

***CENTRAL HUDSON
GAS & ELECTRIC CORPORATION***

2025

ELECTRIC RELIABILITY REPORT

MARCH 31, 2026

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1. Overall Assessment of Reliability Performance

a) Corporate Overview/Definitions

Improved electric reliability and power quality continue to be important objectives for Central Hudson. The five Operating Divisions have System Average Interruption Frequency Index (SAIFI) and Customer Average Interruption Duration Index (CAIDI) goals in accordance with the 2004 Order Adopting Changes to Standards on Reliability of Electric Service in Cases 02-E-1240 and 02-E-0701¹ to guide their efforts in providing Central Hudson's customers with the best possible electric service reliability. In 2025, Central Hudson met the electric service Reliability Performance Mechanism targets defined in the Stipulation Regarding Electric Capital and Operations specified in Case 23-E-0418² for both the CAIDI index and the SAIFI index. Central Hudson's 2025 non-storm SAIFI was 1.237, which was below the Reliability Performance Mechanism SAIFI target of 1.300. Central Hudson's 2025 non-storm CAIDI was 2.27, which was below the Reliability Performance Mechanism CAIDI target of 2.50.

The Electric Engineering Design group as well as the Electric Asset Strategy group share responsibility to closely monitor the Central Hudson electric system and to analyze and develop plans to improve the performance and the reliability of electric service to all Central Hudson customers. In 2025, the Electric Engineering Design group consisted of three subsections: Electric Operations, Electric Distribution Automation, and Transmission & Substation Engineering, all reporting to one Director of Electric Engineering Design. The Electric Asset Strategy team is a subset of a broader group reporting to one Director of Asset Strategy & Data Analytics. Section staffing consisted of the following:

- 1 Director of Electric Engineering Design
 - 1 Electric Distribution Automation Section Engineer
 - 5 Electric Distribution Automation Engineers
 - 1 Electric Distribution Operations Principal Engineer
 - 5 Electric Operations Engineers
 - 1 Senior Engineer

¹ Cases 02-E-1240 and 02-E-0701, Order Adopting Changes to Standards on Reliability of Electric Service (2004 Standards Order), (issued and effective October 12, 2004).

² Case 23-E-0418, Proceeding on Motion of the Commission as to the Rates, Charges, Rules and Regulations of Central Hudson Gas & Electric Corporation for Electric Service, (issued March 11, 2024).

- 1 Senior Engineering Technician
 - 1 Manager of Transmission & Substation Engineering
 - 1 System Protection Section Engineer
 - 9 System Protection Engineers
 - 1 Substation Design Section Engineer
 - 12 Substation Design Engineers
 - 1 Engineering Technician
 - 1 Transmission Section Engineer
 - 6 Transmission Engineers
 - 1 Engineering Associate
- 1 Manager of Distribution Asset Strategy
 - 1 Electric Distribution Reliability & Resiliency Engineer
 - 1 Stray (Contact) Voltage and Inspections Engineering Technician
 - 1 Senior Engineer
 - 1 Data Scientist

Most of the above employees were based in the Corporate Headquarters in Poughkeepsie, with a few exceptions. The Electric Operations Engineers were located throughout the service territory. Two were based in the Lower Hudson Division, two in the Mid-Hudson Division, and two in the Upper Hudson Division.

The following report details the 2025 reliability performance of the Central Hudson System and an assessment of the five operating areas' performance. This assessment includes a five-year history of performance, listings of both the SAIFI and CAIDI indices, and a synopsis of Central Hudson's current power quality programs.

****** NOTE ******

For clarification purposes, Central Hudson Substations are named by their geographic location. In addition, the distribution circuits emanating from them are numbered in accordance with their operating voltage. For example, a circuit operating at less than 5 kV is named with a three-digit number, a 15 kV circuit consists of a four-digit number with the second digit being a "0," and a 34.5 kV circuit consists of a four-digit number with the second number being a "3." Also, where possible, sequential numbers are used for the circuits exiting from the same substation.

b) Corporate Performance List

i) 5 Year Detailed Assessment of Performance Indices (SAIFI & CAIDI)

The tables below summarize Central Hudson’s performance over a period of five years. The SAIFI indices are calculated by dividing the total number of customers interrupted by the total number of customers served. The CAIDI indices are calculated by dividing the sum of the customer interruption duration by the total number of customers interrupted.

	SAIFI (Without Storms)	CAIDI (Without Storms)	SAIFI (With Storms)	CAIDI (With Storms)
2021	1.42	2.67	1.81	3.44
2022	1.27	2.25	1.87	6.29
2023	1.08	2.31	1.46	3.95
2024	1.17	2.34	1.58	3.68
2025	1.24	2.27	1.49	3.24
5-Year Average	1.24	2.38	1.64	4.12

Table 1a – 5-Year System SAIFI & CAIDI Performance Indices

	CAIDI (Without Storms)				
	2021	2022	2023	2024	2025
Work Hours	1.95	1.83	1.71	1.97	1.77
Non-Work Hours	2.97	2.45	2.63	2.53	2.56

Table 1b – 5-Year System CAIDI Work Hours vs. Non-Work Hours (Without Storms)

Cause Code	Cause Code Description	SAIFI						CAIDI					
		2021	2022	2023	2024	2025	5-Year Average	2021	2022	2023	2024	2025	5-Year Average
2	Tree Contacts	0.733	0.603	0.539	0.542	0.592	0.602	3.07	2.73	2.87	2.88	2.65	2.84
3	Overloads	0.008	0.003	0.002	0.006	0.006	0.005	2.78	2.56	1.92	3.76	3.64	2.93
4	Operating or Working Errors	0.027	0.009	0.014	0.023	0.027	0.020	1.30	1.09	0.86	2.94	0.98	1.43
5	Apparatus or Equipment Failures	0.228	0.243	0.163	0.174	0.257	0.213	1.98	2.01	1.98	2.14	1.74	1.97
6	Accidents or Events Not Under the Utility's Control	0.240	0.271	0.220	0.286	0.205	0.245	2.08	1.50	1.42	1.50	2.14	1.73
7	Prearranged	0.006	0.006	0.007	0.011	0.025	0.011	1.92	2.04	2.39	2.15	2.11	2.12
8	Customer's Equipment or Failures	0.001	0.001	0.000	0.001	0.001	0.001	3.95	2.00	2.68	2.12	2.53	2.66
9	Lightning	0.044	0.017	0.035	0.005	0.008	0.022	3.22	3.10	2.65	2.65	2.55	2.83
10	Unknown or Unclassified	0.131	0.123	0.104	0.120	0.116	0.119	2.84	2.01	1.94	2.02	2.04	2.17

Table 2a – 5-Year System SAIFI & CAIDI Performance Indices by Cause Code

Evaluation of Table 2a indicates outages due to “tree contacts” (Cause Code 2) were the number one non-storm SAIFI driver for 2025, comprising 48% of the total. Tree contact SAIFI in 2025 was 9.2% higher compared to 2024 but approximately 2% lower than the 5-year average. The largest contributor to tree contact SAIFI was limbs and trees from outside the clearance zone (77% of Cause Code 2 SAIFI). Beginning in 2025, Central Hudson leveraged modeling software to prioritize tree removals at the protective device level based on historical reliability performance. While more time will be needed to effectively evaluate the results of this change, overall tree outages were down in 2025 compared to the five-year average.

Outages as a result of equipment failures (Cause Code 5) were the second-highest non-storm SAIFI driver in 2025, contributing a SAIFI of 0.257. This figure is 48% higher than the Cause Code 5 SAIFI for 2024 and 21% higher than the five-year average. The biggest driver for Cause Code 5 non-storm SAIFI in 2025 was transmission equipment failure, which contributed a SAIFI of 0.072, or 28% of the total equipment failure SAIFI. This transmission failure SAIFI was caused by repeated lightning arrester failures on Central Hudson’s 69kV E Line, an issue which has since been addressed for the line as a whole.

Outages as a result of “accidents or events not under the utility’s control” (Cause Code 6) were the third-highest non-storm SAIFI driver in 2025, contributing a SAIFI of 0.205. This figure is 28% lower than the Cause Code 6 SAIFI for 2024 and 16% lower than the five-year average. The biggest driver for Cause Code 6 non-storm SAIFI in 2025 was outages related to vehicle pole hits, which contributed a SAIFI of 0.079, or 39% of the total accident/event SAIFI. Squirrel-related outages were the second-most impactful secondary cause code within this category, contributing a SAIFI of 0.053 or 26% of the total.

As indicated in Table 1a above, non-storm CAIDI in 2025 was 2.27, or 9% below the PSC target level. This value represents a 3% decrease in CAIDI compared to 2024 and is 4% below the five-year average. Outages due to tree contacts were the number one non-storm CAIDI driver, as evidenced by tree contact outages contributing an Equivalent Customer Minutes (ECM) value of 93.99, or 56% of the total. This figure is 0.5% higher than the Cause Code 2 ECM for 2024 but 9% lower than the five-year average. The biggest driver for Cause Code 2 ECM for 2025 was trees/limbs from outside the clearance zone, which contributed an ECM of 71.05, or 76% of the total. This represents an ECM reduction of 11% in this subcategory compared to the five-year average.

Outages as a result of equipment failures (Cause Code 5) were the second-highest non-storm CAIDI driver in 2025, contributing an ECM of 26.89, or 16% of the total. This figure is 21% higher than the Cause Code 5 ECM for 2024 and 8% higher than the five-year average. The biggest driver for Cause Code 5 non-storm CAIDI in 2025 was conductor/cable failure, which contributed an ECM of 7.58, or 28% of the total. This represents an ECM decrease of 12% in this subcategory compared to the five-year average.

Outages in the Accidents/Events category were the third-highest non-storm CAIDI driver in 2025, contributing a total ECM of 26.30, or 16% of the total. This figure is 2% higher than the Cause Code 6 ECM for 2024 and 5% higher than the five-year average. The biggest driver for Cause Code 6 non-storm ECM in 2025 was vehicle pole hits, which contributed an ECM of 12.89, or 49% of the total Accidents/Events ECM. This represents an ECM increase of 23% in this subcategory compared to the five-year average.

Central Hudson assembled a cross-functional team for 2025 including the Electric Engineering Services, Asset Strategy, Electric T&D, Substation Operations and Engineering, System Operations, and Emergency Management departments to focus on SAIFI and CAIDI improvement. During outage events, distribution switching is used whenever feasible to restore

as many customers as possible before completing repairs. Specific SAIFI and CAIDI drivers are discussed in the Operating Area Performance section of this report (Section 2).

ii) Table of all major storms excluded from the reliability indices

The table below lists specific information for each major storm event being excluded from Central Hudson’s non-storm reliability data:

Event Start Date	Event Stop Date	Division	# of Outage Jobs*	Interruptions	Cust Affected	Cust Hours	Duration (Days/Hr /Min)	24-Hour Interruptions	Cust Interrupted for 24+ Hours	Criteria	Condition
2/16/2025	2/17/2025	Kingston	75	88	5,303	23,775	1:11:11	2	4	Major - Duration	Snow/Wind
3/16/2025	3/18/2025	Poughkeepsie	109	43	13,771	5,962	1:13:07	0	0	Major - Customer Count	Wind
6/19/2025	6/20/2025	Poughkeepsie	51	33	2,791	15,454	1:10:05	3	182	Major - Duration	Thunderstorm
7/3/2025	7/6/2025	Poughkeepsie	436	188	14,303	264,867	2:16:51	114	5,579	Major - Duration/Customer Count	Thunderstorm
7/3/2025	7/5/2025	Kingston	436	112	16,682	145,199	2:05:12	4	52	Major - Duration/Customer Count	Thunderstorm
7/3/2025	7/4/2025	Newburgh	436	46	5,284	37,336	1:03:16	3	60	Major - Duration	Thunderstorm
7/3/2025	7/4/2025	Fishkill	436	26	4,209	13,455	1:03:14	1	7	Major - Duration	Thunderstorm
9/6/2025	9/7/2025	Poughkeepsie	29	24	1,663	13,635	1:00:43	1	1	Major - Duration	Thunderstorm
10/30/2025	11/1/2025	Fishkill	289	42	4,317	9,741	2:08:02	1	1	Major - Duration	Wind
10/31/2025	11/1/2025	Catskill	289	77	3,634	29,879	1:11:26	1	11	Major - Duration/Customer Count	Rain/Wind
10/31/2025	11/3/2025	Kingston	289	180	7,032	78,582	2:18:57	29	276	Major - Duration/Customer Count	Wind
10/31/2025	11/1/2025	Newburgh	289	49	3,091	11,532	1:08:42	2	4	Major - Duration	Wind

*The peak number of outage jobs shown is Company wide (not per District) and is based on an hourly snapshot of the OMS cases that were predicted in real-time during the event.

Table 2b – 2025 Major Storm Exclusions

iii) Corrective actions to be taken in areas where reliability performance indices were not met

In 2025, Central Hudson met the electric service Reliability Performance Mechanism targets defined in Case 23-E-0418 for both the CAIDI index and the SAIFI index. Central Hudson's 2025 non-storm SAIFI was 1.237, which was below the Reliability Performance Mechanism SAIFI target of 1.300. Central Hudson's 2025 non-storm CAIDI was 2.27, which was below the Reliability Performance Mechanism CAIDI target of 2.50.

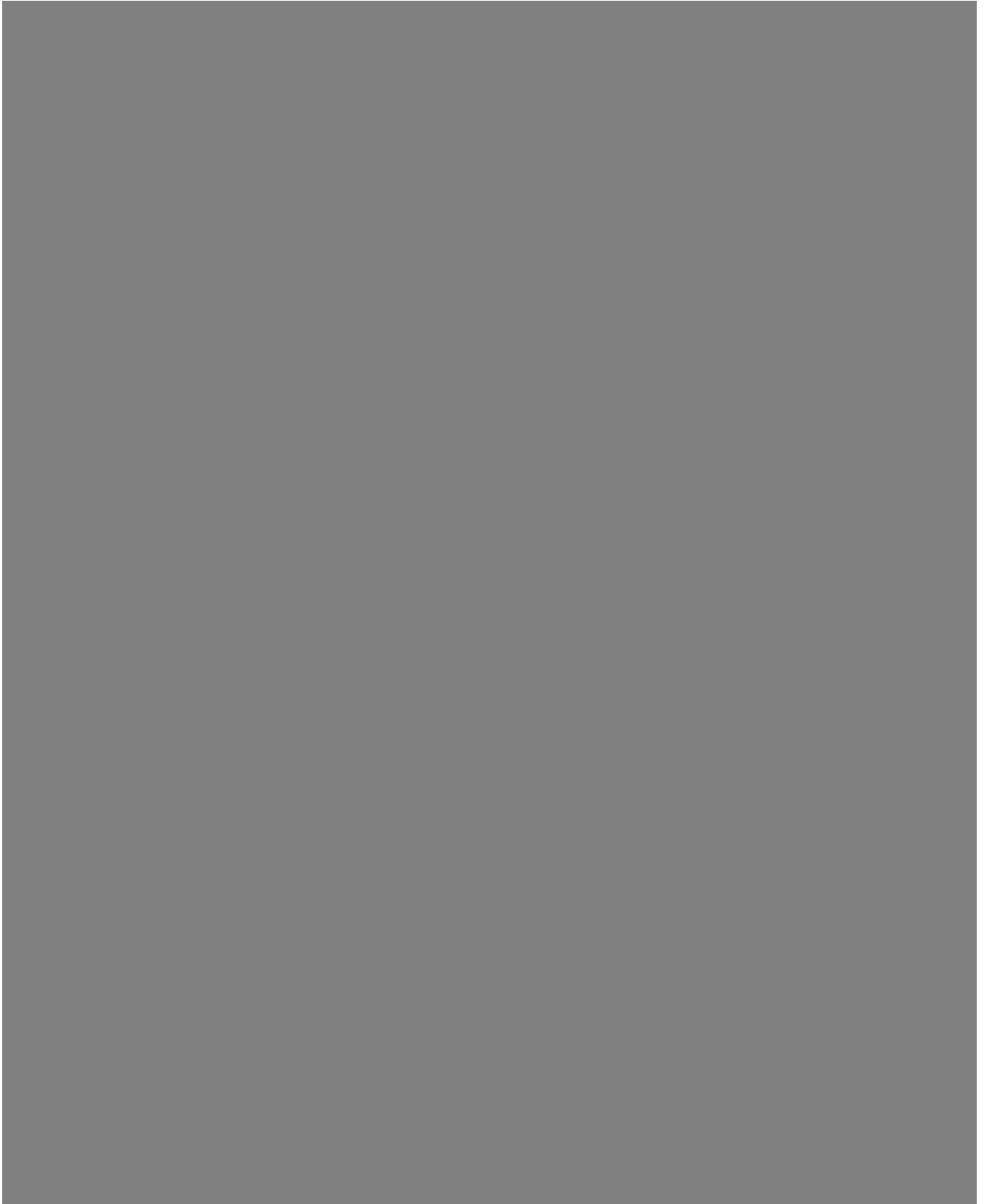
iv) Corrective actions to be taken in response to adverse trends or performance in specific areas or categories

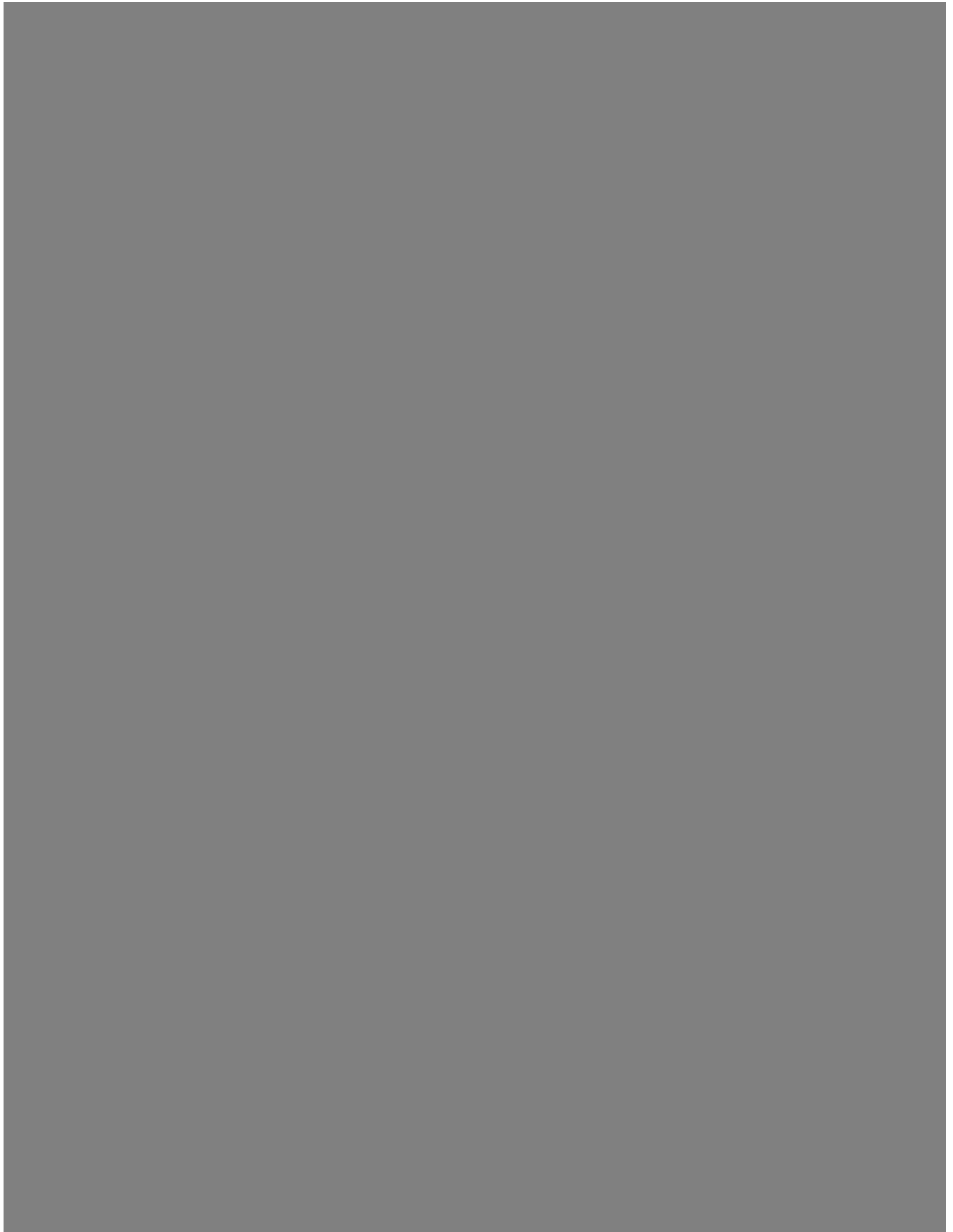
During 2025, three cause codes contributed 85% of the total non-storm SAIFI: Code 2 (tree contacts, 48%), Code 5 (equipment failures, 21%), and Code 6 (accidents/events not under Central Hudson control, 17%). Table 2a does not indicate any adverse trends over the past five years in cause code categories that had a major impact on reliability.

