenhouse gas emissions, further electrification of the economy will challenge the secondary distribution system. Introducing new feeders will allow better distribution of the load per feeder and transformers. New transformers will be introduced in the network which will help balance the load amongst multiple transformers.

Risk management at the distribution level. By virtue of ranking in the top three positions in the NRI for Company over the last few years and with no expectations of being able to reduce this number meaningfully, the Williamsburg network is more susceptible to network shutdown relative to most networks in the system. This is despite different projects that have been conducted to try to improve the reliability of this network. The consequences would be severe for the company and the public. Public safety, disruption of public transportation, sever damage to company equipment and customer outages would be the immediate consequences. PSC penalties, reputational damage, increased regulatory scrutiny and severe financial impact would be the consequences in the longer timeframe. The severity of the consequences makes it more imperative that we address all underlying issues with the establishment of new feeders and reducing the large number of expected overloaded sections due to the low margins between feeder ratings and feeder loads.

2. Supplemental Information

Alternatives
The alternative solution is to transfer load out of Greenwood to nearby networks not part of the Water Street Area Station load supply area. There is no additional capacity in the three nearby stations: Plymouth, Brownsville and Bensonhurst.

Risk of No Action

An overload in the Water Street Area Station is predicted to occur. Many of Con Edison's Brooklyn/Queens substations are near full capacity and do not offer the feasibility of load transfer. In the event of an area station overload, load shedding may be required during peak conditions which would cause thousands of customers to encounter service outages.

Without pursuing the project, the Company networks will encounter the potential inability of maintaining reliable system power flow controls, system reliability and resiliency concerns and/or possible customer outages for an extended period during peak load condition.

Additionally, should the construction of the Nevins Area station be deemed necessary, and no action has been pursued, there may not be sufficient time available to build Nevins on time.

Network shutdown due to feeder cascading. All standard ways to improve reliability like thermally sensitive component replacement, introduce new feeders (not available cubicles), de-load highly loaded feeders by load balancing are not feasible or will have no significant impact. Due to this NRI ranking, this network is susceptible to shut down by feeder cascading of nearby related feeders. The fact that there are multiple feeders within their 90% emergency rating increases the load shift and increases the chances of feeder cascading. Loss of feeders causes large load shifts to nearby feeders which can then start the feeder cascading effect and potential network shut down. This is compounded during contingencies beyond design where large amounts of load would be picked up by nearby feeders that are already close to the emergency rating on second contingency. The waterfront around Kent Ave, which has become a popular place for developers to build skyscrapers is a very susceptible area because there is no support on the west side of the load pocket being a river. Only introducing new feeders that can reduce the average load per feeder will resolve future overloads and reliability issues.

Feeder overloads. There are 13 feeders within 90% of their normal rating and 11 feeders within their emergency rating. With time, as load grows, the need for load relief will increase year over year and remain high for the foreseeable future. This is an expensive process with no significant improvements in the NRI relative to the cost. The number of feeder overloads will keep increasing as load grows. There is an additional related risk caused by the low margins between the feeder loads and their rating. If there is unexpected load growth or load shifting within the network, it can cause feeder overloads that may require de-loading or load shedding plans if there is no time to solve the de-load before the summer peak. These overloads will also increase the NRI going into the summer if they are not resolved. Also, because of the low margin between the emergency rating and emergency load, there is a high risk that feeders will exceed emergency ratings during contingencies beyond design during peak heat in the summer. This will increase the chances of feeder cascading and network shutdown. All these risks will be eliminated under the plan proposed in this white paper by introducing new feeders and greatly reducing the average feeder load.

Non-Financial Benefits

This project will provide the necessary reliability and resiliency in an area of New York City that serves many critical loads and hospitals in a densely populated area where many buildings have elevators and various equipment loads. Relief of the Water Street Area station will ensure continued reliable service to the Williamsburg and Prospect Park networks and will allow the station to maintain the area substation N-1 reliability design criteria for long term projected load growth in this area of Brooklyn. This Project will also provide future relief to the Farragut Transmission switching station which provides service Water Street and the Prospect Park and Williamsburg Networks.

The increased capacity brought on by Nevins offers the potential to minimize impact on customers during an area station event that limits station capacity. Resiliency options are not feasible in this load pocket without the use of rolling blackouts and the use of mobile stations which require time-intensive set-up. By introducing new area station capacity and splitting current networks into smaller load areas, the Company will be able to handle loss of station capacity during emergencies and its impact on

customers. If capacity at Water Street, Bensonhurst or Plymouth stations are compromised, load can be swapped between stations, minimizing, or eliminating the need for load shedding during an event. Meeting New York's CLCPA goals will ultimately require the Company to build system capacity for an anticipated increase in load growth. With electrification of the City, as we move away from a carbon economy, we will require capacity in the affected networks to accommodate unprecedented load growth. Rapid load growth has the potential to leave the Company in a difficult position to address all the relief and reliability challenges soon.
Customers will be satisfied with much less construction in the long term because the large number of overloads expected in the current design will be resolved with this project. Otherwise, hundreds of sections will require load relief and excavation over the next few decades in different areas of this part of Brooklyn.

By decreasing the probability of a network shutdown, this program will increase the reliability and resiliency of the network in the long term. It will help the Company avoid public safety issues related to network failure, customer outages and significant damage to company equipment. Also, it will shield the company from any reputational issues related to network shutdown.

There will be fewer customer disruptions. This project will also help reduce outages because less stress on the feeders and eliminate all major load relief projects.

Summary of Financial Benefits and Costs (attach backup)
1. Cost-benefit analysis (if required)
N/A

2. Major financial benefits
A financial benefit of this work is also cost avoidance at the feeder distribution level. Williamsburg has low margins between the feeder ratings and feeder loads. The network will require an increasingly growing budget over the next decades to address feeder overloads with little benefit to the reliability of the network. As the load increases, feeders will reach and go beyond their rating. The standard way available to resolve the overload is to install new duct and replace the overloaded section. This is an expensive proposition. An uptick in the load forecast, for example caused by the electrification of cars and heating, can increase the number of feeders that need expensive load relief. The work proposed in this paper will resolve all the overloaded sections by transferring loads out of existing feeders to new ones supplied by Nevins.

Another cost savings is that the much lower load per feeder gained by introducing new ones will reduce the stress on the feeders during summer contingencies. Avoidance of penalties related to potential network shutdown implied in the high NRI number is another benefit of this program.

3. Basis for estimate
The funding request is based on an initial order of magnitude estimate based on the scope of work and major equipment described above. The unit costing method was used to estimate the cost for the distribution system establishment of the Springfield network. The number of required units of equipment and material are multiplied by a loaded unit cost that contains material, labor and overheads. The initial scope of work was studied, and specific units of work needed were obtained at a high level.

Name	Unit Cost	Units	Total Cost
120/208V Transformer	$15,157	20	$470,000
Secondary Mains	$15,424	300	$7,172,000
Street Ties (4 sets of 4-500)	$5,581	44	$381,000
3-2/0 EPR (splicing included)	$30,297	25	$1,174,000
3-500 EPR (splicing included)	$39,280	0	$0
3-750 EPR (splicing included)	$51,504	0	$0
3-1000 EPR (splicing included)	$116,014	630	$113,287,000
M14	$70,439	315	$34,392,000
M11-6	$34,455	19	$1,015,000
MH Enlargement	$232,957	0	$0
Service Box	$10,740	9	$150,000
V13-6	$71,551	18	$1,996,000
Roadway Conduit 6"	$798	77,000	$95,241,000
Roadway Conduit 4" & 5"	$558	12,000	$10,379,000
Vacuum Switches	$106,364	14	$2,308,000
Cam-ops	$41,394	14	$898,000
		Sum =	$268,863,000

Project Risks and Mitigation Plan

Risk 1:

Permitting by the city, Park departments, MTA and LIRR Interference, find lanes for ducts to be installed.

Mitigation Plan 1:

Identify issues early via surveys and engage stakeholders to get permits and find clear lanes.

Risk 2:

Interference with city contractors/paving coordination

Mitigation Plan 2:

Coordinate with city and DOT to get access and schedule work to avoid conflicts.

Risk 3:

Crossing major roadways and parks.

Mitigation Plan 3:

Avoid crossings by rerouting. If not possible engage early to find different construction techniques like boring to cross major roadways, train lanes and park if possible. Place Area Station closer to the load to be transferred to avoid difficult crossings.