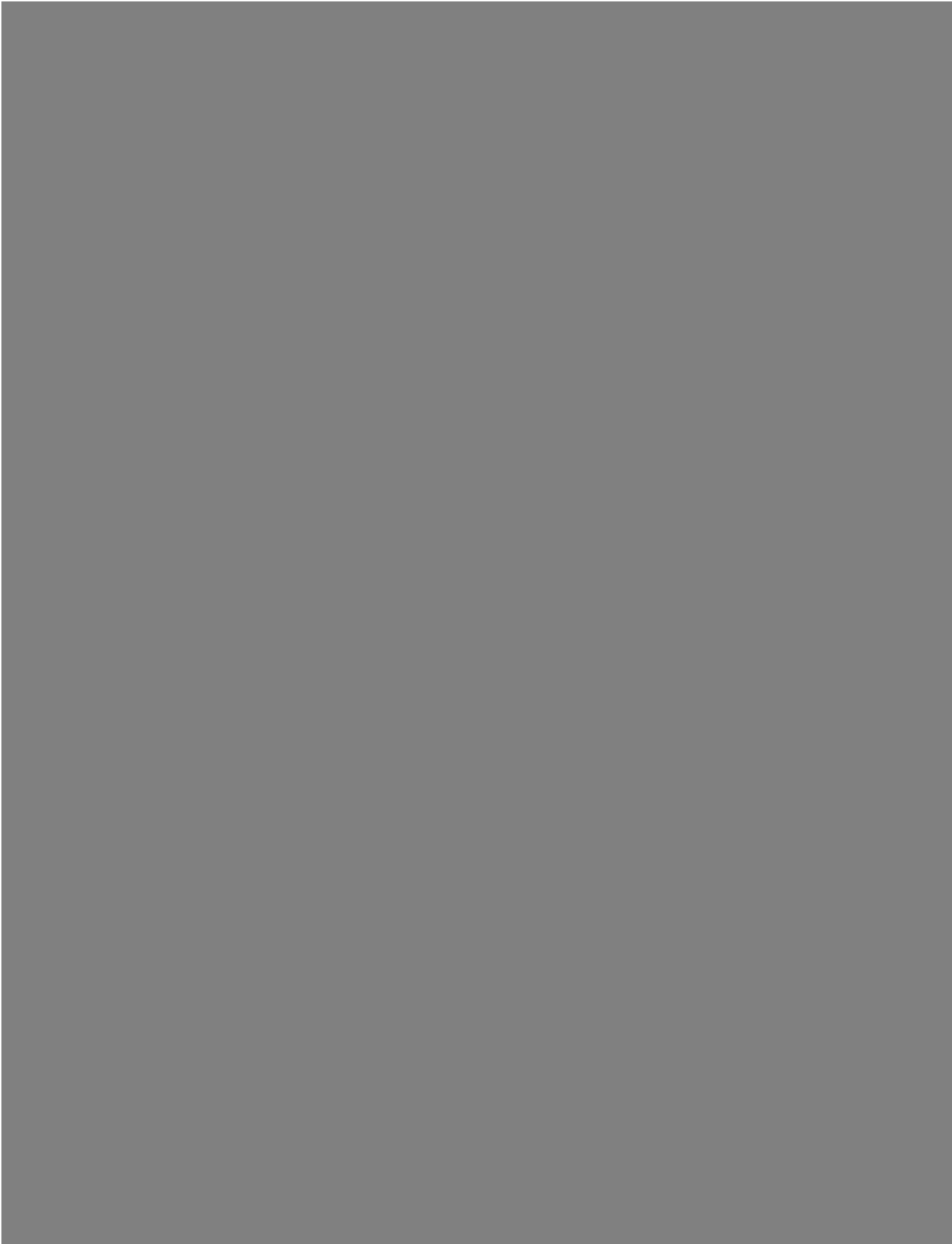
2025 non-storm SAIFI was primarily driven by tree contacts. Central Hudson strives to continue the vegetation management program as scheduled within budget constraints and to implement spot trimming and hazard tree removal as necessary to help further reduce the number of tree-related incidents. More information on these programs can be found in the "Vegetation Management" section below.

c) Major distribution capital investments made in the year and their impact on reliability









Remote Communication

A Network Strategy project is in progress to replace Central Hudson's existing Sensus cellular communications in most locations. The Network Strategy solution will provide enhanced communications to Central Hudson's field devices. Intelligent electronic devices on the distribution system will communicate over the Tier 2 communications platform before transitioning to the Tier 1 platform for backhaul to the Distribution Management System (DMS). The Tier 2 communications platform will provide sufficient bandwidth to allow more frequent data polling from our field devices along with remote control via the DMS. Installation of the Tier 2 network radios was primarily focused in the Catskill and Kingston operating districts during 2025.

Central Hudson will maintain communications to our field Distribution Automation (DA) devices with Sensus RTM (formerly referred to as Telemetric) until the Network Strategy program is fully rolled out in a particular area. Communications to field devices enable operations personnel to receive immediate notification of disturbances on the electric system which can allow for faster response times. In addition, communications enable immediate notification of alarms on devices which allow for faster troubleshooting and restoration of the devices, providing improved reliability.

Distribution Line Infrared Surveys

During the summer of 2025, distribution line infrared surveys were conducted in each of the five operating areas. These surveys help identify equipment with poor connections that will eventually lead to thermal failure. By identifying these "hot spots," action can be taken to proactively prevent outages due to equipment failure. Distribution line infrared surveys of the three-phase mainline of all distribution circuits and higher loaded single phase and two-phase circuitry were completed in 2025. There were 11 items found that were deemed "Immediate," "Critical," or "Serious" in 2025. All repairs on items deemed "Immediate" have been completed. Remaining repairs will be completed before the 2026 summer peak. The total cost of the infrared surveys in 2025 was \$39,882 which also included additional winter surveys of winter-peaking circuits. Repairs made are not considered major capital investment work and are handled through expense at the operating area level.

e) Details about distribution reliability projects/investments based on the results from the annual distribution facility inspection reports provided in February of each year

Central Hudson performs physical inspections of the following facilities:

- Distribution Overhead
- URD – Pad-Mounted equipment
- Underground – Manholes / Pull Boxes
- Transmission Overhead

Facility inspections continue to be performed at the same time as contact (stray) voltage testing whenever possible. Contractor inspectors are instructed to be conservative and report anything that looks questionable, at which point the finding is reviewed by a Central Hudson employee prior to repair/replacement. This is a more efficient utilization of available resources to ensure all potential issues are identified. Due to the complexity of the network system and intricacies of working in manholes and pull boxes, Central Hudson personnel are utilized to perform inspections on these facilities.

Facility inspections provide the benefit of identifying locations in need of trimming. Since 2021, 7,012 trimming conditions were identified and ranked as Level III, 169 trimming conditions were identified and ranked as Level II and 21 trimming conditions were identified and ranked as Level I. Of the total 7,202 trimming conditions identified, 5,720 (79.42%) were closed within the established “Time Frame for Repair,” 1 (0.01%) was repaired outside of the established “Time Frame for Repair” (“Repaired – Overdue”), 16 (0.22%) are overdue and are scheduled for repair in 2026 (“Not Repaired – Overdue”), and 1,465 (20.34%) conditions are not due and will be repaired at a later date (“Not Repaired – Not Due”).

Facility inspections help identify poles in need of replacement. Careful inspections determine if poles need replacement due to conditions such as being broken, severe pole lean, pole rot, wash out, evidence of flashover, or woodpecker holes. Replacements are included in an annual Distribution Pole Replacement Program. As a direct result of facility inspections, approximately 1,631 poles were replaced in 2025. Each year, many poles identified are replaced through larger capital budget projects.

Facility inspections help identify manholes and pull boxes, padmount transformers and switches, as well as cable and underground equipment that needs repair. Several items

were addressed in 2025, including wall reinforcement, broken covers, minor ceiling repair, reinforcement / replacement of rusted I-beams, tripping hazards and clearing of debris.

Facility inspections are often utilized to drive reliability and efficiency improvement programs. Contract technicians perform micro-surveys as a part of regular facility inspections. In the past, these have included inventories for cutouts and animal guards. Currently, surveys are performed for streetlights, pole rot, third-party attachments, and porcelain insulators on 600A disconnect switches. The findings from micro-surveys are used to help plan replacement and maintenance programs.

2. Division/Operating Area Performance

CATSKILL OPERATING DISTRICT

a) Detailed assessment of the Catskill District reliability performance indices (SAIFI & CAIDI) and all applicable cause codes. Assessment should include annual and five-year performance information for each measure and each cause code.

	PSC SAIFI Objective	SAIFI (Without Storms)	PSC CAIDI Objective	CAIDI (Without Storms)
2021	1.0	1.71	2.00	2.20
2022	1.0	1.40	2.00	2.36
2023	1.0	1.14	2.00	2.18
2024	1.0	1.73	2.00	2.12
2025	1.0	1.20	2.00	2.23
5 - Year Average		1.43		2.21

Table 3 – 5-Year Catskill SAIFI & CAIDI Performance Indices

Cause Code	Cause Code Description	SAIFI						CAIDI					
		2021	2022	2023	2024	2025	5 - Year Average	2021	2022	2023	2024	2025	5 - Year Average
2	Tree Contacts	0.588	0.694	0.407	0.686	0.482	0.571	2.85	3.09	2.93	2.47	2.24	2.72
3	Overloads	0.007	0.001	0.002	0.000	0.002	0.003	5.48	1.81	2.03	2.09	6.71	4.74
4	Operating or Working Errors	0.108	0.000	0.000	0.061	0.079	0.050	1.91	1.80	3.19	4.16	0.72	2.09
5	Apparatus or Equipment Failures	0.289	0.213	0.229	0.321	0.178	0.246	1.13	1.58	1.49	1.78	2.24	1.61
6	Accidents or Events Not Under the Utility's Control	0.403	0.277	0.386	0.462	0.276	0.361	2.20	1.89	1.85	1.68	2.54	2.00
7	Prearranged	0.000	0.009	0.001	0.030	0.032	0.015	1.72	1.39	1.55	2.23	2.87	2.40
8	Customer's Equipment or Failures	0.002	0.000	0.001	0.002	0.001	0.001	1.82	1.59	2.87	1.73	2.31	1.97
9	Lightning	0.095	0.030	0.031	0.006	0.002	0.033	1.95	0.96	2.67	1.71	3.52	1.92
10	Unknown or Unclassified	0.213	0.176	0.086	0.156	0.145	0.155	2.03	1.40	1.82	1.72	2.22	1.84

Table 4 – 5-Year Catskill SAIFI & CAIDI Performance Indices by Cause Code

b) If SAIFI/CAIDI targets were not met, provide the following:**i) Description of problems that resulted in failure to meet the target**

During 2025, the Catskill Operating Area had a SAIFI of 1.20 and a CAIDI of 2.23 (excluding “major storm” activity). The SAIFI of 1.20 is higher than the established operating area target of 1.00 and is approximately 17% lower than the 5-year average SAIFI of 1.43. The CAIDI of 2.23 is higher than the established operating area target of 2.00 and approximately 1% higher than the 5-year average CAIDI of 2.21. Central Hudson met the corporate target for SAIFI and CAIDI. Individual District targets, however, are not in line with the corporate objectives.

As shown in the tables in Section 5 of this report, of the 26 active circuits in the Catskill Operating Area, 58% of these circuits (15 out of 26) performed at or better than the Electric Service Standard District SAIFI level of 1.0. 34% of the active Catskill circuits (9 out of 26) performed better than the Electric Service Standard District CAIDI level of 2.00 (120 minutes per interruption).

The Catskill Operating District non-storm SAIFI and CAIDI objectives were exceeded for the following reasons:

- 1) Tree-related interruptions were the leading cause of customer interruptions in the district during 2025. Outages of this nature accounted for 40% of both the 2025 non-storm SAIFI and ECM, respectively. SAIFI impact due to tree-related interruptions has decreased 30% since 2024 and is 17% better than the 5-year average. The CAIDI as the result of tree-related outages was 2.24, which has decreased 10% since 2024 and is 25% lower than the 5-year average. The tree-related interruption with the greatest SAIFI and ECM impact was on January 27th, when a tree limb came down on the Vinegar Hill 2389 circuit. This led to the interruption of 1,641 customers for 1 hour and 28 minutes, accounting for 1% of the district’s total non-storm ECM for the year.
- 2) Accidents / Events Not under CHGE Control were the second leading cause of customer interruptions in 2025, accounting for 23% and 26% of 2025 non-storm SAIFI and ECM, respectively. SAIFI resulting from Accidents / Events is 40% lower than 2024 and is 27% lower than the 5-year average. CAIDI impact as a result of Accidents / Events has increased 51% since 2024, and in comparison to the 5-

year average is 44% higher. The largest driver for SAIFI and ECM for accidents or events was on August 14th when a neighboring utility transmission line feeding Vinegar Hill went out, impacting 1,642 customers for 3 hours and 35 minutes on the Vinegar Hill 2389 circuit. This accounted for 5% of the district's total non-storm ECM.

ii) Historical O&M efforts and expenditures within the Catskill area (to the extent possible) for each of the past 5 years

Central Hudson does not identify O&M efforts and expenditures on a District level. This is done on a System level and is addressed in Section 3 of this report.

iii) Corrective actions to be taken with target dates for completion

- 1) Sleepy Hollow rebuild – Budget Project C-2024-03 to rebuild the Sleepy Hollow URD. The existing infrastructure experiences significant outages due to degrading equipment. It is expected to be completed by Q4 2026.
- 2) Storm Harden Route 26 – Budget project C-2023-04 to rebuild the double circuit on Route 26. The existing infrastructure experiences significant outages throughout the years as well as numerous stray voltage concerns within the area. The estimated completion of this project is Q4 2026.
- 3) Storm Harden the 2385 – Budget project C-2023-02 to rebuild portions of the aging three phase infrastructure on route 23A and bring up to current construction standards. The estimated completion date for this project is Q4 2026.
- 4) Storm Harden the 2385 – Budget project C-2026-04 to rebuild portions of the aging three phase infrastructure on North Lake Road and bring up to current construction standards. The estimated completion date for this project is Q4 2026.
- 5) Construct a 2006 Circuit tie on Route 9W – Budget project C-2016-02 to construct a circuit tie on route 9W between the 2006 and 2002 circuits. The estimated completion date for this project is Q4 2026.

- 6) Rebuild a portion of the 1082 on Route 144 – Budget project C-2024-02 to rebuild a portion of the 1082 circuit on Route 144 on the road. The estimated completion date for this project is Q4 2026.
- 7) Cementon Conversion – Budget project C-2019-01 to rebuild and convert the 3004C circuit to 13.2 kV and create a three phase tie between the 3004C and the 2001. The estimated completion date for this project is Q4 2026.
- 8) During 2026, 3 circuits in the Catskill district are scheduled for routine tree trimming. These circuits serve 5,066 customers comprising 14% of the district's total customer count. This is scheduled for completion by Q4 2026.

c) Confirm compliance with corrective actions identified in last year's report if Catskill missed the targets in the previous year.

The following 2025 projects were listed in the 2024 Annual Electric Reliability Report as being expected to improve future reliability in the Catskill Operating Area. More time will be needed to realize the impact on reliability these projects will have.

- 1) Catskill Distribution Automation (Fault Location, Isolation, and Service Restoration (FLISR) Component) – completed by Q4 of 2025.
- 2) Sodom Road Rebuild – Budget project C-2014-04 to rebuild and convert 4.25 miles of Sodom Road and Shady Lane from 2.4kV to 7.62kV. The existing infrastructure experiences significant outages throughout the years as well as numerous stray voltage concerns within the area. Completed Q1 2025.
- 3) Ira Vail Road Rebuild – Budget project C-2017-04 to rebuild 3.25 miles of the aging single phase infrastructure on Ira Vail Road and relocate on road where it is easier to repair. Completed Q2 2025.
- 4) During 2025, 5 circuits in the Catskill district are scheduled for routine tree trimming. These circuits serve 7,848 customers comprising 22% of the district's total customer count.

KINGSTON OPERATING DISTRICT

a) Detailed assessment of the Kingston District reliability performance indices (SAIFI & CAIDI) and all applicable cause codes. Assessment should include annual and five-year performance information for each measure and each cause code.