Risk 4:

Delays due resource/support coordination. There are a large number of projects to expand the electric distribution system that may strain existing resources.

Mitigation plan 4:

Anticipate, schedule and pre-plan with resource requirements such as engineering, labor, and construction and outages to avoid performance delays alignment conflicts. Expand hiring and increase the number of employees over the next few years to be able to handle the increased flow of work.

Risk 5:

Material Availability Issues

Mitigation plan 5:
Engineering will work with Supply Chain to establish a cohesive plan that aligns with vendor lead times. Stay engaged with vendors to ensure lead times are maintained, and adjust the plan as needed if shortages are encountered.

Risk 6:
One major risk is for load to increase faster than forecasted which will cause load to exceed equipment ratings before completion of projects to de-load such equipment.

Mitigation Plan 6:
Start projects early and on a longer cycle to allow for acceleration if the need arises.

Technical Evaluation / Analysis
N/A

Project Relationships (if applicable)
This project requires the completion of the new Nevins St. Area Substation.

3. Funding Detail ($000)

Historic Spend

	Actual 2020	Actual 2021	Actual 2022	Actual 2023	Test Year* (O&M Only)	Forecast 2024
O&M	$0	$0	$0	$0	$0	$0
Regulatory Asset	$0	$0	$0	$0	N/A	$0
Capital	$0	$0	$0	$0	N/A	$0

2025-2029 Request:
Total Request by Year:

	2025	2026 (RY1)	2027 (RY2)	2028 (RY3)	2029
O&M	$0	$0	$0	$0	$0
Regulatory Asset	$0	$0	$0	$0	$0
Capital (Total)	$0	$5,000	$10,000	$52,700	$61,900
Labor	$0	$648	$1,296	$6,831	$8,024
M&S	$0	$1,327	$2,655	$13,991	$16,433
Contract Svcs.	$0	$1,799	$3,598	$18,964	$22,274
Other	$0	$278	$556	$2,932	$3,444
Overheads	$0	$947	$1,894	$9,982	$11,724

*The test year runs from 10/1/2023 to 9/30/2024

IT WHITE PAPERS

Customer Operations / Central Field Operations
2025-2029

1. Project / Program Summary

Type: ☒ Project ☐ Program	**Category: ☒ Capital ☐ O&M ☒ Regulatory Asset**
Work Plan Category: ☒ Regulatory Mandated ☒ Operationally Required ☐ Strategic	
Project/Program Title: Enhanced Energy Affordability Program	
Project/Program Manager: Katelyn Tsukada	**Project/Program Number (Level 1): N/A**
Status: ☒ Initiation/Planning ☐ In-Progress (Projects Only) ☐ On-going (Programs Only)	
Estimated Start Date: Q1 2026	**Estimated Date In Service: Ongoing**
2025-2029 Funding Request ($000) **Capital: $ 936** **O&M: $6,516** **Regulatory Asset: $**	

Work Description:
The Company seeks funding to launch the Enhanced Energy Affordability Program (EEAP). Through the EEAP, Con Edison plans to offer bill discounts on electric and gas bills to low- and moderate - income customers who are not currently eligible for the existing low-income Energy Affordability Program (EAP). The Company plans to provide these discounts in compliance with the Public Service Commission (PSC) orders in Case 14-M-0565.

The EEAP will operate as a two-year pilot program to extend bill assistance in the form of monthly bill discounts to customers with household incomes below the State Median Income ("SMI") or Area Median Income ("AMI") who are not currently enrolled in the EAP. Eligibility applies to both electric and gas customers, including heating, non-heating, and sub-metered tenants. The EEAP introduces three new tiers to the existing EAP benefit structures designed to scale assistance based on household income levels.

- **Discounts for low-income customers:** Customers with incomes below 60 percent of median income will receive discounts comparable to those currently provided under Tier 1 of the EAP.
- **Discounts for moderate-income customers:** Customers with incomes between 60 and 100 percent of median income will receive discounts calculated based on average bills in one of two corresponding tiers: households between 60 percent and 80 percent of AMI and households >80 percent to 100 percent of AMI.

Income Verification and Tier Assignment (Clearinghouse):
To be eligible, interested customers will submit documentation that demonstrates their household income. The Company, working collectively with other utilities statewide, will select a qualified third-party vendor to handle this process. The vendor's responsibilities will include receiving customer documents, verifying eligibility against SMI or AMI thresholds, and determining which discount tier each applicant should be placed in. Once the vendor completes verification, it will securely transmit the tier assignment to the Companies for program enrollment.

Billing System Enhancement:
The Company will modify its "Customer Care and Billing (CC&B)" system so that eligible customers are automatically enrolled and assigned their monthly EEAP credits according to their verified income tier. Automated processes will be established to minimize manual errors and credits to be consistently applied to the correct customer account. These enhancements will also allow for real-time adjustments if a customer's eligibility or tier changes in the future.

Digital Platform Enhancement:
To give customers access to their EEAP benefits, the Company plans to enhance the "My Account" digital platform. Participants will be able to log into their personal account, view a breakdown of monthly credits, and access historical billing information related to EEAP participation. Educational resources and FAQs will be integrated into the portal, making it easier for users to navigate the program and find answers to common questions.

Outreach and Awareness:
The Company will develop multi-channel awareness campaigns, including emails, informational mailers, e-newsletters, targeted advertisements, and social media posts. Outreach teams will attend community events to answer questions, distribute program materials, and assist with on-site enrollment. In addition, the Company will provide specialized training for customer service representatives (CSRs), equipping them to address inquiries, guide applicants through the verification process, and support customers throughout the program's duration.

The costs for these resources are detailed in the attached- EEAP Cost Table which detail the cost for both Consolidated Edison Company of New York, Inc. ("Con Edison") and Orange and Rockland Utilities, Inc. ("O&R").

Justification Summary:

The EEAP is an initiative mandated by Commission Order to address ongoing affordability challenges faced by low- and moderate-income households. By extending bill discounts to customers, the EEAP directly aligns with New York State's broader objectives and regulatory commitment to equitable energy access, so vulnerable populations are not left behind as the state transitions to cleaner and more sustainable energy systems.

Income Verification and Tier Assignment (Clearinghouse):
For the effective implementation and administration of the EEAP, it is critical for the Company, together with other participating utilities, to procure a qualified vendor to provide an income verification service. Since utilities do not traditionally collect customer income data and have no plans to do so directly, engaging an experienced third-party vendor is necessary to verify participant's eligibility and facilitate timely enrollment as directed in the EEAP Order. By verifying household income against SMI or AMI thresholds, the program increases the odds that only eligible customers receive discounts appropriate to their financial situation.

Billing System Enhancement:
To comply with regulatory requirements and effectively administer the EEAP, the Company aims to update its CC&B system. These enhancements are essential for enrolling eligible customers, applying discounts directly to bills, and tracking program participation in accordance with Commission Order directives. By automating the application of EEAP discounts, the CC&B upgrade allows for a timely, accurate, and consistent delivery of benefits to qualifying households.

Digital Platform Enhancement:

Enhancing the My Account platform aligns with the Order's call for increased transparency and self-service options for customers. By allowing participants to view their EEAP credits, track billing history, and access educational materials, this upgrade empowers customers to monitor their benefits and understand program details. The portal's expanded functionality supports ongoing communication and helps maximize participation.

Outreach and Awareness:
Implementing a comprehensive outreach plan plays a critical role in meeting the Order's requirement to maximize awareness and participation among eligible customers, with particular attention given to those who previously received EAP benefits but are no longer enrolled. By deploying multi-channel campaigns, engaging with community organizations, and equipping CSRs with specialized training, information about EEAP reaches diverse communities and guides customers throughout the enrollment process. This approach directly addresses obstacles that might prevent eligible individuals from enrolling, broadens the program's reach, and fulfills the Order's goals for equitable and effective service delivery.

Relationship to Broader Company Plans, Initiatives and the NYS Climate Leadership and Community Protection Act

These EEAP directly help the Company and NYS achieve affordability goals but provide bill discounts to low- and moderate-income customers, which helps mitigate the risk of customer non-payment and supports the Company's long-range plan objective of managing costs. By mitigating customer non-payment, the Company prevents increased customer arrears and uncollectibles, which can cause increased rates for all customers.

2. Supplemental Information

Alternatives

Alternative 1: The alternative to contracting a third-party vendor for income verification is for the Company to conduct income verification in-house as part of the EEAP enrollment process. This approach may require more administrative resources and may be less efficient and could be prone to errors or delays in determining which discount tier each applicant should be placed in, especially if there is a high volume of applications. The Company has not traditionally had access to customer income data and does not want to take on that additional privacy consideration and increased risk.

Alternative 2: As an alternative to upgrading the CC&B system, the Company would have to manually enroll customers in the appropriate tier in the billing system, manually credit customers on a monthly basis, and run manual queries for reporting. This approach increases the risk of errors in data entry into the billing system and discount application. In addition, the manual approach makes it challenging for the Company to monitor EEAP participation and manage discount expenditures in real time, potentially impacting program accuracy and limiting the Company's ability to meet reporting requirements.

Alternative 3: The alternative to enhancing the "My Account" would be a physical display of EEAP bill discounts only on paper bills, restricting customers from viewing and tracking their billing history or accessing educational materials online.

Alternative 4: An alternative to implementing a comprehensive outreach plan would be to limit outreach activities to basic notification methods, such as including informational inserts in monthly bills or relying on updates to the Company's website. With this approach, information about EEAP would reach fewer eligible customers and decreases program awareness and participation, as many eligible individuals may not receive timely or sufficient information about the program or how to enroll.

Risk of No Action

Without funding for this program, the Company runs the following risks:

Risk 1: Not complying with the Commission Order exposing the Company to several significant risks including potential regulatory penalties, fines, scrutiny or sanctions that could be imposed for non-compliance.

Risk 2: If eligible customers do not receive EEAP assistance, many may be unable to afford their utility bills. This can lead to an increase in customer non-payment, resulting in higher arrears and financial losses for the Company. Additionally, more customers may face service terminations due to non-payment. These uncollected bills could ultimately cause rates to rise for all customers.

Non-Financial Benefits

Energy affordability programs including EEAP help customers pay their bills and increase customer satisfaction, while helping the Company build stronger relationships with its customers.

Summary of Financial Benefits and Costs (attach backup)
1. Cost-benefit analysis (if required)

Currently under development.

2. Major financial benefits

N/A

3. Basis for estimate

The estimate is based on CC&B, DCX, third-party clearinghouse pricing, and marketing, outreach and education teams.

Project Risks and Mitigation Plan

Risk 1: If system enhancements are not completed on schedule, the launch of the Pilot program—currently set for January 13, 2026—may be delayed. Failure to finalize these enhancements within 2025 could result in critical program features not being ready, which would negatively impact the customer enrollment process and delay timely crediting of customers as mandated by the Order.

- Mitigation Plan: Develop the system enhancement concurrently with the creation of customer-facing materials, training guides, and outreach content in 2025. This approach aims to support timely distribution and readiness in case of system delays. Maintain clear communication with stakeholders about timeline risks and mitigation actions to manage expectations and support recovery measures.

Technical Evaluation / Analysis

N/A

Project Relationships (if applicable)

N/A

3. Funding Detail ($000)

Historic Spend

	Actual 2020	Actual 2021	Actual 2022	Actual 2023	Test Year* (O&M Only)	Forecast 2024
O&M						
Regulatory Asset						
Capital						

2025-2029 Request:

Total Request by Year:

	2025	2026 (PY1)	2027 (PY2)	2028	2029
O&M	$40	$2,507	$3,969	$0	$0
Regulatory Asset					
Capital (Total)	$379	$557	$0	$0	$0
Labor					

M&S					
Contract Svcs.					
Other					
Overheads					

*The test year runs from 10/1/2023 to 9/30/2024

Five Year
2026 - 2030 Capital Forecast

Summary T&D, Electric Production and Shared Services Capital Plan

Thousands ($000)

	2026	2027	2028	2029	2030	5 Year Total
Electric T&D						
System and Transmission	$160,151	$189,118	$220,769	$631,053	$568,343	$1,769,435
Substations	$1,221,483	$1,197,198	$1,411,255	$1,559,297	$1,776,484	$7,165,716
Distribution	$1,698,572	$1,698,274	$1,752,067	$2,465,324	$2,611,486	$10,225,723
Sub-total Electric T&D	**$3,080,206**	**$3,084,590**	**$3,384,091**	**$4,655,674**	**$4,956,313**	**$19,160,874**
Electric Interference	$147,052	$150,581	$153,894	$167,330	$172,000	$790,857
Total Electric T&D	**$3,227,258**	**$3,235,171**	**$3,537,985**	**$4,823,005**	**$5,128,313**	**$19,951,731**
Electric Production	$19,416	$21,347	$20,218	$31,500	$35,200	$127,681
Shared Services	$879,375	$919,715	$873,854	$1,176,481	$1,011,063	$4,860,488
Customer Energy Solutions	$97,639	$100,741	$95,755	$176,219	$176,116	$646,470
Total Capital Expenditures	**$4,223,687**	**$4,276,974**	**$4,527,812**	**$6,207,205**	**$6,350,693**	**$25,586,371**

Surcharge Projects						
Substations	$451,910	$327,500	$306,027	$0	$0	$1,085,437
Distribution	$14,700	$19,600	$27,100	$38,600	$39,758	$139,758
Customer Energy Solutions	$139,418	$260,342	$134,458	$39,144	$40,319	$613,681
Surcharge Projects	**$606,028**	**$607,441**	**$467,586**	**$77,744**	**$80,077**	**$1,838,875**

Note: 83% of Shared Services is allocated to Electric

S&TO Summary Capital Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
Environmental Programs	$933	$1,054	$1,054	$1,233	$1,233	$5,507
Replacement	$15,405	$15,405	$15,405	$21,500	$21,500	$89,215
System Expansion	$36,000	$37,950	$2,500	$100,000	$190,000	$366,450
Risk Reduction	$101,226	$128,158	$197,220	$500,738	$355,210	$1,282,552
Safety and Security	$6,587	$6,551	$4,591	$7,582	$400	$25,711
Total S&TO	**$160,151**	**$189,118**	**$220,769**	**$631,053**	**$568,343**	**$1,769,435**
Interference	**$75,297**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**$155,297**
Total S&TO with Interference	**$235,448**	**$209,118**	**$240,769**	**$651,053**	**$588,343**	**$1,924,732**

S&TO Capital Projects Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
Environmental						
Environmental Enhancements Program	$933	$1,054	$1,054	$1,233	$1,233	$5,507
Total Environmental	**$933**	**$1,054**	**$1,054**	**$1,233**	**$1,233**	**$5,507**
Replacement						
Transmission Feeder Failures	$14,880	$14,880	$14,880	$18,000	$18,000	$80,640
Transmission Failures - Other	$525	$525	$525	$3,500	$3,500	$8,575
Total Replacement	**$15,405**	**$15,405**	**$15,405**	**$21,500**	**$21,500**	**$89,215**
System Expansion						
Amtrak PSA - OAK	$0	$5,000	$2,500	$0	$0	$7,500
Gowanus to Greenwood 4th PAR Controlled Tie via FDR 42G13	$36,000	$32,950	$0	$0	$0	$68,950
ECC Relocation	$0	$0	$0	$100,000	$190,000	$290,000
Total System Expansion	**$36,000**	**$37,950**	**$2,500**	**$100,000**	**$190,000**	**$366,450**
Risk Reduction						
Pipe Enhancement Program	$35,750	$36,823	$37,927	$39,065	$32,000	$181,565
Joint Replacement Program	$6,500	$6,500	$6,500	$15,000	$15,000	$49,500
Emergent Transmission Reliability Program	$2,500	$3,000	$3,000	$0	$0	$8,500
Dynamic Feeder Rating System Program	$400	$450	$500	$760	$760	$2,870
Overhead Transmission Structures Program	$1,500	$1,500	$1,500	$3,000	$3,000	$10,500
Underground Transmission Structure Modernization	$8,300	$8,300	$8,300	$10,000	$10,000	$44,900
Queensboro Bridge Risk Mitigation Project	$7,000	$16,500	$72,600	$150,000	$0	$246,100
Replacement of Feeders M51 and M52	$5,000	$15,000	$25,000	$150,000	$200,000	$395,000
Feeder Replacement Program	$3,500	$3,500	$10,000	$100,000	$70,000	$187,000
Overhead Insulator Resiliency Program	$4,000	$4,500	$4,500	$6,700	$6,700	$26,400
Mobile Program Transmission Feeder Leak Detection	$0	$0	$0	$350	$350	$700
Rights of Way Road Access Upgrade Program	$1,000	$1,000	$1,000	$4,000	$4,000	$11,000
Feeder Management System Technology Transformation	$10,000	$10,000	$5,000	$0	$0	$25,000
System Operation Enhancement	$3,676	$6,585	$6,893	$4,363	$500	$22,017
EMS DevOps Upgrade	$6,100	$4,500	$4,500	$5,500	$3,900	$24,500
Energy Management System (EMS) Replacement System	$6,000	$10,000	$10,000	$2,000	$4,000	$32,000
Feeders 45 and 46 - Brooklyn Energy Hub	$0	$0	$0	$10,000	$5,000	$15,000
Total Risk Reduction	**$101,226**	**$128,158**	**$197,220**	**$500,738**	**$355,210**	**$1,282,552**
Safety and Security						
Overhead Tower Rapid Rail Program	$3,723	$3,723	$3,723	$4,400	$0	$15,569
ECC and AECC Facility Security	$2,864	$2,828	$868	$3,182	$400	$10,142
Total Safety and Security	**$6,587**	**$6,551**	**$4,591**	**$7,582**	**$400**	**$25,711**
Total S&TO	**$160,151**	**$189,118**	**$220,769**	**$631,053**	**$568,343**	**$1,769,435**
Interference	**$75,297**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**$155,297**
Total S&TO with Interference	**$235,448**	**$209,118**	**$240,769**	**$651,053**	**$588,343**	**$1,924,732**