	PSC SAIFI Objective	SAIFI (Without Storms)	PSC CAIDI Objective	CAIDI (Without Storms)
2021	1.00	2.20	2.25	2.71
2022	1.00	1.57	2.25	2.42
2023	1.00	1.52	2.25	2.51
2024	1.00	1.35	2.25	2.38
2025	1.00	1.60	2.25	2.75
5 - Year Average		1.65		2.57

Table 5 – 5-Year Kingston SAIFI & CAIDI Performance Indices

Cause Code	Cause Code Description	SAIFI						CAIDI					
		2021	2022	2023	2024	2025	5-Year Average	2021	2022	2023	2024	2025	5-Year Average
2	Tree Contacts	1.402	0.896	0.895	0.750	0.973	0.983	2.97	2.98	2.96	2.99	3.04	2.99
3	Overloads	0.021	0.002	0.001	0.025	0.008	0.011	1.79	1.89	1.90	3.93	3.47	2.97
4	Operating or Working Errors	0.022	0.006	0.020	0.001	0.056	0.021	0.57	4.17	1.93	1.91	1.02	1.28
5	Apparatus or Equipment Failures	0.215	0.296	0.236	0.179	0.189	0.223	1.54	1.34	1.78	1.51	3.14	1.81
6	Accidents or Events Not Under the Utility's Control	0.265	0.158	0.177	0.261	0.179	0.208	1.96	1.61	1.62	1.22	1.92	1.65
7	Prearranged	0.020	0.009	0.010	0.007	0.049	0.019	2.10	2.12	1.02	2.79	1.79	1.87
8	Customer's Equipment or Failures	0.003	0.002	0.001	0.002	0.002	0.002	4.34	2.03	1.61	2.76	2.15	2.86
9	Lightning	0.070	0.020	0.016	0.002	0.007	0.023	3.43	3.07	4.00	7.75	2.80	3.47
10	Unknown or Unclassified	0.177	0.182	0.161	0.127	0.138	0.157	3.33	2.03	2.08	2.04	2.31	2.38

Table 6 – 5-Year Kingston SAIFI & CAIDI Performance Indices by Cause Code

b) If SAIFI/CAIDI targets were not met, provide the following:**i) Description of problems that resulted in failure to meet the target**

During 2025, the Kingston Operating Area had a SAIFI of 1.60 and a CAIDI of 2.75 (excluding major storm activity). The SAIFI of 1.60 for 2025 was above the established operating area target of 1.00 but is approximately 3% lower than the 5-year average SAIFI of 1.65. The CAIDI of 2.75 is higher than the established operating area target of 2.25 and is approximately 7% greater than the 5-year average CAIDI of 2.50. Central Hudson met the corporate targets for SAIFI and CAIDI. Individual District targets, however, are not in line with the corporate objectives.

As shown in the tables in Section 5 of this report, of the 62 circuits in the Kingston Operating Area, 53% (33 out of 62) performed at or better than the Electric Service Standard District SAIFI level of 1.0. 52% of the Kingston circuits (32 out of 62) performed better than the Electric Service Standard District CAIDI level of 2.25 (135 minutes per interruption).

The Kingston Operating District non-storm SAIFI and CAIDI objectives were exceeded for the following reasons:

- 1) Tree-related interruptions were the leading driver for SAIFI in 2025, accounting for approximately 61% and 37% of Kingston's 2025 non-storm SAIFI and ECM, respectively. Tree-related SAIFI was 30% greater than in 2024 and 1% less than the 5-year average. CAIDI as the result of tree-related outages increased by 2% since 2024 and was 2% greater than the 5-year average. The tree-related outage that had the greatest impact on SAIFI occurred on December 19th when a tree fell through the conductor on the High Falls 3023 circuit, causing the breaker to lock out and impacting 1,773 customers for 1 hour and 39 minutes. This outage accounted for 16% of 2025 non-storm SAIFI. The greatest contribution to ECM from tree-related outages occurred on December 30th when a tree took down primary on the 3011 circuit out of Woodstock Substation. This outage impacted 1,326 customers at its peak, lasted a total of 4 hours and 36 minutes and accounted for 3% of non-storm ECM.

- 2) Equipment failures were the second leading driver for the district's reliability performance in 2025. Outages of this nature accounted for 12% of the non-storm SAIFI and 8% of the non-storm ECM. SAIFI as the result of equipment failures increased by 6% since 2024 and was 17% lower than the 5-year average. The leading contributor to equipment failures SAIFI performance occurred on January 9th when a circuit breaker was slow to open which resulted in a bus differential, locking out the low-side bus breaker. This outage impacted a total of 5,321 customers and accounted for 4% of 2025 non-storm SAIFI. The outage as the result of equipment failures with the largest ECM contribution occurred on December 19th when a failed pole came down during windy conditions interrupting 1,739 customers. This event accounted for 4% of 2025 non-storm ECM.

ii) Historical O&M efforts and expenditures within the Kingston area (to the extent possible) for each of the past 5 years

Central Hudson does not identify O&M efforts and expenditures on a District level. This is done on a System level and is addressed in Section 3 of this report.

iii) Corrective actions to be taken with target dates for completion

- 1) During 2026, 9 circuits in the Kingston District are scheduled for trimming. These circuits serve 14,618 customers comprising 21% of the district's total customer count. This is scheduled for completion by Q4 2026.
- 2) Kingston Distribution Automation (FLISR Component) – The vast majority of devices were installed and placed in service in 2025. The remaining installations and programming of devices is expected to be completed by Q1 2026.
- 3) High Falls 3023 – Convert and reconductor approximately 4 miles of 4800 V delta circuitry to 7.62 kV along Mill Rd, Acorn Hill, Weber Ln, and High Point Mountain Rd. Additionally, this project will aim to eliminate off-road portions of circuitry and close gaps to reduce the number of outages and increase switching capabilities. Phase 2 of this project is projected for completion by Q4 of 2026.

- 4) High Falls 3024 – Convert and rebuild 1.2 miles of off-road 4800 V delta circuitry on-road with 1/0 ACSR along Woodland Rd. This project is estimated to be completed in Q3 of 2026.
- 5) High Falls 3023 – Perform Storm Hardening on the 3023 Circuit (Kingston Super Loop) – Phase 3 & 4. Rebuild approximately 4 miles of aged infrastructure to modern-day Grade B construction standards. Phases 3 & 4 of this project are both projected to be completed in Q4 of 2026.
- 6) Neversink 3091 – HG Underbuild Phase 0 will rebuild approximately 3.3 miles along existing transmission. This project is projected to be completed in Q4 of 2026.
- 7) South Wall St 112 – Convert 0.2 miles of aged aerial cable in the city of Kingston. This project is projected for completion in Q4 of 2026.

c) Confirm compliance with corrective actions identified in last year's report if Kingston missed the targets in the previous year.

The following 2025 projects were listed in the 2024 Annual Electric Reliability Report as being expected to improve future reliability in the Kingston Operating Area. More time will be needed to realize the impact on reliability these projects will have.

- 1) During 2025, 14 circuits in the Kingston District were scheduled for trimming. These circuits serve 14,074 customers comprising 21% of the district's total customer count. 15 out the 16 circuits were completed in 2025, with the remaining 1 circuit being trimmed in Q1 of 2026.
- 2) Kingston Distribution Automation (FLISR Component) – The vast majority of devices were installed and placed in service in 2025. The remaining installations and programming of devices is expected to be completed by Q2 2026.
- 3) High Falls 3024 – Reconductor/rebuild Kripplebush Rd (Super Loop Ph 3 of 3) - Per Kingston's Distribution Automation Plan, this will storm-harden 2.3 miles of mainline, improving reliability and operational flexibility. This project was

completed in 2025.

- 4) Hurley Ave 2094 – Rebuild approximately 0.8 miles of off-road circuitry on-road along Hurley Mountain Rd. This offroad portion of circuitry feeds from Canary Hill Rd to Dug Hill Rd via off-road construction feeding approximately 126 customers. This project has been placed on hold due to issues with obtaining easements.

- 5) High Falls 3023 – Convert and reconductor approximately 4 miles of 4800 V delta circuitry to 7.62 kV along Mill Rd, Acorn Hill, Weber Ln, and High Point Mountain Rd. Additionally, this project will aim to eliminate off-road portions of circuitry and close gaps to reduce the number of outages and increase switching capabilities. Phase 1 of this project is actively being worked and is projected for completion in Q2 of 2026. Phase 2 is projected to be completed by Q4 of 2026.

POUGHKEEPSIE OPERATING DISTRICT

a) Detailed assessment of the Poughkeepsie District reliability performance indices (SAIFI & CAIDI) and all applicable cause codes. Assessment should include annual and five-year performance information for each measure and each cause code.

	PSC SAIFI Objective	SAIFI (Without Storms)	PSC CAIDI Objective	CAIDI (Without Storms)
2021	1.20	1.20	2.25	2.75
2022	1.20	1.05	2.25	2.56
2023	1.20	0.94	2.25	2.36
2024	1.20	1.12	2.25	2.35
2025	1.20	1.26	2.25	1.84
5 Year Average		1.11		2.36

Table 7 – 5-Year Poughkeepsie SAIFI & CAIDI Performance Indices

Cause Code	Cause Code Description	SAIFI						CAIDI					
		2021	2022	2023	2024	2025	5-Year Average	2021	2022	2023	2024	2025	5-Year Average
2	Tree Contacts	0.577	0.504	0.522	0.488	0.511	0.521	3.16	2.93	2.75	3.09	2.66	2.92
3	Overloads	0.004	0.002	0.001	0.000	0.003	0.002	4.63	2.79	2.47	2.78	4.41	3.99
4	Operating or Working Errors	0.011	0.012	0.002	0.003	0.023	0.010	0.82	0.47	0.20	0.99	1.02	0.82
5	Apparatus or Equipment Failures	0.225	0.212	0.128	0.180	0.450	0.239	2.63	2.28	2.23	1.98	0.84	1.75
6	Accidents or Events Not Under the Utility's Control	0.263	0.196	0.170	0.321	0.153	0.221	2.11	1.96	1.28	1.46	1.81	1.72
7	Prearranged	0.007	0.009	0.010	0.017	0.026	0.014	1.42	2.35	4.36	1.79	2.18	2.33
8	Customer's Equipment or Failures	0.001	0.001	0.000	0.001	0.000	0.001	7.60	2.04	4.69	2.17	1.60	3.32
9	Lightning	0.017	0.034	0.029	0.009	0.005	0.019	2.41	4.02	2.04	2.56	3.09	2.93
10	Unknown or Unclassified	0.097	0.083	0.073	0.095	0.092	0.088	2.55	2.16	2.21	2.33	2.25	2.31

Table 8 – 5-Year Poughkeepsie SAIFI & CAIDI Performance Indices by Cause Code

b) If SAIFI/CAIDI targets were not met, provide the following:**i) Description of problems that resulted in failure to meet the target**

During 2025, the Poughkeepsie Operating District had a SAIFI of 1.26 (excluding “major storm” activity). This 1.26 SAIFI is higher than the established operating area target of 1.20 by 0.06 and is approximately 14% higher than the 5-year average of 1.11. The district had a CAIDI of 1.84 (excluding “major storm” activity). This index is lower than the established operating area target of 2.25 by 0.41 and is approximately 22% lower than the 5-year average CAIDI index of 2.36. Central Hudson met the corporate target for SAIFI and CAIDI. Individual District targets, however, are not in line with the corporate objectives.

As shown in the tables in Section 5 of this report, of the 74 circuits in the Poughkeepsie Operating District 55% (41 out of 74) performed at or better than the Electric Service Standard SAIFI level of 1.2. 69% of the Poughkeepsie circuits (51 out of 74) performed better than the Electric Service Standard CAIDI level of 2.25 (135 minutes per interruption).

The Poughkeepsie Operating District non-storm SAIFI objective was exceeded for the following reasons:

- 1) Tree-related interruptions were the leading cause for customer interruptions in the district during 2025. Outages of this nature accounted for 40% of the overall non-storm SAIFI. During 2025, the non-storm SAIFI and CAIDI for this category increased by 3% and decreased by 11%, respectively, in comparison to the five-year averages. The single tree-related event that contributed the most to exceeding the SAIFI target occurred on May 10th on the Manchester 6095 circuit as a result of a tree that fell from outside the clearance zone. This event interrupted 1,902 customers for 1 ½ hours and accounted for 2% of yearly SAIFI.
- 2) Equipment Failures were the second leading cause for customer interruptions in the district during 2025. These outages accounted for 36% of the 2025 non-storm SAIFI. During 2025, the non-storm SAIFI and CAIDI for this category increased by 157% and decreased by 65%, respectively, in comparison to the five-year averages. The largest contributors to the district exceeding the SAIFI target were the three lockouts of the Pleasant Valley – Smithfield E-Line on 2/3, 3/5, and 6/2,

affecting a combined 23,131 customers. These three interruptions accounted for 63% of the district's "Equipment Failure" SAIFI and 23% of the district's total SAIFI for the year.

ii) Historical O&M efforts and expenditures within the Poughkeepsie area (to the extent possible) for each of the past 5 years

Central Hudson does not identify O&M efforts and expenditures on a District level. This is done on a System level and is addressed in Section 3 of this report.

iii) Corrective actions to be taken with target dates for completion

- 1) 6002 Circuit – (Phase 1 of 2) Replace approximately 4,000' of URD primary cable of 1940s vintage within the Corlies Manor URD. This is scheduled for completion in Q4 2026.
- 2) 6057 Circuit – (Phase 1 of 2) Rebuild 0.4 miles of circuitry on-road along Camby Road. This is scheduled for completion in Q4 2026.
- 3) 7052 Circuit – Rebuild and convert 0.3 miles of circuitry on-road along Mansakenning Drive. This is scheduled for completion in Q2 2026.
- 4) 7058 Circuit – Close 0.4-mile gap on Astor Drive to eliminate 0.6 miles of offroad circuitry. This is scheduled for completion in Q4 2026.
- 5) 7092 Circuit – Reconnector 1.7 miles of #2 Copper and #2 Aluminum along Winchell Mountain Road to establish a strong circuit tie. This is scheduled for completion in Q2 2026
- 6) Tree trimming of 9 Poughkeepsie District circuits scheduled throughout 2026 will improve the reliability of 10,771 customers as tree-related outages have outage durations that are typically longer than average. This is scheduled for completion Q4 2026.

c) Confirm compliance with corrective actions identified in last year's report if Poughkeepsie missed the targets in the previous year.

The following 2025 projects were listed in the 2024 Annual Electric Reliability Report as being expected to improve future reliability in the Poughkeepsie Operating Area. More time will be needed to realize the impact on reliability these projects will have.

- 1) Poughkeepsie Distribution Automation Phase IIB (FLISR Component) – completed Q3 2025.
- 2) 6001 Circuit – Close 0.15-mile gap on Grove St. and create automated FLISR team. This was completed Q3 2025
- 3) 7011 Circuit – Reconductor and convert Marshall Rd. and Ring Rd. This was completed Q2 2025.
- 4) 7085/7091 Circuits – Reconductor, polyphase, and convert 5.4 miles on County Rt. 7 and Hall Hill Rd. to create automated FLISR tie and facilitate future upgrades at Pulvers Corners Substation. This was completed Q4 2025.
- 5) 7072 Circuit – (Phase 2 of 2) Reconductor 4 miles of three phase circuitry on Rt. 82. This was completed in Q2 2025.
- 6) During 2025, 24 circuits in the Poughkeepsie District were scheduled for trimming. These circuits serve 33,124 customers comprising 41% of the district's total customer count. All 26 circuits were completed in 2025.

FISHKILL OPERATING DISTRICT

a) Detailed assessment of the Fishkill District reliability performance indices (SAIFI & CAIDI) and all applicable cause codes. Assessment should include annual and five-year performance information for each measure and each cause code.

	PSC SAIFI Objective	SAIFI (Without Storms)	PSC CAIDI Objective	CAIDI (Without Storms)
2021	1.20	1.07	2.00	2.37
2022	1.20	1.19	2.00	2.20
2023	1.20	0.98	2.00	2.09
2024	1.20	0.90	2.00	2.34
2025	1.20	1.10	2.00	2.25
5 Year Average		1.05		2.25

Table 9 – 5-Year Fishkill SAIFI & CAIDI Performance Indices

Cause Code	Cause Code Description	SAIFI						CAIDI					
		2021	2022	2023	2024	2025	5 - Year Average	2021	2022	2023	2024	2025	5 - Year Average
2	Tree Contacts	0.545	0.558	0.386	0.358	0.549	0.479	2.79	2.25	2.71	2.69	2.30	2.52
3	Overloads	0.001	0.002	0.002	0.001	0.002	0.002	3.31	2.74	5.15	2.62	2.48	3.28
4	Operating or Working Errors	0.010	0.015	0.059	0.062	0.006	0.030	0.36	0.50	0.42	3.71	2.66	1.85
5	Apparatus or Equipment Failures	0.271	0.287	0.192	0.160	0.258	0.233	1.90	2.51	2.20	3.02	2.10	2.30
6	Accidents or Events Not Under the Utility's Control	0.148	0.203	0.177	0.244	0.200	0.195	1.88	1.57	1.26	1.12	2.53	1.65
7	Prearranged	0.002	0.000	0.005	0.005	0.007	0.004	2.17	1.08	1.59	3.33	1.81	2.17
8	Customer's Equipment or Failures	0.000	0.000	0.000	0.000	0.000	0.000	7.07	2.28	0.00	0.00	0.00	4.89
9	Lightning	0.032	0.000	0.046	0.002	0.003	0.017	1.97	1.75	2.61	3.76	2.05	2.37
10	Unknown or Unclassified	0.057	0.122	0.112	0.066	0.073	0.086	2.33	2.49	1.71	1.85	1.57	2.01

Table 10 – 5-Year Fishkill SAIFI & CAIDI Performance Indices by Cause Code

b) If SAIFI/CAIDI targets were not met, provide the following:**i) Description of problems that resulted in failure to meet the target**

During 2025, the Fishkill Operating District had a SAIFI of 1.10 and CAIDI of 2.25 (excluding “major storm” activity). This 1.10 SAIFI is lower than the established operating area target of 1.20 by 0.1 and is approximately 5% higher than the 5-year average of 1.05. This 2.25 CAIDI is higher than the established operating area target of 2.00 by 0.25 and meets the 5-year average of 2.25. Central Hudson met the corporate target for SAIFI and CAIDI. Individual District targets, however, are not in line with the corporate objectives.

As shown in Section 5 of this report, of the 45 circuits in the Fishkill Operating Area, 64% of these circuits (29 out of 45) performed at or better than the Electric Service Standard SAIFI level of 1.2 and 56% of the Fishkill circuits (25 out of 45) performed better than the Electric Service Standard CAIDI level of 2.0 (120 minutes per interruption).