Substation Summary Capital Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
Environmental Programs	$13,000	$13,000	$13,000	$13,390	$13,792	$66,182
Replacement	$45,910	$46,330	$46,530	$64,101	$66,024	$268,895
System Expansion	$763,438	$733,610	$948,331	$936,605	$1,074,975	$4,456,959
Risk Reduction	$365,035	$371,258	$370,094	$502,301	$480,276	$2,088,964
Safety and Security	$15,000	$17,500	$17,500	$25,000	$44,000	$119,000
Resiliency Projects	$19,100	$15,500	$15,800	$17,900	$97,416	$165,716
Total Substations Operations	**$1,221,483**	**$1,197,198**	**$1,411,255**	**$1,559,297**	**$1,776,484**	**$7,165,716**
Surcharge Projects						
Idlewild Area Substation - CLCPA	$117,600	$77,000	$79,517	$0	$0	$274,117
Brooklyn Clean Energy Hub - CLCPA	$162,000	$121,500	$106,486	$0	$0	$389,986
Eastern Queens Switching Station - CLCPA	$172,310	$129,000	$120,024	$0	$0	$421,334
Grand Total with Surcharge Projects	**$1,673,393**	**$1,524,698**	**$1,717,282**	**$1,559,297**	**$1,776,484**	**$8,251,153**

Substations Operations Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
Environmental						
Substation EH&S Risk Mitigation Program	$13,000	$13,000	$13,000	$13,390	$13,792	$66,182
Total Environmental	**$13,000**	**$13,000**	**$13,000**	**$13,390**	**$13,792**	**$66,182**
Risk Reduction						
Area Substation Phased Replacement Program	$33,000	$33,900	$34,827	$38,282	$39,430	$179,439
Area Substation Reliability	$8,000	$8,000	$8,000	$13,124	$13,518	$50,642
Auxiliary Station Equipment Replacement Program	$12,084	$12,585	$12,584	$14,302	$12,638	$64,193
Circuit Switcher Replacement Program	$2,800	$2,800	$2,800	$4,244	$4,371	$17,015
Condition Based Monitoring	$10,000	$10,240	$10,465	$17,883	$18,419	$67,008
DC System Upgrade Program	$5,100	$5,100	$5,253	$5,411	$5,573	$26,437
Disconnect Switch Replacement Program	$4,830	$4,830	$4,830	$5,330	$5,490	$25,310
East River Automation	$1,000	$1,000	$1,000	$0	$0	$3,000
Structural and Infrastructure Upgrades	$8,985	$8,395	$8,646	$8,906	$8,173	$43,105
Fire Suppression System Upgrades	$8,680	$8,680	$8,680	$10,300	$10,609	$46,949
GIS Replacement Program	$35,000	$35,000	$35,000	$51,500	$53,045	$209,545
High Voltage Circuit Breaker Capital Upgrade Program	$14,290	$14,290	$14,290	$20,600	$21,218	$84,688
Midel Exchange Program	$15,000	$15,000	$15,000	$0	$0	$45,000
Protection, Automation and Control Program	$26,500	$36,088	$36,640	$59,703	$61,494	$220,425
Reinforced Ground Grid	$3,400	$2,100	$2,100	$6,471	$6,666	$20,737
Relay Modifications	$42,000	$44,250	$45,568	$64,799	$66,743	$263,361
Relay Protection Communication Upgrades	$4,200	$4,200	$4,200	$5,000	$5,150	$22,750
Medium and Low Voltage Circuit Breaker Reliability Program	$13,800	$13,800	$14,210	$14,636	$15,075	$71,522
Transformer Replacement Program	$102,000	$102,000	$102,000	$155,320	$125,980	$587,300
Elmsford 138kV Disconnect Switches	$3,000	$0	$0	$0	$0	$3,000
Bushing Replacement Program	$6,366	$4,000	$4,000	$6,489	$6,684	$27,539
Sherman Creek	$5,000	$5,000	$0	$0	$0	$10,000
Total Risk Reduction	**$365,035**	**$371,258**	**$370,094**	**$502,301**	**$480,276**	**$2,088,964**
System Expansion						
Parkview Transformer #5 and associated feeder	$50,000	$80,000	$20,000	$0	$0	$150,000
Establish Gateway Area Substation (#1)	$478,190	$353,091	$365,909	$0	$0	$1,197,190
Newtown TR4 and 138kV Feeder 38Q05 From Vernon	$66,954	$0	$0	$0	$0	$66,954
Emergent Load Relief Program	$6,000	$6,200	$6,500	$5,665	$5,835	$30,200
Parkchester #2 Parkchester No. 2 TR13 & B/S 13A & 13B installation	$11,175	$12,675	$12,675	$0	$0	$36,525
Buchanan 345 Breaker 12	$12,300	$0	$0	$0	$0	$12,300
Cedar Street 4th Transformer, new 138kV Supply Feeder and 20MVAR capacitor bank	$12,535	$25,070	$37,605	$77,210	$64,075	$216,495
Glendale TR5 and 38Q05 Extension	$6,650	$14,300	$37,407	$32,250	$19,950	$110,557
Establish Hillside Area Substation	$7,500	$15,000	$40,000	$300,000	$150,000	$512,500
Establish Nevins Area Substation	$15,000	$54,000	$100,000	$225,000	$450,000	$844,000
Fox Hills 33kV-4th transformer & 138 kV supply feeder	$6,634	$6,634	$4,975	$17,000	$15,000	$50,243
Brooklyn Expansion Project (Sunset Park 345kV Trans + 27kV Area Subs)	$67,500	$77,500	$191,500	$150,000	$150,000	$636,500
Mott Haven -Install 60 MVAR capacitor banks-NOT INCL IN RC-MIGHT COME BACK OUTER YEARS)	$0	$0	$0	$3,750	$3,750	$7,500
Mott Haven 13kV – Install 5th TR & 138kV supply feeder	$10,000	$10,000	$20,000	$7,340	$0	$47,340
Atlantic Area Station (Gateway #2)	$0	$5,000	$45,000	$50,000	$150,000	$250,000
Parkchester #2 Upgrade limiting bus sections	$0	$0	$0	$0	$6,365	$6,365
Parkchester No.1 TR9S & Feeder 38X05	$10,000	$60,140	$49,760	$5,000	$0	$124,900
Seaport No. 2 / Ave A Load Transfer	$0	$8,000	$5,000	$3,390	$0	$16,390
Millwood West to Ossining West-3rd transf at Millwood 138kV supply fe	$3,000	$3,000	$8,000	$30,000	$30,000	$74,000
Grasslands to White Plains-4th transformer at Grasslands 138kV supply	$0	$3,000	$4,000	$30,000	$30,000	$67,000
Total System Expansion	**$763,438**	**$733,610**	**$948,331**	**$936,605**	**$1,074,975**	**$4,456,959**
Replacement						
Failed Substation Transformer Program	$34,000	$34,000	$34,000	$51,195	$52,731	$205,926
Failed Substation Equipment Other Than Transformers	$11,910	$12,330	$12,530	$12,906	$13,293	$62,969
Total Replacement	**$45,910**	**$46,330**	**$46,530**	**$64,101**	**$66,024**	**$268,895**

Substations Operations Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
Safety and Security						
Substations Security Enhancements Program	$10,000	$10,000	$10,000	$10,000	$30,000	$70,000
Critical Infrastructure Protection (NERC) Security Upgrades	$5,000	$7,500	$7,500	$15,000	$14,000	$49,000
Total Safety and Security	**$15,000**	**$17,500**	**$17,500**	**$25,000**	**$44,000**	**$119,000**
Resiliency Projects						
Substation Loss Contingency (Resiliency)	$14,300	$7,200	$4,100	$0	$0	$25,600
Substation Enclosure Upgrade Program (Resiliency)	$700	$700	$700	$1,500	$1,545	$5,145
Erosion Protection and Drainage Upgrade Program (Resiliency)	$2,700	$2,700	$2,700	$5,700	$5,871	$19,671
SSO Storm Hardening (Resiliency)	$1,400	$4,900	$8,300	$10,700	$90,000	$115,300
Total Resiliency Projects	**$19,100**	**$15,500**	**$15,800**	**$17,900**	**$97,416**	**$165,716**
Total Substations Operations	**$1,221,483**	**$1,197,198**	**$1,411,255**	**$1,559,297**	**$1,776,484**	**$7,165,716**
Surcharge Projects						
Idlewild Area Substation - CLCPA	$117,600	$77,000	$79,517	$0	$0	$274,117
Brooklyn Clean Energy Hub - CLCPA	$162,000	$121,500	$106,486	$0	$0	$389,986
Eastern Queens Switching Station - CLCPA	$172,310	$129,000	$120,024	$0	$0	$421,334
Total Surcharge Projects	**$451,910**	**$327,500**	**$306,027**	**$0**	**$0**	**$1,085,437**
Grand Total with Surcharge Projects	**$1,673,393**	**$1,524,698**	**$1,717,282**	**$1,559,297**	**$1,776,484**	**$8,251,153**

Electric Distribution Capital Forecast Summary

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
New Business	$264,034	$281,795	$287,849	$296,485	$305,378	$1,435,542
Replacements	$512,914	$526,738	$538,079	$633,875	$652,892	$2,864,498
System Expansion	$374,424	$335,293	$360,302	$621,716	$731,919	$2,423,654
Risk Reduction	$260,255	$260,017	$263,782	$410,287	$400,212	$1,594,553
Environmental (Oil Minders)	$1,701	$1,701	$1,750	$1,804	$1,858	$8,813
Equipment Purchases	$239,728	$246,769	$254,022	$316,544	$326,040	$1,383,102
Storm Hardening	$45,515	$45,962	$46,283	$184,614	$193,187	$515,562
Total Electric Distribution	**$1,698,572**	**$1,698,274**	**$1,752,067**	**$2,465,324**	**$2,611,486**	**$10,225,723**
Interference	**$71,755**	**$130,581**	**$133,894**	**$147,330**	**$152,000**	**$635,560**
Total Electric Distribution with Interference	**$1,770,327**	**$1,828,855**	**$1,885,961**	**$2,612,654**	**$2,763,486**	**$10,861,284**
Surcharge Projects						
Light Duty Electric Vehicle Make-Ready Program	$14,700	$19,600	$27,100	$38,600	$39,758	$139,758
Grand Total with Surcharge Projects	**$1,785,027**	**$1,848,455**	**$1,913,061**	**$2,651,254**	**$2,803,244**	**$11,001,041**