The Fishkill Operating District non-storm CAIDI objective was exceeded for the following reasons:

- 1) Tree-related interruptions were the leading cause for customer interruptions in the district during 2025. Outages of this nature accounted for 50% of the 2025 non-storm SAIFI and 51% of non-storm ECM. In comparison to the five-year averages, the non-storm SAIFI for the category increased by 29% and the non-storm CAIDI decreased by 10%. The single event that contributed most to exceeding the CAIDI target was a tree contact outage that occurred on February 1st, resulting in 3-100K fuses blowing on the Fishkill Plains 8096 circuit and impacting 319 customers. This outage lasted for 6 hours and 33 minutes, accounting for 3% of the district’s non-storm ECM performance.
- 2) Equipment failures were the second-largest driver for customer interruptions in 2025 for Fishkill. Outages within this category accounted for approximately 23% of the 2025 non-storm SAIFI for Fishkill. In comparison to the five-year averages, the non-storm SAIFI for the category increased by 27% and the non-storm CAIDI decreased by 13%. The single event that contributed most to exceeding the CAIDI target occurred from a phase off the pin on April 12th, interrupting 759

customers for 2 hours and 32 minutes. This event accounted for 7% of the district's non-storm ECM.

ii) Historical O&M efforts and expenditures within the Fishkill area (to the extent possible) for each of the past 5 years

Central Hudson does not identify O&M efforts and expenditures on a District level. This is done on a System level and is addressed in Section 3 of this report.

iii) Corrective actions to be taken with target dates for completion

- 1) 8094 Circuit – Polyphase and reconductor 0.44 miles on Fishkill Rd and close gap. This is scheduled for completion in Q3 2026.
- 2) 8092 Circuit – Install new electronic reclosers and shift load on Old Hopewell Rd. This is scheduled for completion in Q3 2026.
- 3) 8032 Circuit – Build out 1.63 miles of new distribution circuitry along Route 52. This is scheduled for completion in Q4 2026.
- 4) 8032/8033/8034 Circuits – Build new riser poles and run new cable from Wiccopee Substation to Route 52. This is scheduled for completion in Q4 2026.
- 5) 8085 Circuit – Reconductor 0.4 miles of old copper mainline. This is scheduled for completion in Q4 2026.
- 6) 8072 Circuit – Build out 2.21 miles of new distribution circuitry along Route 52. This is scheduled for completion in Q4 2026.
- 7) During 2026, 13 circuits in the Fishkill District are scheduled for routine trimming. These circuits serve 21,389 customers, comprising 41% of the district's total customer count. This is scheduled for completion in Q4 2026.

c) Confirm compliance with corrective actions identified in last year's report if Fishkill missed the targets in the previous year.

The following 2025 projects were listed in the 2024 Annual Electric Reliability Report as being expected to improve future reliability in the Fishkill Operating Area. More time will be needed to realize the impact on reliability these projects will have.

- 1) 8096 Circuit – Reconductor approximately 1.7 miles of three phase circuitry on Rt 82. This was completed in February 2025.
- 2) 8086 – Convert and reconductor 1.53 miles of circuitry on Manitou Station Rd and Bear Mountain Hwy. This was completed in June 2025.
- 3) 8063 – Convert and reconductor 1.77 miles of circuitry on Lake Surprise Rd and close gap on Foundry Pond Rd. This is currently under construction and is planned for completion in Q2 2026.
- 4) 8085 – Convert and reconductor 0.35 miles of circuitry on Tioronda Ave to form new circuit ties with the 8015 and 8087. This was completed in November 2025.
- 5) During 2025, 24 circuits in the Fishkill District were scheduled for trimming. These circuits serve 33,781 customers, comprising 64% of the district's total customer count. 16 of the 24 circuits were completed in 2025. The remaining 8 circuits will be trimmed in 2026.

NEWBURGH OPERATING DISTRICT

a) Detailed assessment of the Newburgh District reliability performance indices (SAIFI & CAIDI) and all applicable cause codes. Assessment should include annual and five-year performance information for each measure and each cause code.

	PSC SAIFI Objective	SAIFI (Without Storms)	PSC CAIDI Objective	CAIDI (Without Storms)
2021	1.20	1.09	2.00	3.03
2022	1.20	1.25	2.00	1.80
2023	1.20	0.91	2.00	2.22
2024	1.20	1.00	2.00	2.45
2025	1.20	1.02	2.00	2.21
5 Year Average		1.05		2.33

Table 11 – 5-Year Newburgh SAIFI & CAIDI Performance Indices

Cause Code	Cause Code Description	SAIFI						CAIDI					
		2021	2022	2023	2024	2025	5 - Year Average	2021	2022	2023	2024	2025	5 - Year Average
2	Tree Contacts	0.514	0.446	0.413	0.476	0.431	0.456	3.50	2.22	2.92	2.85	2.38	2.79
3	Overloads	0.004	0.005	0.005	0.002	0.012	0.005	2.83	2.75	0.97	2.45	3.45	2.76
4	Operating or Working Errors	0.023	0.007	0.000	0.020	0.000	0.010	1.12	0.87	0.00	0.18	0.00	0.71
5	Apparatus or Equipment Failures	0.187	0.214	0.088	0.107	0.158	0.151	2.26	2.28	2.33	2.92	2.27	2.37
6	Accidents or Events Not Under the Utility's Control	0.185	0.480	0.260	0.225	0.250	0.280	2.14	1.17	1.18	1.93	2.07	1.59
7	Prearranged	0.000	0.001	0.004	0.004	0.012	0.004	2.41	1.34	1.46	1.54	2.27	1.93
8	Customer's Equipment or Failures	0.000	0.000	0.000	0.002	0.001	0.001	1.97	1.97	2.31	1.89	3.41	2.28
9	Lightning	0.033	0.002	0.051	0.004	0.017	0.021	5.63	1.88	2.63	1.55	2.30	3.43
10	Unknown or Unclassified	0.138	0.092	0.089	0.158	0.136	0.123	3.21	1.95	1.73	1.99	1.76	2.17

Table 12 – 5-Year Newburgh SAIFI & CAIDI Performance Indices by Cause Code

b) If SAIFI/CAIDI targets were not met, provide the following:**i) Description of problems that resulted in failure to meet the target**

During 2025, the Newburgh District had a SAIFI of 1.02 and a CAIDI of 2.21 (excluding “major storm” activity). The SAIFI value of 1.02 is less than the established operating area target of 1.2 by approximately 20% and less than the 5-year average of 1.05 by 5%. The CAIDI value of 2.21 is greater than the established operating area target of 2.00 by 10.5%, and less than the 5-year average of 2.33 by approximately 5.2%. Central Hudson met the corporate target for SAIFI and CAIDI. Individual District targets, however, are not in line with the corporate objectives.

As shown in Section 5 of this report, of the 75 circuits in the Newburgh Operating Area, 73% of these circuits (55 out of 75) performed at or better than the Electric Service Standard SAIFI level of 1.2. 47% of the Newburgh circuits (35 out of 75) performed better than the Electric Service Standard CAIDI level of 2.0 (120 minutes per interruption).

The Newburgh Operating District non-storm CAIDI objective was exceeded primarily for the following reasons:

- 1) Tree related outages were the largest contributor to the district’s 2025 non-storm CAIDI. Outages of this nature accounted for 45% of non-storm ECM. The single event that contributed most to exceeding the CAIDI target occurred on August 18th, when a downed tree caused a breaker lockout on the Ohioville 5024 circuit. This interruption impacted 1,138 customers for 5 hours and 17 minutes, 237 customers for 2 hours and 37 minutes and 27 customers for 3 hours and 27 minutes. This event contributed to 4% of the district’s non-storm ECM in 2025.
- 2) Accidents or events not under utility control were the second-largest contributor to Newburgh’s 2025 non-storm ECM. Outages of this nature accounted for 23% of non-storm ECM. The largest event that contributed to accident/event ECM occurred on December 1st when a bird made contact on a circuit riser pole, locking out the Coldenham 4022 circuit. This event impacted 1,757 customers for 2 hours and 15 minutes and accounted for 2% of the district’s non-storm 2025 ECM.

ii) Historical O&M efforts and expenditures within the Newburgh area (to the extent possible) for each of the past 5 years

Central Hudson does not identify O&M efforts and expenditures on a District level. This is done on a System level and is addressed in Section 3 of this report.

iii) Corrective actions to be taken with target dates for completion

- 1) Eighteen Newburgh District circuits are scheduled for tree trimming during 2026. These circuits serve a combined 20,775 customers, comprising 25% of the district's total customer count. The planned trimming is expected to improve each circuit's reliability and, in turn, the district total. This is scheduled for completion Q4 2026.
- 2) 4002 Circuit – Replace existing 4/0 PILC from MH 106 to MH 108 and replace existing 600A tees. This is scheduled for completion in Q4 2026.
- 3) 4093 - Perform Storm Hardening Along Quaker Ave – Re-build 0.45 miles of aged infrastructure along Quaker Ave to modern-day, Grade B construction standards. This is scheduled for completion in Q4 2026.
- 4) 5081 - Cusa Dr Reconductor - Rebuild approximately 2,200 ft of underground wire with jacketed cable. This is scheduled for completion in Q4 2026.
- 5) 5043 - Lake Osiris Rd Re-Build - Re-build 0.45 miles of aged infrastructure along Lake Osiris Rd to modern-day, Grade B construction standards. This is scheduled for completion in Q4 2026.
- 6) 4046/4092 ALT TEAM - Install two electronic reclosers to create an automated SENSUS ALT team. This is scheduled for completion in Q4 2026.

c) Confirm compliance with corrective actions identified in last year's report if Newburgh missed the targets in the previous year.

The following 2025 projects were listed in the 2024 Annual Electric Reliability Report as being expected to improve future reliability in the Newburgh Operating Area. More time will be needed to realize the impact on reliability these projects will have.

- 1) Sixteen circuits within the Newburgh District received routine trimming in 2025. A total of 190 miles were completed across these circuits, impacting the reliability of 25,187 customers in the district, comprising 30% of the customers in the district.

3. Reliability Programs

a) List, describe and provide a detailed assessment of distribution reliability programs and investments. Provide program budgets and actual expenditures for each of the past 5 years.

The expenditures listed for the following reliability programs and investments are installation expenditures.

Distribution Line Infrared Surveys

Since 2010, distribution line infrared surveys of the three-phase mainline of all distribution circuits have been conducted annually. Infrared surveys help identify equipment at risk of thermal failure. By identifying these “hot spots,” action can be taken to proactively prevent outages due to equipment failure. In 2020, a contract was awarded to complete summer surveys on the three-phase mainline of all distribution circuits and higher loaded single phase and two-phase circuitry, in addition to winter surveys of winter peaking circuits. The surveys were conducted at the cost of \$26,365 for 2020, \$26,942 for 2021, and \$26,829 for 2022. In 2023, a new contract was awarded to complete the surveys at the cost of \$35,859 in 2023, \$38,284 in 2024, and \$39,816 in 2025. The number of items found that were deemed “Immediate,” “Serious,” or “Critical” were 44 in 2021, 49 in 2022, 45 in 2023, 59 in 2024, and 16 in 2025. All repairs have been completed on items deemed “Immediate”. The remaining repairs will be completed before the 2026 summer peak. Repairs made are not considered major capital investment work and are handled through expense on a District level.

3X Report

The 3X report, which is completed on a monthly basis, is designed to identify those protective devices that have operated at least 3 times in a 12-month period for the same or unknown causes. Each month, the Electric Operations Engineers review the 3X report for each of their districts and determine if a plan of action is needed to address repeat outages at specific locations. The overall goal of this report is to improve reliability by decreasing SAIFI. Corrective action is carried out throughout the year, and typically involves installing animal guards or lightning arrestors, or performing spot trimming. This work is not considered major capital investment work and is managed through expense on a District level.

10X Report/Customers Experiencing Multiple Interruptions (CEMI)

In 2008, a program was developed to determine areas with significantly below-average reliability (pockets of customers who may be experiencing poor reliability) on the Central Hudson system. This program allows Central Hudson to determine the number of customers that experience a given number of outages in a calendar year. The 10X report was created as a way to determine how many customers on Central Hudson's system experience ten or more outages over a 12-month period. As many 10X projects have been completed, the Company has begun reviewing other areas with a high CEMI for potential mitigation through this program.

This report shows the areas with significantly below-average reliability by plotting them on a map for each affected district. It should be noted that the 10X/CEMI report targets areas with significantly below-average reliability in *specific locations* on a circuit. Upgrades or programs generally only address these specific locations, not the entire circuit. However, the same solution may help multiple underperforming areas of circuitry. Table 13 below is a summary of vegetation management activities completed on 10X circuits that had experienced numerous tree outages during the past five years. Expenditures associated with trimming are discussed later in this section of the report.

District	Circuit	Year (s) Identified in 10X Report	Routine Trimmed	Spot Trimming	EAB and Hazard Tree-Specific Removal
Catskill	1083	2020	2021		2021, 2025
Catskill	1091	2020	2023		2022
Catskill	1092	2020, 2023	2024		
Catskill	2006	2022	2023		2024
Catskill	2061	2020, 2024	2025		2021, 2025
Catskill	2389	2022, 2024	2025		
Kingston	2094	2020, 2021, 2022, 2023	2023		2021, 2022, 2024
Kingston	3001	2023	2023		2020
Kingston	3011	2020, 2022, 2023	2023	2021, 2022	2021
Kingston	3012	2020, 2022, 2023, 2024	2023	2022	2021
Kingston	3013	2020, 2022, 2024	2023	2022	2025
Kingston	3014	2020	2023	2022	2021, 2025
Kingston	3023	2020, 2021	2025		2021, 2025
Kingston	3024	2021, 2022, 2023, 2024	2025		2021, 2025
Kingston	3072	2020	2023		2020, 2021, 2023
Kingston	3076	2022	2024		2022, 2023
Kingston	3078	2020, 2021, 2022, 2023	2022		2021, 2024
Kingston	3081	2023	2022		2025
Kingston	3082	2020, 2021	2022		2021, 2022, 2023
Kingston	3083	2023, 2024	2022		2024
Kingston	3091	2020, 2021, 2022, 2023, 2024	2024	2021	2022, 2025
Kingston	3096	2023, 2024	2023		
Poughkeepsie	6057	2024	2022		2025
Poughkeepsie	7042	2020	2024		2021, 2025
Poughkeepsie	7052	2024	2025		
Poughkeepsie	7062	2023	2024		2025
Poughkeepsie	7072	2020	2025		2021, 2025
Poughkeepsie	7081	2024	2025		2025
Fishkill	8063	2023, 2024	2022		2023, 2024
Fishkill	8066	2022, 2023, 2024	2021		2023, 2025
Fishkill	8071	2023	2022		2025
Fishkill	8093	2024	2022	2025	2025
Newburgh	4093	2020	2023		2022, 2025
Newburgh	4043	2023, 2024	2025		2023, 2025
Newburgh	5031	2021	2023		2023, 2025

Table 13 – Trimming in response to 10X

The following non-capital/minor unit work was completed as a result of the 10X/CEMI report. This work is not considered major capital investment work, and is handled through expense on a District level:

- In response to the 2020 10X report (carried out in 2021):
 - To improve reliability for customers on the Catskill 1083, 1092 and 2061 circuits as well as the Newburgh 4093 circuit, squirrel guards and covered tap wire were installed on multiple transformers in affected areas.
 - To improve reliability for customers on the Catskill 1083 circuit and the Kingston 3082 circuit, additional fuse locations were added to reduce the areas of exposure.
 - To improve reliability for customers on the 3091 circuit, a set of cutouts was added to improve switching capability.
 - To improve reliability for customers on the Poughkeepsie 7072 circuit, a gap was closed on Cold Spring Road, improving switching capabilities.
- In response to the 2021 10X report (carried out in 2022):
 - To improve reliability for customers on the Kingston 2016, 2094, 3003, 3013, 3022, and 3082 circuits, the Poughkeepsie 6057, 7025, 7042, and 7072 circuits and the Newburgh 5031 and 5043 circuits, squirrel guards and covered tap wire were installed on multiple transformers in affected areas.
 - To improve reliability for customers on the Poughkeepsie 6053, 6057, and 7025 circuits and the Newburgh 4093 circuit, additional fuse locations were added to reduce the areas of exposure.
 - To improve reliability for customers on the Poughkeepsie 7072 circuit, a set of mid-span spacers was installed to prevent conductor slapping.
 - To improve reliability for customers on the 3091 circuit, several spans were moved on road on Big Hollow Road in Grahamsville.
- In response to the 2022 10X report (carried out in 2023):
 - To improve reliability for customers on the Kingston 2094, 3013, 3024 and 3078 circuits as well as the Fishkill 8066 circuit, squirrel guards and covered tap wire were installed on multiple transformers in affected areas.
 - To improve reliability for customers on the Kingston 2094 and 3013 circuits as well as the Fishkill 8066 circuit, additional fuse locations were added to reduce the areas of exposure.
- In response to the 2023 10X report (carried out in 2024):

- To improve reliability for customers on the Catskill 1092 circuit, Newburgh 4043 and 4093 circuits as well as the Fishkill 8063 circuit, squirrel guards and covered tap wire were installed on multiple transformers in affected areas.
- In response to the 2024 10X report (carried out in 2025):
 - To improve reliability for customers on the Poughkeepsie 6057, 7042, 7062 and 7081 circuits as well as the Fishkill 8063, 8066 and 8093 circuits, squirrel guards and covered tap wire were installed on multiple transformers in affected areas.
 - To improve reliability for customers on the Catskill 2061 circuit, settings changes were implemented on a set of electronic reclosers to prevent more permanent outages for temporary faults.
 - To improve reliability for customers on the Fishkill 8063 and 8093 as well as the Poughkeepsie 6057, 7062 and 7081 circuits, old porcelain cutouts were removed and polymer cutouts installed.

For areas that required infrastructure improvements, a number of projects were completed in response to the 2020/2021/2022/2023/2024 10X/CEMI reports. These projects have not only helped reduce the number of outages for 10X/CEMI customers but have also positively impacted non-10X/CEMI customers residing on the same circuit. The following are Capital Budget projects that have either been scheduled or were completed:

Catskill

1071 Circuit – Following its appearance on previous 10X reports, in order to improve reliability for the 1071 circuit, a project proposal was submitted to rebuild 4.25 miles of single-phase circuitry on-road along Route 51, Sodom Road, and Shady Lane. Phase 1 of this project was completed in 2024 at a total cost of \$696,000, and Phase 2 was completed in 2025 at a total cost of \$761,000. This circuit did not appear on the 2020, 2021, 2022, 2023 or 2024 10X reports.

1091 Circuit – Following the appearance of this circuit on 2020 10X report, a capital budget project was submitted to rebuild 3.5 miles of single-phase circuitry in the area of Route 408 and Kropp Road. This project is currently scheduled for 2031 at an estimated cost of \$1.2 million. The 1091 circuit did not appear in the 2021, 2022, 2023 or 2024 10X reports.

2005 Circuit – Following the appearance of this circuit on previous 10X reports, a project was submitted to rebuild 3.25 miles of the single-phase line along Ira Vail Road at an estimated cost of \$1.3 million. This project was completed in 2025 at a total cost of \$665,000. The 2005 circuit did not appear on the 2020, 2021, 2022, 2023 or 2024 10X reports.