Electric Distribution Capital Projects Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
New Business						
New Business Capital	$264,034	$281,795	$287,849	$296,485	$305,378	$1,435,542
Total New Business	**$264,034**	**$281,795**	**$287,849**	**$296,485**	**$305,378**	**$1,435,542**
Replacement						
Overhead Emergency Response	$78,100	$79,959	$81,704	$92,664	$95,431	$427,859
Primary Cable Replacement (OAs, FOTs, C&D Fault)	$124,070	$129,115	$132,422	$136,382	$140,474	$662,464
Secondary Open Mains	$147,769	$151,356	$154,640	$209,533	$215,819	$879,117
Service Replacements (Temporary Services and Bridges)	$75,004	$76,743	$78,413	$88,361	$91,021	$409,543
Streetlights (Including Conduit)	$27,402	$28,016	$28,616	$30,953	$31,878	$146,865
Targeted Direct Buried Cable Replacement	$7,969	$7,936	$8,022	$11,994	$12,362	$48,283
Transformer Installation	$52,599	$53,612	$54,262	$63,988	$65,906	$290,367
Total Replacement	**$512,914**	**$526,738**	**$538,079**	**$633,875**	**$652,892**	**$2,864,498**
System Expansion						
Ave A to Trade Center No 1 Transfer	$5,000	$20,000	$36,000	$15,000	$44,000	$120,000
Brownsville Area Load Relief - Brownsville No 1 to Glendale Transfer	$12,000	$0	$0	$0	$0	$12,000
Brownsville No 2 to Gateway No 2 Transfer	$0	$0	$0	$60,000	$100,000	$160,000
Brownsville No. 2 to Atlantic Area Substation - Richmond Hill (9B) to Ozone Park (11Q) Transfer	$0	$0	$12,300	$64,592	$73,583	$150,475
Chelsea to Fashion Transfer - W. 19th St. to Murray Hill	$0	$0	$0	$5,000	$5,000	$10,000
Corona No. 1 to Hillside Transfer	$0	$2,000	$12,000	$108,536	$144,591	$267,127
Crown Heights Network Split - Brownsville No 1 to Gateway Park No. 1 Transfer	$56,000	$58,000	$17,000	$0	$0	$131,000
East NY EV Proactive Planning	$0	$0	$0	$18,055	$6,258	$24,313
Ed Koch Queensboro Bridge 13kV Riser Replacement	$13,472	$13,472	$5,052	$0	$0	$31,996
Flatbush Network Split - Bensonhurst No 2 to Gateway 2	$29,600	$71,000	$72,500	$56,316	$64,874	$294,290
Greenwood to Bensonhurst No. 2 - Transfer Dyker and Fort Hamilton Loops	$5,000	$10,000	$40,400	$0	$0	$55,400
Greenwood to Nevins St Transfer	$0	$0	$0	$128,349	$131,011	$259,360
Greenwood to Sunset Park - Bay Ridge (8B) to South Brooklyn (15B) Transfer	$0	$0	$8,000	$0	$0	$8,000
Hunts Point EV Proactive Planning	$54,792	$10,731	$10,671	$10,850	$0	$87,044
Jamaica Load Area Split (Springfield)	$74,300	$62,800	$24,600	$0	$0	$161,700
LaGuardia EV Proactive Planning	$0	$0	$0	$37,506	$29,512	$67,018
Mott Haven to E. 179th St Transfer	$0	$0	$0	$3,500	$1,250	$4,750
Network Transformer Relief	$10,784	$10,772	$10,773	$17,628	$18,155	$68,111
Non Network Feeder Relief (Open Wire)	$6,108	$6,602	$7,112	$8,277	$8,525	$36,624
Ossining West to Millwood West - Ossining West (6W) to Millwood West (7W) Transfer	$0	$5,520	$8,520	$0	$0	$14,040
Overhead Transformer Relief	$2,356	$2,454	$2,526	$2,609	$2,690	$12,635
Parkview Second Ave. Subway	$0	$0	$0	$1,706	$0	$1,706
Primary Cable Crossing (B/Q Flushing)	$2,000	$2,500	$3,000	$0	$0	$7,500
Primary Feeder Relief	$3,151	$3,163	$3,067	$5,693	$5,865	$20,939
Secondary Mains Load Relief	$1,996	$2,005	$2,005	$3,302	$3,398	$12,706
Staten Island Ferry Electrification	$600	$10,900	$11,400	$2,700	$0	$25,600
Washington Street to Cedar Street Transfer (50 MW by 2031)	$4,000	$4,500	$4,500	$11,856	$26,786	$51,642
White Plains and Elmsford No. 2 to Grasslands - White Plains (8W) and Elmsford No. 2 (12W) to Grasslands (19W) Transfers	$2,996	$3,000	$3,000	$0	$0	$8,996
Williamsburg Network Improvement	$16,600	$18,500	$5,800	$0	$0	$40,900
Williamsburg Network Split - Water St to Nevins St Transfer	$5,000	$10,000	$52,700	$52,676	$66,421	$186,797
Yorkville Crossing	$100	$0	$0	$0	$0	$100
Zerega EV Proactive Planning	$68,570	$7,374	$7,374	$7,566	$0	$90,884
Total System Expansion	**$374,424**	**$335,293**	**$360,302**	**$621,716**	**$731,919**	**$2,423,654**
Risk Reduction						
CVO - Electric Distribution	$6,600	$5,400	$3,600	$3,080	$3,080	$21,760
Distribution Sensors -- Smart Sensors For Structures	$0	$0	$0	$16,995	$17,505	$34,500
E. 179th St. Feeder Establishment	$15,820	$13,157	$10,525	$21,051	$0	$60,554
Electric Operations EH&S Risk Mitigation - SPCC Program (New)	$1,900	$2,000	$2,300	$2,500	$2,000	$10,700
MNPR/SCADA - Electric Distribution	$31,500	$31,860	$31,860	$33,843	$34,828	$163,891
Non-Network Reliability	$50,023	$51,085	$52,099	$83,459	$85,964	$322,630
Pole Inspection and Treatment Program (C Truss)	$2,418	$2,519	$2,595	$2,675	$2,755	$12,963
Pressure, Temperature and Oil Sensors	$2,060	$2,143	$2,207	$2,274	$2,341	$11,026
Primary Feeder Reliability	$40,999	$41,002	$40,998	$67,884	$69,921	$260,805
Remote Monitoring System	$3,319	$3,453	$3,556	$3,662	$3,771	$17,762
Shunt Reactors	$584	$614	$644	$676	$696	$3,214
Transformer Vault and Structures Modernization	$62,401	$62,404	$64,269	$79,490	$81,875	$350,439
Underground Secondary Reliability Program	$24,992	$24,996	$24,999	$39,011	$40,182	$154,181
USS Projects - 4kv USS Switchgear House Replacement	$5,732	$7,306	$9,875	$16,480	$16,974	$56,367
USS Projects - Unit Substation PTO/Unit S/S Modernization	$657	$677	$697	$718	$740	$3,490
USS Projects - Unit Substation Transformer Replacement Program	$8,219	$8,339	$8,464	$8,718	$8,979	$42,718
USS Projects - Unit Substation Upgrade and Improvement	$1,030	$1,061	$1,093	$1,126	$1,159	$5,468
Vented Covers for Underground Structures	$2,000	$2,000	$2,000	$26,643	$27,442	$60,085
Wainwright - Willowbrook Stepdown Transformer Installations	$0	$0	$2,000	$0	$0	$2,000
Total Risk Reduction	**$260,255**	**$260,017**	**$263,782**	**$410,287**	**$400,212**	**$1,594,553**
Environmental (Oil Minders)	**$1,701**	**$1,701**	**$1,750**	**$1,804**	**$1,858**	**$8,813**
Equipment Purchases						
Stray and Contact Voltage Mobile Scanning Equipment -- [Sarnoff Equipment Purchase]	$5,000	$5,000	$5,000	$0	$0	$15,000
Transformer Purchases	$234,728	$241,769	$249,022	$316,544	$326,040	$1,368,102
Total Equipment Purchases	**$239,728**	**$246,769**	**$254,022**	**$316,544**	**$326,040**	**$1,383,102**
Storm Hardening						
Critical Facilities Program - Resiliency	$6,968	$7,200	$7,424	$10,200	$10,600	$42,393
Non-Network Cutout Upgrades -- [Non-Network Resiliency with FLISR Program - Resiliency]	$2,399	$2,499	$2,501	$2,600	$2,500	$12,499
Non-Network Reliability Program - Resiliency	$0	$0	$0	$15,711	$15,488	$31,199
Primary Feeder Reliability - Resiliency	$10,053	$10,043	$10,060	$37,590	$46,411	$114,158
Selective Undergrounding - Resiliency	$14,992	$15,021	$14,999	$103,000	$106,100	$254,112
Submersible Equipment - Resiliency	$5,459	$5,554	$5,654	$9,700	$6,100	$32,467
Unit Substation Resiliency	$5,644	$5,644	$5,644	$5,813	$5,988	$28,733
Total Storm Hardening	**$45,515**	**$45,962**	**$46,283**	**$184,614**	**$193,187**	**$515,562**
Total Electric Distribution	**$1,698,572**	**$1,698,274**	**$1,752,067**	**$2,465,324**	**$2,611,486**	**$10,225,723**
Electric Interference	**$71,755**	**$130,581**	**$133,894**	**$147,330**	**$152,000**	**$635,560**
Total Electric Distribution with Interference	**$1,770,327**	**$1,828,855**	**$1,885,961**	**$2,612,654**	**$2,763,486**	**$10,861,284**
Surcharge Projects						
Light Duty Electric Vehicle Make-Ready Program	$14,700	$19,600	$27,100	$38,600	$39,758	$139,758
Total Surcharge Projects	**$14,700**	**$19,600**	**$27,100**	**$38,600**	**$39,758**	**$139,758**
Total Electric Distribution with Interference & EV Charging	**$1,785,027**	**$1,848,455**	**$1,913,061**	**$2,651,254**	**$2,803,244**	**$11,001,041**

Customer Energy Solutions - Electric Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
REV - DSPP (CVO and Modernizing Network Protector Relay/SCADA moved to Electric Distribution)	$23,201	$22,832	$21,527	$19,728	$20,269	$107,557
Integrated Grid Management Visualization Optimization	21,700	$24,700	$21,900	$66,047	$66,047	$200,393
Phase 1 ADMS	$0	$0	$0	$35,840	$35,851	$71,691
Grid Edge Renewable Lab	5,098	$5,569	$4,687	$6,964	$4,880	$27,198
Meter Installation Program	32,600	$32,600	$32,600	$32,600	$33,578	$163,978
Meter Equipment Purchase Program	15,041	$15,041	$15,041	$15,041	$15,492	$75,654
Total CES	**$97,639**	**$100,741**	**$95,755**	**$176,219**	**$176,116**	**$646,470**
Medium Heavy Duty EV Customer Portal	3,420	$2,600	$400	$800	$824	$8,044
UTEN Chelsea	11,878	$3,529	$362	$362	$372	$16,503
UTEN Mount Vernon	25,429	$7,546	$765	$765	$788	$35,294
UTEN Rockefeller	28,830	$8,564	$876	$876	$902	$40,049
Integrated Energy Data Resource	2,743	$695	$0	$0	$0	$3,438
Utility Integrated Storage Program	59,302	$215,229	$127,935	$32,291	$33,259	$468,016
Pole Mounted Energy Storage System Phase 2	3,283	$3,521	$4,120	$4,050	$4,172	$19,147
REV Demo Storage Cedar Street	4,532	$18,656	$0	$0	$0	$23,189
Surcharge Projects	**139,418**	**260,342**	**134,458**	**39,144**	**40,319**	**613,681**
Grand Total with Surcharge Projects	**237,057**	**361,083**	**230,213**	**215,364**	**216,435**	**1,260,151**

Electric Production Capital Forecast Summary

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
Environmental	$3,000	$1,000	$2,500	$2,500	$2,500	$11,500
Replacement	$11,727	$15,228	$10,027	$18,500	$18,200	$73,682
Risk Reduction	$4,089	$4,119	$6,191	$9,500	$12,500	$36,399
Safety/Security	$600	$1,000	$1,500	$1,000	$2,000	$6,100
Total Electric Production	**$19,416**	**$21,347**	**$20,218**	**$31,500**	**$35,200**	**$127,681**