Kingston

2094 Circuit – The 2094 circuit appeared on 10X reports every year from 2020 through 2023. In order to improve reliability for the area, project K-2018-02 was completed in 2022 to reconductor Lapla Road at a cost of \$522,000. This project brought off-road circuitry on road where feasible and utilized 336 AAC spacer cable with flex brackets and other conductor that is resistant to tree contacts. Two additional projects were submitted to perform storm hardening on Beaverkill Road and Stone Church Road. The Stone Church Road project is estimated at \$700,000 and is scheduled for completion in 2028. The Beaverkill Road project has an estimated cost of \$875,000 and is scheduled for completion in 2027. A new project was submitted in 2022 to eliminate an off-road feed from Canary Hill and rebuild 0.8 miles of single phase along Hurley Mountain Road with 1/0 ACSR tree-resistant wire. This project has an estimated cost of \$263,000 but is currently on hold due to easement issues. Another new project was submitted in 2025 to circuit harden one mile of single phase circuitry along Hurley Mountain Road and Gallis Hill Road with tree-resistant wire. This project is currently scheduled for 2029 at an estimated cost of \$342,000.

3011 Circuit – The 3011 circuit appeared in the 2020, 2022, and 2023 10X reports. As a result, two capital projects were submitted for the West Shokan area. One project to eliminate the off-road circuitry by closing gaps along High Point Mountain Road was completed in 2022 at an approximate cost of \$337,000. A similar type of project on McMillan Road was completed in 2023 at an approximate cost of \$207,000. These projects are expected to reduce exposure to outages in the area. The 3011 circuit did not appear on the 2021 or 2024 10X reports.

Poughkeepsie

6057 Circuit – The 6057 circuit appeared in the 2024 10X report. As a result, a capital project was submitted to rebuild 1.25 miles of circuitry on-road along Old Camby Road using 1/0 ACSR WR wire. This project is currently scheduled for 2031 at an estimated cost of \$340,000.

Fishkill

8014 Circuit – The 8014 circuit appeared on a previous 10X report for outages on Ketchamtown Road. As a result, a capital budget project was submitted to reconductor 0.9 miles of single-phase circuitry along this road with covered wire. This project will also relocate off-road sections of circuitry on-road where feasible. This project is currently scheduled for completion in 2031 at an estimated cost of \$361,000. The 8014 circuit did not appear on any 10X reports from 2020 through 2024.

8066 Circuit – The 8066 circuit appeared on the 2019 10X report for various spurs in the Continental Village portion of the circuit. As a result, a capital budget project was submitted in 2021 to reconductor 1.4 miles of three-phase circuitry with 336 Al wire and to add three additional sets of electronic reclosers in order to allow for robust distribution automation in this area once the Distribution Management System is fully operational, thus limiting the extent of outages. The project was completed in 2024 at a total cost of \$1.3 million. In addition, a capital budget project was submitted in 2021 to rebuild 0.38 miles of single phase on Phillipse Brook Road in order to improve reliability for these additional customers identified on the 2019 10X report. This project is currently scheduled for completion in 2035 at an estimated cost of \$381,000. The 8066 circuit did not appear on the 2020 or 2021 10X reports.

Equipment Failure Analysis

An engineering analysis was performed during 2025 to track trends in equipment failures between 2020 and 2024. The following is a summary of the key recommendations that came about via this analysis. These initiatives will continue into 2026:

- Monitor the enhanced thermal scanning program that now includes winter peaking circuits and spur lines with large numbers of customers to catch hot spots on equipment such as splices, overhead bare conductors, connectors, and arrestors. The expanded winter program began in the 2018/2019 season and will continue to be monitored through 2026. The program was expanded again during 2020 to include heavily loaded single phase and two-phase lines. These scans will also be monitored for effectiveness through 2026.
- Continue the evaluation of the use of sheer bolt splices to replace automatic splices. Electric Power Research Institute (EPRI) completed their report on connectors in 2022. This report included testing the strength of sheer bolt splices to see how they compare to automatics. Engineering provided samples to the Electric T&D group for evaluation in 2023. In 2023 and 2024, samples were installed and monitored with infrared scans. Central Hudson will continue to monitor results for effectiveness through 2026.
- Apply EPRI's 2020 and 2021 work on arresters that addressed the relationship between temperature and remaining life, as well as explore the sensitivity of different MOV materials to TOVs and identify additional tools that may be available to assess arrester condition. The final report was completed in 2022. After reviewing EPRI's recommendations, their suggested voltage range was extremely conservative and not practical for system IR scanning outside of laboratory environments. In lieu of EPRI's recommendation, the Company will continue with manufacturer's recommendations and utility best practices. While the Company has seen large numbers of arrester failures, they are generally all one manufacturer of a narrow window of time. Since 2019, when arrester failures peaked, they have dropped back down to historical values. In addition, thermal scanning has found 35% fewer arrester hot spots in 2025 compared to the peak in 2017.
- Distribution Engineering identified porcelain disconnect switches during the 2023 pole inspections and will be developing a plan to prioritize replacements based on the number of customers that would be interrupted if the switch were to fail. In 2026, Distribution Engineering will be developing a plan to address aging GOAB switches,

identifying locations where GOABs can be replaced with 600A disconnect switches, specifically at open points where operational flexibility will not be compromised.

- In 2025, a bulletin was sent to Estimating explaining the use of ground line wraps and the criteria for their use in wet areas and flood plains to protect wood poles from rot. Distribution Engineering worked with the Electric T&D group to procure tooling and training necessary to implement the program.

Circuits Over Design Ratings

As mentioned in Section 1d of this report, the “Circuits Over Design Ratings” report provides a means of monitoring and balancing load growth on a local level and is a proactive program that addresses reliability by allowing for operational flexibility for emergency switching and maintenance. Unless indicated, there are no thermal concerns that drove the development and completion of these investments.

To address specific operational flexibility concerns related to the Circuits Over Design Ratings Reports of the past 5 years, a number of new distribution circuits were installed, infrastructure and equipment upgrades were completed, and circuits were offloaded through shifting tie points with adjacent circuits. Actual expenditures associated with most local load transfers are not tracked, and therefore cannot be included. This work is not considered major capital investment work and is handled through expense on a district level. Details on the 2025 load transfers driven by the 2024 Circuits Over Design Ratings Report can be found in Section 1d of this report. The following is a summary of substation and distribution infrastructure improvement projects, including new distribution circuits.

1. The Union Ave 4041 circuit appeared in the Circuits Over Design Ratings report from 2012 to 2018. The Cornwall area lacks sufficient operational flexibility due to being located at the edge of Central Hudson’s service territory. For this reason, it was determined that an additional feeder was needed. The new Union Ave 4040 circuit was constructed as an express feed to the Cornwall area. The final construction was completed in Q3 2023, and the 4040 circuit was placed in service following an additional capital investment of \$143,449, required to extend circuitry over the recently completed bridge rebuild. The new 4040 circuit is now available to offload the 4041 circuit.

2. The Maybrook 5052 circuit appeared in the Circuits Over Design Ratings Report from 2015 to 2020 and the Maybrook 5053 circuit appeared on the 2019 Circuits Over Design Ratings Report. Following a rebuild of the Montgomery Substation 2019 due to infrastructure issues, the Montgomery 5072 circuit was put into service at the beginning of 2020 and the conversion allowed for additional strong high voltage ties between the 5052, 5053, 5054, and 4021 circuits and increased the circuits' hosting capacity and operational flexibility.
3. The Fishkill Plains 8091, 8092, 8093, 8094, and 8095 circuits have appeared in the Circuits Over Design Ratings Report since 2018. The Wiccopee Substation, which was previously utilized to serve IBM facilities, will be reconfigured to allow for four new distribution circuits. Approximately 11 MVA of load from Fishkill Plains and Shenandoah distribution circuits will be transferred to the new Wiccopee feeders, allowing for load redistribution to occur in the East Fishkill area. The total capital investment is expected to be approximately \$1.53 million, and work is expected to be complete by Q4 2027.
4. The Lincoln Park 2015 circuit has appeared in the Circuits Over Design Ratings Report since 2019. In 2025, the 2015 circuit was reconfigured to support the construction of Central Hudson's new Primary Control Center and training facility. Approximately 3.5 MVA of load was transferred to the Saugerties 3005 circuit. The total capital expenditures associated with this work was approximately \$100,000.
5. The Reynolds Hill 6003 circuit has appeared in the Circuits Over Design Ratings Report since 2020. In 2024, approximately 0.25 miles of double circuit infrastructure was constructed allowing for a shift of approximately 1.25 MVA of load from the 6003 circuit to the Manchester 6095 circuit. The total capital investment to support this work was approximately \$395,000.
6. The Tioronda 8087 circuit has appeared in the Circuits Over Design Ratings Report since 2019. To Improve operational flexibility, 1.3 miles of three-phase line circuitry on the Tioronda 8085 circuit will be converted to 13.2 kV which will allow for approximately 2.5 MVA of the 8087 circuit to be transferred. Work was completed in 2026, and total capital expenditures were approximately \$645,000.

- 7. The New Baltimore 1082 circuit exceeded its design rating due to one high-load customer. The substation will be rebuilt and upgraded in 2026, allowing this customer to be placed on a dedicated feed.
- 8. In 2024 the Cocksackie Substation underwent an expansion. It doubled its capacity, gained a spare breaker, and added new circuit ties. Total capital expenditures were \$8,236,000.

ALT Switch Installations

Automatic Load Transfer (ALT) switch teams transfer pockets of load to alternate feeds for loss of primary feed. Central Hudson has 122 of these teams installed system-wide. Over the past 5 years, ALT switch operations have accounted for an average of 8.65% savings in total system SAIFI and 9.23% savings in non-storm system SAIFI. Table 14 below shows the benefits this form of automation has had in regard to non-storm SAIFI saved for specific cause codes that have historically had the largest impact on reliability.

Cause Code	Cause Code Description	5-Year Average SAIFI Savings
2	Tree Contacts	10.19%
5	Apparatus or Equipment Failures	8.20%
6	Accidents or Events Not Under the Utility's Control	8.75%
9	Lightning	8.31%
10	Unknown or Unclassified	7.30%

Table 14 – ALT Switch Program - % SAIFI Saved

The approximate installation cost is \$140,000 per new two-member ALT team. Locations are identified each year to be a part of the ALT program. In 2025, all new ALTs installed were part of the Distribution Automation Program.

14.4kV Cable Replacement

Central Hudson has approximately 12 miles of 14.4 kV paper insulated lead covered (PILC) cable remaining in use on the sub-transmission system. Several cables are over 60 years old and failures of these cables are typically associated with cracks in the lead shield.

Poughkeepsie 14.4kV

The majority of the Poughkeepsie network primary PILC cable feeds have been replaced with Ethylene Propylene Rubber (EPR) insulated cables. In 2023, work was completed to replace approximately 1,100 feet of PILC cable along Market Street. The total capital investment for this work in 2022 was \$168,000 and in 2023 was \$69,000. The replacement of one of the longest remaining spans (2,000 feet) of PILC along Civic Center Plaza began in 2023 and was put into service in the beginning of 2026. The capital investments for this work were \$254,000 in 2023, \$110,000 in 2024, and \$22,000 in 2025, totaling approximately \$400,000 for the full project. Additionally in 2025, a 900 foot section of PILC cable was replaced along Academy St, totaling \$124,000 in capital investment.

Newburgh 14.4kV

In 2016, preliminary plans were developed to replace the three 14.4kV underground loop feeds (B, F and R cables) and replace the nearly 100-year-old underground infrastructure between the old Balmville Substation and the Montgomery Street Substation. In 2019, the Electric Construction Standards Engineering group completed additional analysis to determine if there were more cost-effective alternatives to replace the 14.4kV loop feeds. It was determined that the three underground cables could be replaced with a single high-capacity overhead spacer cable circuit, under the condition that future upgrades to the fourth 14.4kV loop feed (WN cable) will also be completed. The 14.4kV loop feed upgrades have been divided into several phases. Phase V of the B, F and R infrastructure replacement was completed in 2020 at a total capital cost of \$904,000. This included the portion of B cable replacement and new infrastructure in front of the Montgomery Street Substation. Phase I of the B cable replacement involving the West Balmville Substation circuit exit along Brewer Rd was completed in 2024 with a

capital investment of approximately \$196,000 in 2021, \$42,000 in 2022, \$1.221 million in 2023, and \$19,000 in 2024. Phases II & III continuing the B circuit overhead construction along Grand Ave to Water St and Montgomery Street Substation have been completed in 2024 with a total capital investment of \$2 million. Phase IV previously budgeted to complete the construction of the B circuit in 2025 was rolled into the Phase III portion of the project and completed in 2024. The remaining B circuit work to cut-over the new cable within the West Balmville and Montgomery St substations is scheduled to be completed in 2026. The Phase I underground and Phase II overhead portions of the WN cable upgrade project, budgeted at \$2.5 million, are scheduled to begin with the underground work in 2026, after the remaining B circuit work is complete. This work accounts for approximately 7 miles of the remaining 14.4kV PILC cable in service.

Kingston 14.4kV

A plan was previously developed to eliminate the parallel sets of lead conductor that made up the KO1 and KO2 and consolidate into one set of larger conductors to be renamed the KO. The work to re-conductor the KO was completed in 2022 and replaced the only remaining 0.5 mile of PILC cable on this circuit with EPR insulated cable in the underground portion outside of the Jansen Ave substation. The total 2021 and 2022 capital investments for this work were \$835,000 and \$925,000, respectively.

Newburgh Secondary Network

In 2022, a section of PILC on the 404 network feeder was replaced with EPR insulated cable during emergency repairs. The total 2022 capital investment was approximately \$103,000. Several sections of PILC cable remaining on the 404 have been identified along Broadway, and plans will be developed to replace these with EPR insulated cable.

Poughkeepsie Secondary Network

In 2021, proposed building renovations on Academy Street and new apartment construction along Crannell Street necessitated secondary cable upgrades and network infrastructure improvements to support the increased load. Field inspections revealed that the existing infrastructure was in poor condition. Consequently, pullboxes were reconstructed on

Academy Street and duct systems were built to connect the infrastructure along Catharine Street with structures in the Crannell Street alley. Construction for both projects was completed to replace lead secondary cables with rubber and install additional cables to accommodate the new load and improve capacity in the surrounding area. The 2021 total capital investment for these projects was approximately \$338,000.

Construction was completed in 2023 to restore the grid along Main Street that had been previously damaged from a fire. Through follow-up inspections, the infrastructure was found to be in poor condition which required a new duct bank system to be constructed before secondary cable could be installed to repair the damage. The capital investment for this project was approximately \$277,000. Also, in 2023 and extending into 2024, significant repairs were completed on South Hamilton St to restore secondary cable connections and replace PILC cable that is prone to failure. Due to collapsed duct banks and congested pull boxes, infrastructure work was required before replacement cables could be installed. Between the cable installations and infrastructure construction, the total capital investment for this work was approximately \$297,000. The 2023 total capital investment for the summarized projects was \$430,000.

Deteriorating secondary mains along Market St are exhibiting an increased rate of failure. These failures over the years have led to fragmented replacements but reliability concerns continue as the remaining cable is the same vintage as those that have failed. Replacements of the failing secondary mains began in 2024 and are scheduled to be completed by the end of 2026. The capital investments on this project thus far have been \$178,000 in 2024 and \$604,000 in 2025. Also on Market St in 2024, a network transformer was identified for replacement after it was found leaking during switching. Due to the original design of the structure this transformer was in, this replacement necessitated a significant expansion to safely relocate the cables and allow the transformer to be lifted out of the manhole. This manhole expansion and cable work that facilitates the replacement of the equipment for now and for future maintenance, resulted in a capital investment of \$220,000. The 2024 total capital investment for the Poughkeepsie network projects was approximately \$400,000.

In addition to the extensive secondary main work along Market St in 2025, infrastructure and cables were replaced along Academy St and Civic Center Plaza in the Poughkeepsie

network. A fault in the secondary on Academy St damaged pullboxes and surrounding cable, necessitating expedited duct bank construction to repair the damage and restore the secondary grid. Once the infrastructure work was completed, any cable of the same vintage that failed was replaced for a 2025 capital investment of \$469,000.

Previous cable faults that had burned in the clear along Civic Center Plaza disconnected the secondary grid. To restore this grid, new secondary mains were installed in spare ducts that were previously constructed for this planned work. The 2025 capital investment for this work was \$139,000. The total capital investment for the described 2025 projects in the Poughkeepsie network was \$1,212,000.

Distribution Automation

In addition to electronic device installation and circuit reconductoring, the Distribution Automation program includes deployment of a network communication system of radios with a fiber/microwave backbone, as well as a Distribution Management System. These components form the backbone of the Fault Locating, Isolation, and Service Restoration (FLISR) scheme as well as the VVO/CVR scheme (Volt-VAR Optimization and Conservation Voltage Reduction).

During 2021, the Distribution Automation project installed 16 voltage regulator sets with controllers and 21 sets of electronic reclosers. The total capital expenditures for 2021 were approximately \$3.2 million. During 2022, the Distribution Automation project installed 12 sets of electronic reclosers. The total capital expenditures for 2022 were approximately \$1.0 million. During 2023, the Distribution Automation project installed 1 switched capacitor, 5 voltage regulator sets and controllers, and 35 sets of electronic reclosers. The total capital expenditures for 2023 were approximately \$2.9 million. During 2024, the Distribution Automation project installed 12 switched capacitors, 57 voltage regulator sets and controllers, and 24 sets of electronic reclosers. The total capital expenditures for 2024 were approximately \$4.2 million. During 2025, the Distribution Automation project installed 2 switched capacitors, 33 voltage regulator sets and controllers and 16 sets of electronic reclosers. The total capital expenditures for 2025 were approximately \$3.0 million.

Copper Wire Replacement

There is an abundance of copper primary wire on Central Hudson’s distribution system. This conductor is not only antiquated and prone to failure, but frequently undersized for modern operational needs such as for automatic load transfers and Volt/VAR Optimization as part of Distribution Automation. Copper wire is also prone to burndown during recloser operations. The copper wire replacement program was developed to begin to phase out all undersized, antiquated, copper conductors. The wire is typically replaced with new, higher capacity ACSR wire. The new conductor is rated for 13.2kV operation, is stronger, and can handle additional loading and increased hosting capacity. The total capital expenditures for this program for 2022, 2023, 2024 and 2025 were \$569,935, \$7,954, \$975,321, and \$1,666,676, respectively.

Breaker Replacement

Breaker failures are not a common occurrence, but they have the potential to impact a significant number of customers. In 2008, the Breaker Replacement plan was developed as a means to improve the Central Hudson infrastructure and maintain system reliability. Breaker replacements are prioritized based on duty rating, condition assessment and obsolescence. Recent expenditures for the Breaker Replacement program are estimated in Table 15 below.

	2021	2022	2023	2024	2025
Breaker Replacement Program Expenditures (\$000)	\$3,200	\$1,400	\$2,100	\$840	\$1,515

Table 15 – Breaker Replacement Program

\$600,000 has been budgeted for 2026 to replace an additional five breakers. A total of 202 breakers were identified and replaced between 2013 and 2025. The need to replace additional breakers is an on-going process and will continue based on real-time field evaluation and condition assessments.

5-Year Capital Budgets and Expenditures

Table 16 below is a summary of 5-year distribution capital budgets and expenditures. The “Total Improvement Blankets” include minor overhead line improvement, infrastructure damage repairs, pole replacements as a result of inspections, and underground line improvement. “Total Limited Term” includes overhead service replacements as well as other overhead minor equipment repairs/replacements. The “Total Relocation Blanket” includes expenditures involved with small highway rebuilds. “Total Specifics” are major capital improvement projects.

	2021		2022		2023		2024		2025	
	Budgeted	Expended	Budgeted	Expended	Budgeted	Expended	Budgeted	Expended	Budgeted	Expended
Total Improvement Blankets	\$9,327	\$25,528	\$9,222	\$22,523	\$9,636	\$17,463	\$7,204	\$19,810	\$31,792	\$30,533
Total Limited Term	\$6	\$608	\$601	\$22	\$6	\$56	\$58	\$-12	\$71	\$303
Total Relocation Blanket	\$0	\$96	\$852	\$67	\$890	\$973	\$216	\$103	\$247	\$272
Total Specifics	\$29,098	\$14,305	\$44,883	\$15,042	\$35,406	\$24,182	\$46,650	\$34,300	\$35,609	\$40,661
TOTAL BUDGET CATEGORY 15	\$38,431	\$40,537	\$55,558	\$37,654	\$45,938	\$42,674	\$54,128	\$54,201	\$67,718	\$71,769

Table 16 – Distribution 5-Year Budgets and Expenditures (\$000)

Tables 17a and 17b summarize the total Transmission and Substation 5-year budgets and expenditures. These areas are indirectly related to Distribution in that they have an impact on reliability.

	Budgeted	Expended
2021 Total Budget	\$18,581	\$17,207
2022 Total Budget	\$22,586	\$16,533
2023 Total Budget	\$23,974	\$23,415
2024 Total Budget	\$31,264	\$30,137
2025 Total Budget	\$28,931	\$27,597

Table 17a – Transmission 5-Year Budgets and Expenditures (\$000)

	Budgeted	Expended
2021 Total Budget	\$21,612	\$20,369
2022 Total Budget	\$16,797	\$14,352
2023 Total Budget	\$19,799	\$15,213
2024 Total Budget	\$26,230	\$23,140
2025 Total Budget	\$27,702	\$28,308

Table 17b – Substation 5-Year Budgets and Expenditures (\$000)

Vegetation Management

Heavy tree cover is natural to the majority of Central Hudson’s service territory, and tree-related outages are the Company’s top driver of SAIFI performance. Central Hudson’s Vegetation Management programs are therefore critical to maintaining and improving reliability performance across the system.

After experiencing significant improvement in tree-related SAIFI as a result of the Routine Trimming Program, which began in its current form in 2011, and despite improvement in other areas of reliability, Central Hudson began to see the trend reverse and eventually have a significant impact on Central Hudson’s overall SAIFI metric beginning around 2016. This was due in part to the emergence and spread of the Emerald Ash Borer (EAB). To combat the negative impact of accelerating tree damage on SAIFI, Central Hudson implemented several plans to improve performance. These included collecting and reviewing tree-related data following breaker lockouts, further reviewing trends related to tree species (particularly ash trees) and establishing an effective process for identifying and removing hazard trees.

Distribution Engineering and Asset Strategy work in conjunction with Vegetation Management to identify the worst performing circuits that should be targeted for hazard tree removal. To the extent practical, hazard tree removals are aligned with routine trimming activities such that the greatest number of customers can be prevented from experiencing outages while minimizing setup, travel, and other costs. Beginning in 2025, Central Hudson took this a step further to leverage device-level outage prediction data layered in with historical reliability data to prioritize tree removals on the most impactful spans on the

circuits. As of the end of 2025, hazard tree removals have been performed on approximately 161 unique circuits. On the circuits where hazard trees were removed between the program's inception in 2018 and the end of 2025, analysis indicates a 22% non-storm SAIFI reduction for tree contact outages, on average, compared to three-year historical averages for those circuits.

Data analysis will continue to guide line clearance work in 2026 as Central Hudson executes on its planned trimming cycle, while also accounting for trimming restrictions due to protected bat species. Expenditures related to Central Hudson's tree trimming programs are listed in section 3e of this report.

Facility Inspection

Central Hudson's facility inspection program has been in place for many years. All of Central Hudson's facility inspection activities comply with the minimum requirements set forth in the New York State Public Service Commission Electric Safety Standards Order issued on January 5, 2005 (Case 04-M-0159), with subsequent revisions issued on July 21, 2005, December 15, 2008, March 22, 2013, January 13, 2015, January 28, 2021 and September 22nd, 2025 (collectively referred to herein as the "Safety Standards" or "Order"). The purpose of the inspections is to visually evaluate the equipment associated with overhead distribution and transmission facilities as well as underground distribution facilities. Prior to the Order, Central Hudson had in place a comprehensive inspection program that in many cases exceeded the minimum requirements set forth in the standards. Inspection frequency for distribution and transmission structures is based on a five-year cycle. The following is a summary of the facility inspection program:

Structure Categories

Central Hudson Gas and Electric has approximately 234,703 individual facilities that require testing for the presence of contact (stray) voltage, and in some cases, facility inspection. These facilities are broken down into the following five main categories: Distribution Overhead, Underground Facilities, Transmission Structures, Streetlights and Traffic Signals and Substations. The three categories that require both inspections and testing for contact voltage are:

- Distribution Overhead – wooden poles, guy wires, metallic risers and all attached devices that are accessible from the ground.
- Underground Facilities – manholes, pull boxes, URD pad-mounted equipment and all devices associated with underground facilities.
- Transmission Structures – all structures, guys, and down leads attached to the structures. Transmission structures support circuit voltages of 69 kilovolts and greater. Facilities that house circuits of lower voltage in addition to the transmission voltage levels are included in this category.

Distribution Overhead

There are approximately 210,310 distribution pole structures in Central Hudson's territory, primarily consisting of wood. The poles support electric power distribution lines and equipment as well as telephone, cable, and other miscellaneous attachments. Those distribution structures that have ground wires, metallic risers, guy wires, or metal control boxes are required to be tested for stray voltage as part of the program. Distribution overhead facilities are included in both the contact (stray) voltage and inspection programs.

Underground Facilities

There are 1,166 system manholes and pull boxes as well as 15,225 URD pad-mounted devices on Central Hudson's system. The manholes and pull boxes are primarily located in Central Hudson's network areas. Pull boxes are typically provided with a concrete cover in a cast iron frame. Manholes are covered with a cast iron cover, steel grating, or reinforced concrete cover. The pad-mounted devices are associated with Central Hudson's URD (Underground Residential Distribution) system. The pad-mounted devices are installed on concrete or fiberglass bases and are themselves enclosed in metallic or fiberglass cabinets. These locations are included in both the stray voltage and facility inspection programs.

Transmission

Transmission facilities consist of all overhead transmission towers and pole structures with operating voltages of 69 kV or higher. There are a total of 8,002 individual transmission poles/towers in Central Hudson's system. Transmission structures that are either metallic or wood and have down grounds, guys or riser pipes were tested for stray voltage as part of this program. All transmission structures are field inspected as part of Central Hudson's facility inspection program.

Expenditures related to the Facility Inspection Program are listed in Table 18 below.

	2021	2022	2023	2024	2025
Total Budgeted	\$1,089,729	\$1,236,896	\$1,109,076	\$1,048,740	\$1,246,245
Total Expenditures	\$1,027,304	\$1,069,595	\$1,170,155	\$1,135,918	\$1,193,628

Table 18 – 5-Year Facility Inspection Program Expenditures

b) Operations and Maintenance (O&M) budgets and actual expenditures associated with reliability programs for each of the past 5 years

Table 19 below summarizes the total O&M 5-year budgets and expenditures.

		2021	2022	2023	2024	2025
Catskill	Budgeted	\$1,949,878	\$ 2,326,335	\$2,457,320	\$2,588,795	\$3,210,251
	Actuals	\$2,041,376	\$ 2,507,085	\$2,367,706	\$2,566,892	\$3,269,310
Construction	Budgeted	\$5,943,072	\$ 9,515,387	\$5,710,655	\$8,254,153	\$10,621,933
	Actuals	\$4,501,287	\$ 4,498,551	\$4,825,941	\$5,969,704	\$6,006,183
Fishkill	Budgeted	\$2,153,155	\$ 2,576,000	\$ 2,765,246	\$2,321,974	\$3,351,999
	Actuals	\$2,323,618	\$ 2,947,733	\$ 2,547,211	\$3,007,136	\$3,422,042
Kingston	Budgeted	\$3,807,383	\$ 4,254,043	\$ 4,818,999	\$5,346,313	\$5,819,682
	Actuals	\$4,202,479	\$ 4,260,477	\$ 4,561,373	\$4,336,301	\$4,757,669
Newburgh	Budgeted	\$3,164,197	\$ 3,585,937	\$ 4,091,484	\$4,267,337	\$5,600,065
	Actuals	\$3,582,872	\$4,025,122	\$ 4,066,873	\$4,824,601	\$4,915,168
Poughkeepsie	Budgeted	\$3,760,210	\$ 4,437,795	\$ 4,390,006	\$3,884,075	\$5,733,563
	Actuals	\$4,181,093	\$ 4,796,358	\$ 4,506,716	\$4,443,036	\$4,842,508
Total Budgets		\$20,777,895	\$ 26,695,497	\$24,233,710	\$26,662,647	\$34,337,493
Total Actuals		\$20,842,023	\$ 23,041,000	\$22,978,986	\$25,197,724	\$27,212,880

Table 19 – 5-Year O&M Budgets and Expenditures

c) The yearly average and peak field/construction work force numbers by job title for each of the past 5 years

Table 20 is a listing of field/construction job titles along with work force numbers over the past five years. Titles that are new in 2025 are denoted with an asterisk:

Title	2021		2022		2023		2024		2025	
	Peak	Avg.	Peak	Avg.	Peak	Avg.	Peak	Avg.	Peak	Avg.
Chief Power Line Technician 2/C LES&T	37.0	35.3	36.0	34.3	41.0	38.0	40.0	38.2	39.0	37.3
Chief Power Line Technician 2/C – PC*	-	-	-	-	-	-	-	-	3.0	2.9
Chief Power Line Technician 1/C – PC	7.0	6.8	7.0	6.3	7.0	6.4	11.0	9.2	6.0	5.1
Chief Power Line Technician 2/C – TC	-	-	-	-	-	-	2.0	0.5	2.0	2.0
Power Line Technician 1/C	43.0	39.2	40.0	34.0	34.0	30.4	40.0	36.8	42.0	36.9
Power Line Technician 2/C	29.0	23.6	27.0	23.4	26.0	18.5	14.0	9.9	14.0	9.8
Power Line Technician 3/C	18.0	15.1	16.0	10.8	17.0	12.8	14.0	7.4	15.0	9.8
Power Line Technician 1/C – PC	-	-	8.0	6.9	8.0	7.0	9.0	7.9	8.0	7.1
Power Line Technician 2/C – PC	-	-	3.0	2.8	7.0	5.3	10.0	8.0	8.0	6.6
Power Line Technician 3/C – PC	-	-	3.0	1.3	3.0	1.1	4.0	1.0	3.0	0.8
Power Line Technician 1/C – TC*	-	-	-	-	-	-	-	-	2.0	1.7
Power Line Technician 2/C – TC	-	-	-	-	-	-	1.0	0.1	1.0	0.9
Power Line Technician 3/C – TC	-	-	-	-	-	-	1.0	0.3	2.0	1.1
Service Worker A	32.0	30.2	30.0	29.6	30.0	30.0	30.0	29.9	30.0	29.9
Service Worker B	3.0	0.5	2.0	0.4	4.0	1.2	6.0	0.7	5.0	0.8
Splicer 1/C	6.0	6.0	6.0	6.0	6.0	6.0	6.0	5.5	5.0	4.5
Splicer 2/C	-	-	-	-	1.0	0.6	2.0	1.8	2.0	1.7
Splicer 3/C	2.0	1.0	3.0	1.5	4.0	2.5	3.0	0.9	4.0	1.9
Chief Line Clearance Technician	2.0	2.0	2.0	1.3	1.0	1.0	1.0	1.0	1.0	1.0
Order Dispatcher	2.0	2.0	3.0	2.1	2.0	2.0	2.0	2.0	2.0	2.0
T&D Operations Technician	-	-	1.0	0.3	1.0	1.0	1.0	1.0	1.0	1.0
Utility Worker	5.0	2.7	6.0	3.3	6.0	4.4	7.0	5.6	7.0	4.1
Safety Advocate	-	-	1.0	0.8	1.0	0.4	-	-	-	-
Line Supervisor	21.0	19.0	23.0	20.6	23.0	21.3	22.0	20.5	23.0	22.3
Associate Line Supervisor	4.0	3.5	4.0	3.3	3.0	3.0	4.0	3.3	4.0	3.3
Supervisor Operating (Line Clearance)	-	-	1.0	1.0	1.0	1.0	2.0	1.9	-	-
Utility Forester	3.0	2.9	4.0	3.8	4.0	4.0	4.0	3.1	-	-
Associate Utility Forester	2.0	2.0	2.0	0.2	-	-	-	-	-	-
Director	8.0	7.3	-	-	-	-	-	-	-	-
Operating Supervisor District Director	5.0	4.8	-	-	-	-	-	-	-	-
Senior Leader Electric T & D Safety & Compliance	-	-	-	-	-	-	-	-	-	-
Principal Engineer	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
T & D Maintenance Planner	6.0	5.3	7.0	6.7	6.0	5.7	6.0	5.8	-	-
Sr. Director Electric Transmission & Distribution*	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sr Manager - Electric District Operations	-	-	2.0	1.9	2.0	2.0	2.0	2.0	2.0	2.0
Manager – Distribution Maintenance & Transmission	-	-	1.0	1.0	1.0	1.0	2.0	1.1	1.0	1.0
Manager – Electric District Operations	-	-	4.0	3.6	5.0	4.9	5.0	4.7	5.0	5.0
Associate Director Electric District Operations	-	-	1.0	1.0	1.0	0.1	-	-	-	-
Manager – Vegetation Management	-	-	1.0	1.0	1.0	1.0	1.0	1.0	-	-
Associate Manager – Distribution Improvement	-	-	2.0	1.2	1.0	0.7	1.0	0.8	1.0	1.0
Director – Transmission	-	-	-	-	1.0	0.3	-	-	-	-
Manager – Work Procedures & Methods	-	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Manager – T & D Planning	-	-	1.0	1.0	1.0	1.0	1.0	1.0	-	-
Trainer – Electric T & D	-	-	-	-	-	-	1.0	0.3	-	-
Total	236.0	210.1	250.0	214.2	252.0	217.4	258.0	216.0	241.0	206.4

Table 20 – 5-Year Field/Construction Work Force Numbers

*New job title in 2025

d) The yearly average and peak contractor crew numbers used by title/classification for each of the past 5 years

The following is a listing of title/classification of the contractor Line Clearance crews and Line Crews:

Line Clearance Personnel:
 AF - (working) Foreman
 JT - Journeyman Trimmer
 T3 - Trimmer Class 3
 T2 - Trimmer Class 2
 T1 - Trimmer Class 1

Line Crew Personnel:
 Superintendent
 General Foreman
 Foreman
 Chief Power Line Technician
 Journeyman Power Line Technician
 Apprentice 1st through 7th

Tables 21a and 21b summarize the average and peak Line Clearance and Line contractor FTEs over the past 5 years.

	2021	2022	2023	2024	2025
Average Contractor FTE	220.25	248.74	223.48	190.22	198.68
Peak Contractor FTE	334.33	634.29	431.43	315.91	293.40

Table 21a – 5-Year Average and Peak Contractor Line Clearance FTEs

	2021	2022	2023	2024	2025
Average Contractor FTE	98.10	189.83	128.13	157.71	122.71
Peak Contractor FTE	252.09	658.53	508.31	505.04	343.34

Table 21b – 5-Year Average and Peak Contractor Line FTEs

e) Distribution tree trimming budgets and actual expenditures for each of the past 5 years

Table 22 below is a summary of all Distribution Line clearance expenditures for each year over the past 5 years.

	2021	2022	2023	2024	2025
Total Budgeted (Distribution)	\$22,309,295	\$24,651,854	\$25,183,822	\$27,491,338	\$27,094,116
Total Expenditures (Distribution)	\$22,894,922	\$24,031,916	\$25,618,563	\$23,823,416	\$25,763,304
Total Budgeted (Transmission)	\$2,896,455	\$3,569,721	\$3,511,986	\$3,734,165	\$3,827,361
Total Expenditures (Transmission)	\$3,081,700	\$3,585,786	\$3,274,899	\$3,716,404	\$3,928,631

Table 22 – 5-Year Distribution Line Clearance Expenditures

4. Power Quality (PQ)

a) Provide PQ information as outlined in Section 4(d) of the service standards

2025 Goals/Objectives/Targets for Power Quality:

The Company will continue its objective to improve power quality at the customer level. Central Hudson views power quality improvement as an opportunity to offer our customers expertise in the form of advisory services, systems, and equipment, which all add value to their electric service.

Responsibility for this objective includes members of the Customer Services Group and the Electric Engineering and Operations Group. These groups continue the function of working with industrial, commercial, and residential customers to define their power quality needs and to develop practical, cost-effective solutions to respond to these needs.

The work scope is as follows:

- 1) The Customer Services and the Electric Engineering and Operations Groups will continue to meet with commercial, industrial, and residential customers to define their power quality needs and to develop practical, cost-effective solutions to address their power quality concerns. These meetings will be arranged through the District Managers.
- 2) Detailed reports will be individually prepared for each customer, summarizing the findings of the power quality assessment, and recommending an action plan to improve the customer's power quality.

Central Hudson will continue to monitor momentary interruptions through its SCADA system, where available, in accordance with the 2004 Standards Order. The Distribution Engineering Section will continue to review in detail the circumstances surrounding all distribution substation breaker operations in order to improve power quality.

b) Power Quality Program – 2025 Activities:

During 2025, the Customer Services and Electric Engineering and Operations Groups continued to meet with residential, commercial, and industrial customers to assess their power quality needs. The team worked with several of these customers to identify and resolve power quality problems, regardless of whether the root cause was the customer's or Central Hudson's equipment.