Electric Production Capital Projects Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
Environmental						
Environmental - EP - East River	$3,000	$1,000	$2,500	$2,500	$2,500	$11,500
Total Environmental	**$3,000**	**$1,000**	**$2,500**	**$2,500**	**$2,500**	**$11,500**
Replacement						
Balance of Plant Replacement Projects - EP - ER	$2,529	$2,529	$2,529	$6,000	$6,000	$19,587
Instrument & Control Replacement Projects - EP-ER	$1,500	$1,500	$1,500	$2,000	$2,000	$8,500
Major Equipment Replacement Projects - EP - ER	$2,999	$10,500	$1,999	$5,300	$5,000	$25,798
Power Distribution Replacement Projects - EP - ER	$4,699	$699	$3,999	$5,200	$5,200	$19,797
Total Replacement	**$11,727**	**$15,228**	**$10,027**	**$18,500**	**$18,200**	**$73,682**
Risk Reduction						
Balance of Plant Risk Reduction Projects - EP - ER	$299	$329	$401	$500	$500	$2,029
Civil & Structural Projects - EP - East River	$2,699	$2,699	$4,699	$6,000	$6,000	$22,097
Instrument & Control Risk Reduction Projects-EP-ER	$500	$500	$500	$500	$500	$2,500
Mechanical Facilities - EP - ER	$91	$91	$91	$2,000	$5,000	$7,273
Power Distribution Risk Reduction Projects - EP - ER	$500	$500	$500	$500	$500	$2,500
Total Risk Reduction	**$4,089**	**$4,119**	**$6,191**	**$9,500**	**$12,500**	**$36,399**
Safety/Security						
Safety / Security - EP - ER	$600	$1,000	$1,500	$1,000	$2,000	$6,100
Total Safety/Security	**$600**	**$1,000**	**$1,500**	**$1,000**	**$2,000**	**$6,100**
Total Electric Production	**$19,416**	**$21,347**	**$20,218**	**$31,500**	**$35,200**	**$127,681**

Shared Services Capital Forecast Summary

Thousands ($000)

Project/Program Description	2025	2026	2027	2028	2029	Total
Total - Strategic IT Projects	$520,790	$516,482	$434,743	$734,262	$704,066	$2,910,344
Total - Facility Projects	$209,585	$226,247	$258,319	$257,885	$143,885	$1,095,920
Total - General Equipment	$148,999	$176,986	$180,793	$184,333	$163,112	$854,224
Total CECONY Shared Services	**$879,375**	**$919,715**	**$873,854**	**$1,176,481**	**$1,011,063**	**$4,860,488**

Shared Services and Common Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
Facilities Projects						
30 Flatbush Lease-Exit Strategy	$47,000	$15,000	$0	$0	$0	$62,000
3rd Ave Yard Transportation Garage Demolition	$5,001	$0	$0	$0	$0	$5,001
Biodiversity for Resilience, Reliability, Community and Ecology Value	$560	$560	$560	$1,600	$1,600	$4,880
Chem Lab Equipment and vehicles	$50	$0	$50	$50	$50	$200
Ecological Build with Oysters	$0	$0	$0	$500	$500	$1,000
Ecological Build with Tree Canopys	($0)	($0)	($0)	$700	$700	$1,400
Electric Vehicle Charging Infrastructure	$11,223	$17,310	$14,539	$62,413	$53,972	$159,457
Van Nest LL97	$5,008	$7,505	$0	$0	$0	$12,513
Facilities Buildings and Yards - (Energy Efficiency Program)	$24,473	$46,442	$52,501	$41,205	$9,088	$173,708
Facilities Buildings and Yards - (Roof Replacement Program)	$6,000	$10,001	$10,001	$10,001	$11,105	$47,106
Facilities Buildings and Yards All Other (Safety Environmental Regulatory)	$10,001	$10,001	$10,001	$6,000	$6,838	$42,839
Facilities Critical Infrastructure Short Term Priority_Programs	$15,863	$16,243	$16,601	$25,000	$27,720	$101,427
Facilities Security Upgrade Program- Tier 1	$2,500	$2,501	$2,501	$3,001	$3,301	$13,803
Facilities Service Center Renovations	$7,757	$7,757	$7,757	$10,001	$11,490	$44,760
CNG Fuel Station Upgrade	$680	$1,056	$0	$0	$0	$1,736
Fuel Station Upgrades	$5,000	$0	$5,000	$4,101	$0	$14,101
Living Shoreline - Resiliency	$750	$750	$500	$1,500	$1,500	$5,000
Perimeter Enhancement Program	$3,000	$3,000	$3,000	$3,000	$3,560	$15,560
Sherman Creek Service Center	$11,445	$23,600	$89,296	$42,527	$0	$166,868
Third Avenue New Transportation Building	$3,000	$11,900	$4,500	$0	$0	$19,400
Worker Safety - Heat Mitigation Program - Resiliency	$95	$95	$70	$250	$250	$760
Worth Street Site Master Plan	$12,000	$15,260	$15,598	$0	$0	$42,858
Transportation Garage Buildings: Modernizations/Expansion	$750	$2,371	$2,124	$5,098	$5,712	$16,055
Storm Response Center of Excellence	$0	$0	$0	$38,740	$0	$38,740
Micronet Weather Station Expansion	$108	$0	$0	$0	$0	$108
Supply Chain: Warehouse Space Optimization/Modernization	$33,434	$32,951	$23,722	$2,200	$6,500	$98,807
Emergency Preparedness AED's	$3,888	$1,944	$0	$0	$0	$5,832
Total - Facility Projects	**$209,585**	**$226,247**	**$258,319**	**$257,885**	**$143,885**	**$1,095,920**
Strategic IT Projects						
Adapt2 Battery Storage Scalability Enhancements	$702	$0	$0	$0	$0	$702
AMI Communication Network Steady-State	$2,827	$2,772	$2,772	$2,772	$3,800	$14,942
AMI Enhancements Program	$10,970	$10,864	$11,563	$6,078	$9,059	$48,535
Angular to SharePoint Online Upgrade	$2,719	$2,719	$0	$0	$0	$5,438
Appspace Cloud Migration	$0	$0	$0	$90	$90	$180
AutoCAD Phase 2 (Enginering Software & Equipment Upgrade)	$550	$550	$550	$550	$550	$2,750
Back Office Automation - Agent Tools	$8,500	$8,700	$5,300	$10,585	$10,585	$43,670
Bill Pay Expansion	$2,000	$0	$0	$1,300	$1,300	$4,600
Blue Prism to Power Automate Migration	$1,549	$2,053	$2,045	$0	$0	$5,646
Budget System Enhancements	$1,050	$1,050	$1,050	$1,500	$1,500	$6,150
Building Energy Usage Portal (BEUP)	$4,858	$5,425	$5,141	$9,004	$10,451	$34,880
CCTN Program	$20,000	$20,000	$20,000	$15,618	$18,769	$94,387
CDG Platform Solution	$4,922	$5,040	$5,151	$10,890	$10,890	$36,893
Central Operations Battery Monitoring Systems	$335	$335	$0	$0	$0	$670
Central Operations Tableau to Power Bi Migration (Const)	$500	$0	$0	$200	$200	$900
Clean Energy Mapping Platform	$0	$30,000	$30,000	$0	$0	$60,000
Clean Energy, AMI and DER Data and Analytics Program	$5,230	$6,973	$6,275	$10,544	$10,930	$39,951
Construction Material Management Inventory Upgrades for Contractor Yards	$1,800	$1,800	$0	$500	$500	$4,600
Construction Technology Improvements	$500	$500	$500	$500	$500	$2,500
Contact Center Cloud	$8,500	$4,500	$2,000	$3,500	$3,000	$21,500
Control Center Resiliency - Phase II	$6,290	$4,420	$5,750	$0	$0	$16,460
Corporate Security - Company Wide Camera Rollout Program	$1,688	$1,500	$1,500	$1,500	$2,000	$8,188
Corporate Security - Cyber forensic equipment	$250	$250	$250	$250	$250	$1,250
Corporate Security NVR and DVR replacements	$1,710	$1,500	$1,500	$1,500	$1,943	$8,153
CPMS Customer Data Self-Service and Data Governance and Compliance Modernization	$11,142	$9,942	$1,520	$4,587	$6,496	$33,686
Customer Billing Resiliency and Sustainability	$19,646	$25,000	$30,000	$88,642	$25,000	$188,288
Customer Data Sharing	$1,750	$1,750	$1,750	$2,500	$2,500	$10,250
Customer Engagement Platform	$0	$0	$0	$8,034	$8,034	$16,068
Customer Operations Data Analytics	$8,638	$8,845	$9,040	$15,000	$15,000	$56,523
Customer Recommendation & Analysis Tools	$11,959	$10,786	$7,048	$6,919	$10,821	$47,533
Customer Tower	$0	$0	$0	$179,000	$179,000	$358,000
Cyber Security and NERC Compliance	$6,000	$5,000	$4,700	$5,700	$5,700	$27,100
Cyber Security Infrastructure	$5,507	$6,565	$6,579	$7,153	$7,368	$33,172
Cybersecurity	$15,977	$16,080	$16,631	$17,603	$18,131	$84,422
Data & AI Governance Program	$3,150	$2,800	$2,450	$3,500	$4,524	$16,424
Data Center Improvements (Server Farm Infrastructure)	$4,770	$13,150	$15,950	$15,950	$15,950	$65,770
Data Integration Modernization	$4,500	$6,500	$5,500	$3,500	$4,855	$24,855
DECC SCADA (CDMS) Upgrade 2026	$4,650	$4,150	$750	$0	$0	$9,550
Digital Customer Experience (DCX)	$11,198	$11,467	$11,719	$15,880	$15,880	$66,144
eGIS Implementation Phase 3	$43,300	$0	$0	$0	$0	$43,300
EH&S Control Desk Application	$500	$0	$0	$0	$0	$500
EH&S Navigator	$300	$0	$0	$0	$0	$300
Electric - ARM Replacement	$2,000	$2,000	$12,000	$23,829	$25,975	$65,804
Electric WMS - Open Grid Field Implementation	$2,500	$0	$0	$0	$0	$2,500
Electric Work Management Data and Analytics	$4,269	$5,692	$5,122	$8,579	$8,894	$32,556
Employee Data Warehouse (EDW) to Autonomous Data Warehouse (ADW) Project	$7,312	$0	$0	$0	$0	$7,312
End User Computing	$1,084	$1,189	$509	$559	$790	$4,131
Enterprise Architecture Modernization	$448	$459	$469	$600	$755	$2,731
Enterprise Data & Analytics Foundations	$9,591	$9,745	$7,823	$3,850	$4,214	$35,223
Environmental Mgt System	$350	$0	$0	$500	$500	$1,350
FIG Fraud Data Analytics Platform	$593	$607	$620	$0	$0	$1,820
Fixed Asset Accounting, Tax Transformation	$7,000	$1,200	$0	$0	$0	$8,200
Fleet Management Program	$2,093	$3,302	$150	$150	$223	$5,918
FPET (Field Programmable Electronic Terminal) Migration	$2,415	$1,066	$0	$0	$0	$3,481
Grid Asset Reliability and Resilience Data and Analytics	$7,592	$10,123	$9,110	$15,269	$15,829	$57,923
Increased Computing Capability for Clean Energy Analytics	$490	$0	$0	$1,000	$1,000	$2,490
Integrated Workplace Management System Replacement	$2,016	$5,662	$5,806	$0	$0	$13,484
Integration of virtual reality into Substation Operating Orders	$500	$0	$0	$0	$0	$500
Integration Technical Obsolescence	$33,400	$33,400	$33,400	$33,400	$42,035	$175,635
ISO Revenue Metering Enhancements to PCI Adapting to Market Changes	$1,429	$1,168	$0	$0	$0	$2,597
IT OT Tower Sustainability	$4,112	$4,232	$5,327	$0	$0	$13,671
IT System Testing COE	$20,264	$16,352	$16,864	$20,500	$20,500	$94,481
IT/OT Tower	$0	$0	$0	$47,300	$47,300	$94,600
Learn, Talent Management & Compensation Replacement Project	$16,563	$5,437	$0	$0	$0	$22,000
Learning and Inclusion Digital Learning Transformation	$1,500	$1,500	$0	$3,000	$0	$6,000
M365	$2,000	$2,000	$2,000	$29,914	$35,319	$71,233