Central Hudson continues to work with large industrial customers to review and address power quality issues. Historically, Central Hudson has continued the work started with Onsemi to review disturbances, address power quality issues, communicate and coordinate scheduled maintenance activities, and work together during switching procedures to minimize customer impact. The Power Quality work has enhanced this relationship by adding additional structure to event reporting and communication.

The parties have maintained an open line of communication during the year to review and discuss disturbances which originated within Central Hudson's service territory and disturbances which were caused by events outside of Central Hudson's service territory. These reviews served to identify trends, track follow-up activity, and investigate areas for improvement. Central Hudson utilizes event data from local transmission disturbance monitoring to correlate the impact (percent sag, event duration) of system disturbances with local Onsemi monitoring.

Central Hudson has worked in the past with IBM/Global Foundries and EPRI on a specific project to address power quality issues. The project included two phases; the first phase was to perform a power quality investigation of IBM/Global Foundries to determine the susceptibility of current tool sets and identify cost-effective design and mitigation strategies, and the second phase was to use this information and information from other investigations to propose modifications to the existing SEMI F47 criteria that will close gaps in the current criteria and develop recommendations for new testing standards. The power quality investigation phase was completed, and a number of devices and controls were found to be operating well below the SEMI F47 power quality standard. There were a number of recommendations developed for improvements within the manufacturing facility which would improve the facility's ability to ride through power

disturbances both within and outside of the facility. Onsemi re-engaged with EPRI and completed a similar power quality initiative in 2023 and is working to address some of the recommendations. Central Hudson remains an active participant in EPRI's ongoing System Compatibility Requirements for the Semiconductor Industry Project.

In a similar manner, Central Hudson continues to work with IBM Poughkeepsie reviewing power events and meeting to review power quality, upcoming construction and maintenance work, and future site plans.

c) Power Quality Complaints – Data Collection Methodology, Reporting, Requirements and Results:

Background

Pursuant to Section 3 of Attachment 1 to the 2004 Standards Order, the Commission requires all large electric utilities to record the number of power quality complaints received, the number of investigations conducted during the year and the results of the investigations. The results of the investigations must indicate if the origin of the disturbance was the responsibility of the utility or customer and be categorized as follows: momentary interruptions, over voltage condition, under voltage condition, voltage sags and swells, transients, harmonics, and noise or unknown.

As stated in Section 5 of the Cases mentioned above, these results must be included in an annual report to the PSC by March 31 of every year along with other specified information regarding electric service standards.

Data Collection Methodology

Power quality complaints are investigated by Central Hudson's field forces. Depending on the nature of the investigation, an order is created to track the investigation from the time the complaint is received to the time the investigation is completed. The employee conducting the investigation will note on the order the nature of the disturbance and the results of the investigation. All information regarding the orders was recorded electronically through Central Hudson's SAP system which replaced CIS in 2021.

Data Reporting

A query in SAP was created to collect data regarding power quality complaint investigations. The query pulls relevant data from all service orders that were created to track the investigations. Query output is then imported in Excel format, at which point the records are scrutinized, sorted, categorized, and tallied based on reporting requirements mentioned above. Tables 23a, 23b and 23c provide details of the Power Quality Program for 2025:

2025 Power Quality Program Report

<u>District</u>	<u>PQ Complaints Received</u>	<u>Investigations Conducted</u>
Catskill	19	19
Kingston	21	21
Poughkeepsie	23	23
Fishkill	18	18
Newburgh	41	41
Total:	122	122

Table 23a – Number of PQ Complaints Received and Investigations Conducted by Operating District

<u>District</u>	<u>Central Hudson</u>	<u>Customer</u>	<u>Unknown</u>	<u>Total</u>
Catskill	6	13	0	19
Kingston	12	8	1	21
Poughkeepsie	13	10	0	23
Fishkill	8	10	0	18
Newburgh	24	16	1	41
Total:	63	57	2	122

Table 23b – Origin of Disturbance by Operating District

	Catskill	Kingston	Poughkeepsie	Fishkill	Newburgh	Total
Momentary Interruptions	0	0	0	0	0	0
Over Voltage	3	3	3	2	3	14
Under Voltage	3	7	7	6	15	38
Voltage Sag/Swell	6	7	7	6	11	37
Transients	1	1	1	1	3	7
Harmonics & Noise	0	0	0	0	0	0
Unknown	4	2	3	0	7	16
No Problem	2	1	2	3	2	10
Totals	19	21	23	18	41	122

Table 23c – Disturbance Category by Operating District

5. Circuit Performance

a) Provide a listing of circuits, by operating area, based on SAIFI and CAIDI performance for the calendar year

Please note that the customer counts shown below are for customers served as of 12/31/2025. Circuits indicate a customer count of 0 if they meet one of the following criteria: 1.) Retired prior to 12/31/25, 2.) Under construction, or 3.) Available for reserve capacity only during 2025.

CATSKILL OPERATING DISTRICT

Circuits Sorted By Individual Circuit SAIFI (Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
2387	Catskill	341	1,866	5,915.57	1,040.86	5.472	190.21
2071	Catskill	1,311	4,339	4,727.47	216.36	3.310	65.37
2389	Catskill	1,805	5,552	15,744.83	523.37	3.076	170.15
2061	Catskill	2,169	4,816	10,069.17	278.54	2.220	125.45
2043	Catskill	1,494	3,070	3,986.38	160.10	2.055	77.91
2006	Catskill	854	1,495	3,066.73	215.46	1.751	123.08
2385	Catskill	2,064	3,107	8,463.20	246.02	1.505	163.43
2002	Catskill	1,537	2,037	1,823.90	71.20	1.325	53.72
2001	Catskill	1,767	2,276	6,853.00	232.70	1.288	180.66
1071	Catskill	1,095	1,340	3,511.60	192.42	1.224	157.24
1072	Catskill	656	802	1,505.60	137.71	1.223	112.64
1074	Catskill	925	1,076	4,589.62	297.70	1.163	255.93
NGRID	Catskill	17	19	140.93	497.41	1.118	445.05
1083	Catskill	1,866	2,006	4,656.47	149.73	1.075	139.28
1081	Catskill	1,780	1,795	3,736.68	125.96	1.008	124.90
2082	Catskill	1	1	2.47	148.00	1.000	148.00
1092	Catskill	2,375	1,662	4,421.15	111.69	0.700	159.61
2004	Catskill	1,162	796	623.85	32.21	0.685	47.02
2042	Catskill	1,917	1,163	3,062.38	95.85	0.607	157.99
2081	Catskill	1,266	663	2,546.77	120.70	0.524	230.48
2005	Catskill	2,061	1,069	1,752.85	51.03	0.519	98.38
1091	Catskill	1,734	771	2,354.82	81.48	0.445	183.25
2041	Catskill	1,697	546	1,339.77	47.37	0.322	147.23
1076	Catskill	1,260	396	668.40	31.83	0.314	101.27
3004C	Catskill	122	29	46.28	22.76	0.238	95.76
2003	Catskill	1,971	290	374.42	11.40	0.147	77.47
1082	Catskill	722	47	143.55	11.93	0.065	183.26
1000H	Catskill	1	0	0.00	0.00	0.000	0.000
3002L	Catskill	0	0	0.00	0.00	0.000	0.000
2072	Catskill	0	0	0.00	0.00	0.000	0.000

**Circuits Sorted By Individual Circuit CAIDI
(Data excludes Major Storms)**

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
NGRID	Catskill	17	19	140.93	497.41	1.118	445.05
1074	Catskill	925	1,076	4,589.62	297.70	1.163	255.93
2081	Catskill	1,266	663	2,546.77	120.70	0.524	230.48
2387	Catskill	341	1,866	5,915.57	1,040.86	5.472	190.21
1082	Catskill	722	47	143.55	11.93	0.065	183.26
1091	Catskill	1,734	771	2,354.82	81.48	0.445	183.25
2001	Catskill	1,767	2,276	6,853.00	232.70	1.288	180.66
2389	Catskill	1,805	5,552	15,744.83	523.37	3.076	170.15
2385	Catskill	2,064	3,107	8,463.20	246.02	1.505	163.43
1092	Catskill	2,375	1,662	4,421.15	111.69	0.700	159.61
2042	Catskill	1,917	1,163	3,062.38	95.85	0.607	157.99
1071	Catskill	1,095	1,340	3,511.60	192.42	1.224	157.24
2082	Catskill	1	1	2.47	148.00	1.000	148.00
2041	Catskill	1,697	546	1,339.77	47.37	0.322	147.23
1083	Catskill	1,866	2,006	4,656.47	149.73	1.075	139.28
2061	Catskill	2,169	4,816	10,069.17	278.54	2.220	125.45
1081	Catskill	1,780	1,795	3,736.68	125.96	1.008	124.90
2006	Catskill	854	1,495	3,066.73	215.46	1.751	123.08
1072	Catskill	656	802	1,505.60	137.71	1.223	112.64
1076	Catskill	1,260	396	668.40	31.83	0.314	101.27
2005	Catskill	2,061	1,069	1,752.85	51.03	0.519	98.38
3004C	Catskill	122	29	46.28	22.76	0.238	95.76
2043	Catskill	1,494	3,070	3,986.38	160.10	2.055	77.91
2003	Catskill	1,971	290	374.42	11.40	0.147	77.47
2071	Catskill	1,311	4,339	4,727.47	216.36	3.310	65.37
2002	Catskill	1,537	2,037	1,823.90	71.20	1.325	53.72
2004	Catskill	1,162	796	623.85	32.21	0.685	47.02
1000H	Catskill	1	0	0.00	0.00	0.000	0.000
3002L	Catskill	0	0	0.00	0.000	0.000	0.000
2072	Catskill	0	0	0.00	0.000	0.000	0.000

KINGSTON OPERATING DISTRICT

Circuits Sorted By Individual Circuit SAIFI (Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
3078	Kingston	1,739	6,795	34,461.40	1,189.01	3.907	304.29
3011	Kingston	1,869	7,063	24,229.60	777.84	3.779	205.83
3091	Kingston	2,144	6,485	26,463.27	740.58	3.025	244.84
3012	Kingston	3,148	9,266	36,970.85	704.65	2.943	239.40
3096	Kingston	642	1,811	5,014.08	468.61	2.821	166.12
3014	Kingston	1,599	4,326	9,013.23	338.21	2.705	125.01
3023	Kingston	1,972	5,298	13,114.93	399.03	2.687	148.53
3024	Kingston	2,488	5,713	14,702.57	354.56	2.296	154.41
3081	Kingston	1,332	3,032	6,909.42	311.24	2.276	136.73
3041	Kingston	861	1,903	3,177.50	221.43	2.210	100.18
2094	Kingston	2,557	5,533	13,406.72	314.59	2.164	145.38
5084K	Kingston	656	1,354	2,347.93	214.75	2.064	104.04
1011	Kingston	1,605	3,230	7,996.12	298.92	2.012	148.53
3021	Kingston	1,546	3,058	5,418.77	210.30	1.978	106.32
3082	Kingston	2,353	4,637	14,634.60	373.17	1.971	189.36
3095	Kingston	481	930	3,350.93	418.00	1.933	216.19
3076	Kingston	1,201	2,312	5,976.68	298.59	1.925	155.10
3072	Kingston	994	1,837	7,503.98	452.96	1.848	245.09
2093	Kingston	2,167	3,853	3,895.85	107.87	1.778	60.67
3022	Kingston	1,650	2,929	7,111.63	258.60	1.775	145.68
2016	Kingston	2,147	3,566	5,924.67	165.57	1.661	99.69
3002	Kingston	1,501	2,390	7,646.07	305.64	1.592	191.95
3003	Kingston	2,398	3,542	8,088.23	202.37	1.477	137.01
1014	Kingston	726	1,021	1,384.72	114.44	1.406	81.37
2092	Kingston	1,127	1,455	2,076.50	110.55	1.291	85.63
1021	Kingston	982	1,252	1,706.47	104.26	1.275	81.78
3083	Kingston	631	788	2,066.83	196.53	1.249	157.37
2091	Kingston	615	651	665.33	64.91	1.059	61.32
1002	Kingston	3	3	8.48	169.67	1.000	169.67
3071	Kingston	756	732	1,680.40	133.37	0.968	137.74
3004	Kingston	2,129	2,001	2,885.72	81.33	0.940	86.53
396	Kingston	549	458	1,153.03	126.01	0.834	151.05
1023	Kingston	1,302	1,061	2,353.52	108.46	0.815	133.09
1012	Kingston	1,686	1,343	2,617.50	93.15	0.797	116.94
112	Kingston	757	530	1,658.90	131.48	0.700	187.80
1022	Kingston	2,318	1,584	2,058.33	53.28	0.683	77.97
3013	Kingston	1,907	1,181	1,974.13	62.11	0.619	100.29
2011	Kingston	938	561	1,349.42	86.32	0.598	144.32
1024	Kingston	1,842	1,040	2,468.53	80.41	0.565	142.42

Circuits Sorted By Individual Circuit SAIFI (cont.)
(Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
2013	Kingston	1,093	563	721.23	39.59	0.515	76.86
2012	Kingston	508	228	253.23	29.91	0.449	66.64
3001	Kingston	2,159	888	1,872.65	52.04	0.411	126.53
111	Kingston	600	222	609.47	60.95	0.370	164.72
2001K	Kingston	146	54	53.13	21.84	0.370	59.04
3042	Kingston	159	51	136.87	51.65	0.321	161.02
5022K	Kingston	44	12	30.88	42.11	0.273	154.42
3005	Kingston	2,091	506	2,065.78	59.28	0.242	244.95
2017	Kingston	983	223	301.52	18.40	0.227	81.13
1003	Kingston	1,125	221	251.73	13.43	0.196	68.34
2015	Kingston	326	61	110.32	20.30	0.187	108.51
2014	Kingston	160	26	38.33	14.37	0.163	88.46
3006	Kingston	96	11	42.83	26.77	0.115	233.64
122	Kingston	243	26	26.05	6.43	0.107	60.12
1013	Kingston	918	87	168.42	11.01	0.095	116.15
395	Kingston	19	1	1.83	5.79	0.053	110.00
121	Kingston	162	1	4.12	1.52	0.006	247.00
123	Kingston	27	0	0.00	0.00	0.000	0.000
3097	Kingston	2	0	0.00	0.00	0.000	0.000
2018	Kingston	34	0	0.00	0.00	0.000	0.000
397	Kingston	5	0	0.00	0.00	0.000	0.000
1001	Kingston	1	0	0.00	0.00	0.000	0.000
3NTWK	Kingston	378	0	0.00	0.00	0.000	0.000
300KL	Kingston	0	0	0.00	0.00	0.000	0.000
300KO	Kingston	0	0	0.00	0.00	0.000	0.000
300KK	Kingston	0	0	0.00	0.00	0.000	0.000
1004	Kingston	0	0	0.00	0.00	0.000	0.000

Circuits Sorted By Individual Circuit CAIDI (excluding Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
3078	Kingston	1,739	6,795	34,461.40	1,189.01	3.907	304.29
121	Kingston	162	1	4.12	1.52	0.006	247.00
3072	Kingston	994	1,837	7,503.98	452.96	1.848	245.09
3005	Kingston	2,091	506	2,065.78	59.28	0.242	244.95
3091	Kingston	2,144	6,485	26,463.27	740.58	3.025	244.84
3012	Kingston	3,148	9,266	36,970.85	704.65	2.943	239.40
3006	Kingston	96	11	42.83	26.77	0.115	233.64
3095	Kingston	481	930	3,350.93	418.00	1.933	216.19
3011	Kingston	1,869	7,063	24,229.60	777.84	3.779	205.83
3002	Kingston	1,501	2,390	7,646.07	305.64	1.592	191.95
3082	Kingston	2,353	4,637	14,634.60	373.17	1.971	189.36
112	Kingston	757	530	1,658.90	131.48	0.700	187.80
1002	Kingston	3	3	8.48	169.67	1.000	169.67
3096	Kingston	642	1,811	5,014.08	468.61	2.821	166.12
111	Kingston	600	222	609.47	60.95	0.370	164.72
3042	Kingston	159	51	136.87	51.65	0.321	161.02
3083	Kingston	631	788	2,066.83	196.53	1.249	157.37
3076	Kingston	1,201	2,312	5,976.68	298.59	1.925	155.10
5022K	Kingston	44	12	30.88	42.11	0.273	154.42
3024	Kingston	2,488	5,713	14,702.57	354.56	2.296	154.41
396	Kingston	549	458	1,153.03	126.01	0.834	151.05
1011	Kingston	1,605	3,230	7,996.12	298.92	2.012	148.53
3023	Kingston	1,972	5,298	13,114.93	399.03	2.687	148.53
3022	Kingston	1,650	2,929	7,111.63	258.60	1.775	145.68
2094	Kingston	2,557	5,533	13,406.72	314.59	2.164	145.38
2011	Kingston	938	561	1,349.42	86.32	0.598	144.32
1024	Kingston	1,842	1,040	2,468.53	80.41	0.565	142.42
3071	Kingston	756	732	1,680.40	133.37	0.968	137.74
3003	Kingston	2,398	3,542	8,088.23	202.37	1.477	137.01
3081	Kingston	1,332	3,032	6,909.42	311.24	2.276	136.73
1023	Kingston	1,302	1,061	2,353.52	108.46	0.815	133.09
3001	Kingston	2,159	888	1,872.65	52.04	0.411	126.53
3014	Kingston	1,599	4,326	9,013.23	338.21	2.705	125.01
1012	Kingston	1,686	1,343	2,617.50	93.15	0.797	116.94
1013	Kingston	918	87	168.42	11.01	0.095	116.15
395	Kingston	19	1	1.83	5.79	0.053	110.00
2015	Kingston	326	61	110.32	20.30	0.187	108.51
3021	Kingston	1,546	3,058	5,418.77	210.30	1.978	106.32
5084K	Kingston	656	1,354	2,347.93	214.75	2.064	104.04
3013	Kingston	1,907	1,181	1,974.13	62.11	0.619	100.29
3041	Kingston	861	1,903	3,177.50	221.43	2.210	100.18