Shared Services and Common Forecast

Thousands ($000)

Project/Program Description	2026	2027	2028	2029	2030	5 Year Total
Mainframe Exit - Data Migration of CECONY Applications	$1,295	$1,003	$0	$0	$0	$2,298
Maximo Consolidation Program Phase 1	$9,326	$8,920	$7,201	$23,500	$14,350	$63,297
Maximo New Functionality & Sustainability Project	$2,303	$2,359	$2,403	$2,500	$4,000	$13,565
MetrixIDR Upgrade for Enhanced Functionality and Support Compliance	$0	$0	$613	$419	$419	$1,451
Migration to Cloud, Version Upgrade, and Enhancements for the FIS	$0	$3,976	$3,438	$0	$0	$7,414
NYISO - PJM Energy and Capacity Daily Reconciliations TODRS	$1,040	$848	$857	$0	$0	$2,745
Obsolete Oracle GRC Software Replacement and Enterprise SoD Tool	$356	$374	$424	$485	$572	$2,211
OMS IT System Hardening	$9,515	$9,743	$9,957	$0	$0	$29,215
OpNet	$11,153	$6,038	$4,267	$0	$0	$21,457
Oracle EBS ERP Cloud Migration	$0	$28,500	$0	$0	$0	$28,500
Outage Communication Program	$2,403	$2,303	$2,103	$2,103	$2,103	$11,015
Outage Management System - Phase Four	$13,421	$13,248	$12,965	$0	$0	$39,634
Outage Scheduling System (OSS) Replacement	$6,081	$2,025	$1,795	$559	$0	$10,460
Phased Replacement of Legal Technology	$5,152	$3,307	$2,400	$0	$0	$10,859
Planning and Forecasting Data and Analytics	$0	$0	$0	$9,599	$9,950	$19,549
Privacy Readiness Program	$14,000	$14,300	$8,360	$6,960	$6,960	$50,580
Protective Intelligence and Countermeasures Program	$3,498	$3,876	$3,533	$2,200	$2,455	$15,563
Rapid Restore Re-Architecture	$0	$0	$0	$300	$150	$450
Rate Case Enhancements	$750	$750	$750	$750	$750	$3,750
Resiliency Outage Communication Program	$839	$1,281	$1,281	$2,097	$2,097	$7,595
Retail Access System Replacement	$16,222	$13,950	$1,395	$2,035	$2,739	$36,341
ServiceNow Platform Expansion	$1,741	$7,249	$5,843	$507	$1,626	$16,966
Substation Technology Improvements Program	$2,500	$2,500	$0	$0	$0	$5,000
Supply Chain Data and Analytics	$3,087	$4,117	$3,704	$6,217	$6,445	$23,570
Technology Modernization for PEGA Applications	$9,263	$9,263	$9,228	$13,183	$16,600	$57,537
Technology Modernization Program	$22,408	$22,946	$23,451	$20,399	$22,442	$111,646
The Employee Hub System Improvements	$4,200	$5,600	$4,690	$0	$0	$14,490
TNVS WEB	$1,500	$1,740	$1,740	$1,150	$1,500	$7,630
Transmission Owners Data Reporting System (TODRS) Market Demand Enhancements	$1,040	$848	$857	$0	$0	$2,745
Wiring Access Raceway System	$440	$0	$0	$0	$0	$440
WMS Sustainability Project - Phase 3	$2,300	$2,300	$2,300	$0	$0	$6,900
Work Management Mobility	$5,000	$5,000	$5,000	$0	$0	$15,000
Total - Strategic IT Projects	**$520,790**	**$516,482**	**$434,743**	**$734,262**	**$704,066**	**$2,910,344**
General Equipment						
XM1 Tier 1 - Office Furniture	$1,600	$1,600	$1,346	$2,000	$2,100	$8,646
XM2 - Vehicles	$102,890	$125,244	$128,505	$126,900	$105,000	$588,539
XM3 Tier 1 - Stores Equipment	$984	$1,008	$1,030	$1,330	$1,380	$5,731
XM 4 - Shop Equipment - Rollup	$361	$375	$375	$375	$375	$1,862
XM5 and 15 Tier 1 - Laboratory Equipment (Testing and Chemical)	$6,970	$7,137	$7,294	$7,283	$7,283	$35,967
XM6 Tier 1 - Tools and Work Equipment	$7,158	$9,330	$7,491	$9,297	$9,779	$43,055
XM7 Tier 1 - Miscellaneous and Safety Equipment	$1,334	$1,218	$1,260	$1,305	$1,350	$6,467
XM8 Telecommunications Equipment Priority 1	$4,980	$6,425	$6,915	$6,915	$6,915	$32,150
XM10 Tier 1_2 Computer Equipment Critical Infrastructure	$22,723	$24,649	$26,576	$28,929	$28,929	$131,806
Total - General Equipment	**$148,999**	**$176,986**	**$180,793**	**$184,333**	**$163,112**	**$854,224**
Total CECONY Shared Services	**$879,375**	**$919,715**	**$873,854**	**$1,176,481**	**$1,011,063**	**$4,860,488**