Circuits Sorted By Individual Circuit CAIDI (cont.)
(Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
2016	Kingston	2,147	3,566	5,924.67	165.57	1.661	99.69
2014	Kingston	160	26	38.33	14.37	0.163	88.46
3004	Kingston	2,129	2,001	2,885.72	81.33	0.940	86.53
2092	Kingston	1,127	1,455	2,076.50	110.55	1.291	85.63
1021	Kingston	982	1,252	1,706.47	104.26	1.275	81.78
1014	Kingston	726	1,021	1,384.72	114.44	1.406	81.37
2017	Kingston	983	223	301.52	18.40	0.227	81.13
1022	Kingston	2,318	1,584	2,058.33	53.28	0.683	77.97
2013	Kingston	1,093	563	721.23	39.59	0.515	76.86
1003	Kingston	1,125	221	251.73	13.43	0.196	68.34
2012	Kingston	508	228	253.23	29.91	0.449	66.64
2091	Kingston	615	651	665.33	64.91	1.059	61.32
2093	Kingston	2,167	3,853	3,895.85	107.87	1.778	60.67
122	Kingston	243	26	26.05	6.43	0.107	60.12
2001K	Kingston	146	54	53.13	21.84	0.370	59.04
123	Kingston	27	0	0.00	0.00	0.000	0.000
397	Kingston	5	0	0.00	0.00	0.000	0.000
3NTWK	Kingston	378	0	0.00	0.00	0.000	0.000
300KL	Kingston	0	0	0.00	0.000	0.000	0.000
1001	Kingston	1	0	0.00	0.00	0.000	0.000
300KK	Kingston	0	0	0.00	0.000	0.000	0.000
2018	Kingston	34	0	0.00	0.00	0.000	0.000
1004	Kingston	0	0	0.00	0.000	0.000	0.000
300KO	Kingston	0	0	0.00	0.000	0.000	0.000
3097	Kingston	2	0	0.00	0.00	0.000	0.000

POUGHKEEPSIE OPERATING DISTRICT

Circuits Sorted By Individual Circuit SAIFI (Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
7081	Poughkeepsie	1,872	14,197	19,328.28	619.50	7.584	81.69
7092	Poughkeepsie	417	2,672	2,908.80	418.53	6.408	65.32
7395	Poughkeepsie	1	5	15.52	931.00	5.000	186.20
7091	Poughkeepsie	1,737	7,892	8,641.77	298.51	4.543	65.70
7072	Poughkeepsie	1,296	5,802	6,438.45	298.08	4.477	66.58
6001	Poughkeepsie	1,494	5,389	9,753.93	391.72	3.607	108.60
7085	Poughkeepsie	669	2,283	1,232.18	110.51	3.413	32.38
7095	Poughkeepsie	275	902	363.30	79.27	3.280	24.17
7071	Poughkeepsie	815	2,658	3,606.53	265.51	3.261	81.41
6096	Poughkeepsie	1,101	2,255	3,497.87	190.62	2.048	93.07
6092	Poughkeepsie	1,332	2,567	4,136.68	186.34	1.927	96.69
7061	Poughkeepsie	1,520	2,863	12,239.72	483.15	1.884	256.51
7056	Poughkeepsie	663	1,218	1,798.55	162.76	1.837	88.60
6052	Poughkeepsie	908	1,664	3,553.37	234.80	1.833	128.13
6068	Poughkeepsie	1,162	2,070	2,329.58	120.29	1.781	67.52
7012	Poughkeepsie	1,399	2,491	5,563.55	238.61	1.781	134.01
6074	Poughkeepsie	1,656	2,811	5,081.17	184.10	1.697	108.46
7013	Poughkeepsie	1,105	1,862	2,383.53	129.42	1.685	76.81
7011	Poughkeepsie	1,714	2,854	3,228.88	113.03	1.665	67.88
7025	Poughkeepsie	2,231	3,681	12,282.37	330.32	1.650	200.20
6064	Poughkeepsie	170	262	583.53	205.95	1.541	133.63
6095	Poughkeepsie	1,902	2,553	6,131.57	193.42	1.342	144.10
NYSEG	Poughkeepsie	9	12	45.90	306.00	1.333	229.50
6091	Poughkeepsie	623	823	1,672.48	161.07	1.321	121.93
7051	Poughkeepsie	798	1,048	1,233.03	92.71	1.313	70.59
6063	Poughkeepsie	559	720	628.15	67.42	1.288	52.35
6057	Poughkeepsie	1,899	2,420	8,905.43	281.37	1.274	220.80
6055	Poughkeepsie	1,450	1,784	8,281.33	342.68	1.230	278.52
6044	Poughkeepsie	1,022	1,225	3,428.22	201.27	1.199	167.91
6011	Poughkeepsie	1,134	1,211	1,505.10	79.63	1.068	74.57
7052	Poughkeepsie	1,107	1,123	1,315.27	71.29	1.014	70.27
7023	Poughkeepsie	212	214	238.03	67.37	1.009	66.74
500PD	Poughkeepsie	1	1	1.02	61.00	1.000	61.00
6042	Poughkeepsie	1,645	1,608	2,369.42	86.42	0.978	88.41
6073	Poughkeepsie	1,543	1,453	3,868.52	150.43	0.942	159.75
6065	Poughkeepsie	2,070	1,794	2,254.13	65.34	0.867	75.39
7041	Poughkeepsie	2,013	1,583	4,564.30	136.04	0.786	173.00
6046	Poughkeepsie	2,984	2,337	3,384.63	68.06	0.783	86.90

**Circuits Sorted By Individual Circuit SAIFI (cont.)
(Data excludes Major Storms)**

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
6051	Poughkeepsie	967	751	1,372.58	85.17	0.777	109.66
7062	Poughkeepsie	2,131	1,631	4,263.12	120.03	0.765	156.83
6053	Poughkeepsie	714	473	815.98	68.57	0.662	103.51
6045	Poughkeepsie	633	406	554.68	52.58	0.641	81.97
6041	Poughkeepsie	1,048	663	1,251.03	71.62	0.633	113.22
6061	Poughkeepsie	1,610	917	2,077.35	77.42	0.570	135.92
7055	Poughkeepsie	1,511	828	1,482.08	58.85	0.548	107.40
7053	Poughkeepsie	1,278	682	1,786.93	83.89	0.534	157.21
6056	Poughkeepsie	704	349	1,308.35	111.51	0.496	224.93
6062	Poughkeepsie	905	429	1,323.87	87.77	0.474	185.16
7024	Poughkeepsie	2,361	976	2,013.60	51.17	0.413	123.79
6094	Poughkeepsie	2,387	943	3,325.17	83.58	0.395	211.57
6066	Poughkeepsie	1,454	478	632.47	26.10	0.329	79.39
7054	Poughkeepsie	1,901	613	1,676.58	52.92	0.322	164.10
6043	Poughkeepsie	983	222	745.57	45.51	0.226	201.50
7058	Poughkeepsie	415	80	260.87	37.72	0.193	195.65
6097	Poughkeepsie	1,868	352	1,644.17	52.81	0.188	280.26
6093	Poughkeepsie	1,243	214	246.20	11.88	0.172	69.03
6075	Poughkeepsie	1,511	221	290.47	11.53	0.146	78.86
6003	Poughkeepsie	2,484	323	1,118.55	27.02	0.130	207.78
7042	Poughkeepsie	1,474	183	578.32	23.54	0.124	189.61
6002	Poughkeepsie	3,065	339	1,363.57	26.69	0.111	241.34
6008	Poughkeepsie	2,052	182	266.73	7.80	0.089	87.93
6004	Poughkeepsie	434	4	4.95	0.68	0.009	74.25
6005	Poughkeepsie	498	4	11.33	1.37	0.008	170.00
500GB	Poughkeepsie	1	0	0.00	0.00	0.000	0.000
5000W	Poughkeepsie	1	0	0.00	0.00	0.000	0.000
500MS	Poughkeepsie	1	0	0.00	0.00	0.000	0.000
5NTWK	Poughkeepsie	1,055	0	0.00	0.00	0.000	0.000
6006	Poughkeepsie	1	0	0.00	0.00	0.000	0.000
500PO	Poughkeepsie	1	0	0.00	0.00	0.000	0.000
500PU	Poughkeepsie	2	0	0.00	0.00	0.000	0.000
6047	Poughkeepsie	0	0	0.00	0.00	0.000	0.000
7057	Poughkeepsie	0	0	0.00	0.00	0.000	0.000
500PK	Poughkeepsie	0	0	0.00	0.00	0.000	0.000
6067	Poughkeepsie	0	0	0.00	0.00	0.000	0.000
7022	Poughkeepsie	0	0	0.00	0.00	0.000	0.000
6048	Poughkeepsie	0	0	0.00	0.00	0.000	0.000

Circuits Sorted By Individual Circuit CAIDI (Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
6097	Poughkeepsie	1,868	352	1,644.17	52.81	0.188	280.26
6055	Poughkeepsie	1,450	1,784	8,281.33	342.68	1.230	278.52
7061	Poughkeepsie	1,520	2,863	12,239.72	483.15	1.884	256.51
6002	Poughkeepsie	3,065	339	1,363.57	26.69	0.111	241.34
NYSEG	Poughkeepsie	9	12	45.90	306.00	1.333	229.50
6056	Poughkeepsie	704	349	1,308.35	111.51	0.496	224.93
6057	Poughkeepsie	1,899	2,420	8,905.43	281.37	1.274	220.80
6094	Poughkeepsie	2,387	943	3,325.17	83.58	0.395	211.57
6003	Poughkeepsie	2,484	323	1,118.55	27.02	0.130	207.78
6043	Poughkeepsie	983	222	745.57	45.51	0.226	201.50
7025	Poughkeepsie	2,231	3,681	12,282.37	330.32	1.650	200.20
7058	Poughkeepsie	415	80	260.87	37.72	0.193	195.65
7042	Poughkeepsie	1,474	183	578.32	23.54	0.124	189.61
7395	Poughkeepsie	1	5	15.52	931.00	5.000	186.20
6062	Poughkeepsie	905	429	1,323.87	87.77	0.474	185.16
7041	Poughkeepsie	2,013	1,583	4,564.30	136.04	0.786	173.00
6005	Poughkeepsie	498	4	11.33	1.37	0.008	170.00
6044	Poughkeepsie	1,022	1,225	3,428.22	201.27	1.199	167.91
7054	Poughkeepsie	1,901	613	1,676.58	52.92	0.322	164.10
6073	Poughkeepsie	1,543	1,453	3,868.52	150.43	0.942	159.75
7053	Poughkeepsie	1,278	682	1,786.93	83.89	0.534	157.21
7062	Poughkeepsie	2,131	1,631	4,263.12	120.03	0.765	156.83
6095	Poughkeepsie	1,902	2,553	6,131.57	193.42	1.342	144.10
6061	Poughkeepsie	1,610	917	2,077.35	77.42	0.570	135.92
7012	Poughkeepsie	1,399	2,491	5,563.55	238.61	1.781	134.01
6064	Poughkeepsie	170	262	583.53	205.95	1.541	133.63
6052	Poughkeepsie	908	1,664	3,553.37	234.80	1.833	128.13
7024	Poughkeepsie	2,361	976	2,013.60	51.17	0.413	123.79
6091	Poughkeepsie	623	823	1,672.48	161.07	1.321	121.93
6041	Poughkeepsie	1,048	663	1,251.03	71.62	0.633	113.22
6051	Poughkeepsie	967	751	1,372.58	85.17	0.777	109.66
6001	Poughkeepsie	1,494	5,389	9,753.93	391.72	3.607	108.60
6074	Poughkeepsie	1,656	2,811	5,081.17	184.10	1.697	108.46
7055	Poughkeepsie	1,511	828	1,482.08	58.85	0.548	107.40
6053	Poughkeepsie	714	473	815.98	68.57	0.662	103.51
6092	Poughkeepsie	1,332	2,567	4,136.68	186.34	1.927	96.69
6096	Poughkeepsie	1,101	2,255	3,497.87	190.62	2.048	93.07
7056	Poughkeepsie	663	1,218	1,798.55	162.76	1.837	88.60
6042	Poughkeepsie	1,645	1,608	2,369.42	86.42	0.978	88.41
6008	Poughkeepsie	2,052	182	266.73	7.80	0.089	87.93

**Circuits Sorted By Individual Circuit CAIDI (cont.)
(Data excludes Major Storms)**

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
6046	Poughkeepsie	2,984	2,337	3,384.63	68.06	0.783	86.90
6045	Poughkeepsie	633	406	554.68	52.58	0.641	81.97
7081	Poughkeepsie	1,872	14,197	19,328.28	619.50	7.584	81.69
7071	Poughkeepsie	815	2,658	3,606.53	265.51	3.261	81.41
6066	Poughkeepsie	1,454	478	632.47	26.10	0.329	79.39
6075	Poughkeepsie	1,511	221	290.47	11.53	0.146	78.86
7013	Poughkeepsie	1,105	1,862	2,383.53	129.42	1.685	76.81
6065	Poughkeepsie	2,070	1,794	2,254.13	65.34	0.867	75.39
6011	Poughkeepsie	1,134	1,211	1,505.10	79.63	1.068	74.57
6004	Poughkeepsie	434	4	4.95	0.68	0.009	74.25
7051	Poughkeepsie	798	1,048	1,233.03	92.71	1.313	70.59
7052	Poughkeepsie	1,107	1,123	1,315.27	71.29	1.014	70.27
6093	Poughkeepsie	1,243	214	246.20	11.88	0.172	69.03
7011	Poughkeepsie	1,714	2,854	3,228.88	113.03	1.665	67.88
6068	Poughkeepsie	1,162	2,070	2,329.58	120.29	1.781	67.52
7023	Poughkeepsie	212	214	238.03	67.37	1.009	66.74
7072	Poughkeepsie	1,296	5,802	6,438.45	298.08	4.477	66.58
7091	Poughkeepsie	1,737	7,892	8,641.77	298.51	4.543	65.70
7092	Poughkeepsie	417	2,672	2,908.80	418.53	6.408	65.32
500PD	Poughkeepsie	1	1	1.02	61.00	1.000	61.00
6063	Poughkeepsie	559	720	628.15	67.42	1.288	52.35
7085	Poughkeepsie	669	2,283	1,232.18	110.51	3.413	32.38
7095	Poughkeepsie	275	902	363.30	79.27	3.280	24.17
6047	Poughkeepsie	0	0	0.00	0.000	0.000	0.000
500PU	Poughkeepsie	2	0	0.00	0.00	0.000	0.000
500GB	Poughkeepsie	1	0	0.00	0.00	0.000	0.000
6006	Poughkeepsie	1	0	0.00	0.00	0.000	0.000
7022	Poughkeepsie	0	0	0.00	0.000	0.000	0.000
5NTWK	Poughkeepsie	1,055	0	0.00	0.00	0.000	0.000
500PK	Poughkeepsie	0	0	0.00	0.000	0.000	0.000
7057	Poughkeepsie	0	0	0.00	0.000	0.000	0.000
500MS	Poughkeepsie	1	0	0.00	0.00	0.000	0.000
6067	Poughkeepsie	0	0	0.00	0.000	0.000	0.000
6048	Poughkeepsie	0	0	0.00	0.000	0.000	0.000
500PO	Poughkeepsie	1	0	0.00	0.00	0.000	0.000
5000W	Poughkeepsie	1	0	0.00	0.00	0.000	0.000

FISHKILL OPERATING DISTRICT

Circuits Sorted By Individual Circuit SAIFI (Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
8086	Fishkill	1,125	4,349	11,088.67	591.40	3.866	152.98
8023	Fishkill	1,163	3,642	6,722.78	346.83	3.132	110.75
8012	Fishkill	189	480	885.33	281.06	2.540	110.67
8022	Fishkill	710	1,589	4,467.82	377.56	2.238	168.70
8063	Fishkill	1,590	3,360	10,191.93	384.60	2.113	182.00
8052	Fishkill	2,083	3,667	8,480.52	244.28	1.760	138.76
8094	Fishkill	2,460	4,306	7,139.20	174.13	1.750	99.48
8087	Fishkill	3,256	5,562	11,319.07	208.58	1.708	122.10
8044	Fishkill	759	1,249	3,555.25	281.05	1.646	170.79
8095	Fishkill	2,174	3,507	3,788.65	104.56	1.613	64.82
8092	Fishkill	2,094	3,292	8,197.65	234.89	1.572	149.41
8021	Fishkill	456	716	1,587.22	208.84	1.570	133.01
8056	Fishkill	1,380	1,879	5,257.30	228.58	1.362	167.88
8091	Fishkill	2,080	2,565	6,204.12	178.96	1.233	145.13
8093	Fishkill	1,850	2,259	4,620.37	149.85	1.221	122.72
8071	Fishkill	2,068	2,510	6,468.80	187.68	1.214	154.63
8051	Fishkill	1,195	1,415	2,243.77	112.66	1.184	95.14
8014	Fishkill	2,039	2,400	2,663.73	78.38	1.177	66.59
8066	Fishkill	1,533	1,746	4,342.13	169.95	1.139	149.21
8043	Fishkill	1,586	1,295	2,896.45	109.58	0.817	134.20
8065	Fishkill	1,582	1,291	3,529.05	133.85	0.816	164.01
8024	Fishkill	1,185	805	2,835.33	143.56	0.679	211.33
8096	Fishkill	1,057	642	2,947.87	167.33	0.607	275.50
8054	Fishkill	432	206	326.02	45.28	0.477	94.96
8072	Fishkill	1,605	741	1,804.42	67.45	0.462	146.11
8046	Fishkill	2,094	635	2,184.50	62.59	0.303	206.41
8085	Fishkill	1,327	281	741.37	33.52	0.212	158.30
8015	Fishkill	1,699	305	698.27	24.66	0.180	137.36
8016	Fishkill	923	159	228.75	14.87	0.172	86.32
8045	Fishkill	1,405	216	749.58	32.01	0.154	208.22
8011	Fishkill	825	125	215.02	15.64	0.152	103.21
8013	Fishkill	1,195	135	236.42	11.87	0.113	105.07
8017	Fishkill	2,470	244	484.22	11.76	0.099	119.07
8055	Fishkill	1,316	110	330.28	15.06	0.084	180.15
8061	Fishkill	313	13	40.80	7.82	0.042	188.31
8062	Fishkill	1,306	16	104.23	4.79	0.012	390.87
8018	Fishkill	5	0	0.00	0.00	0.000	0.000
8041	Fishkill	1	0	0.00	0.00	0.000	0.000
8031	Fishkill	1	0	0.00	0.00	0.000	0.000

Circuits Sorted By Individual Circuit SAIFI (cont.)
(Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
8068	Fishkill	1	0	0.00	0.00	0.000	0.000
700TR	Fishkill	1	0	0.00	0.00	0.000	0.000
8025	Fishkill	31	0	0.00	0.00	0.000	0.000
8064	Fishkill	1	0	0.00	0.00	0.000	0.000
700DC	Fishkill	1	0	0.00	0.00	0.000	0.000
8032	Fishkill	0	0	0.00	0.00	0.000	0.000

Circuits Sorted By Individual Circuit CAIDI (Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
8062	Fishkill	1,306	16	104.23	4.79	0.012	390.87
8096	Fishkill	1,057	642	2,947.87	167.33	0.607	275.50
8024	Fishkill	1,185	805	2,835.33	143.56	0.679	211.33
8045	Fishkill	1,405	216	749.58	32.01	0.154	208.22
8046	Fishkill	2,094	635	2,184.50	62.59	0.303	206.41
8061	Fishkill	313	13	40.80	7.82	0.042	188.31
8063	Fishkill	1,590	3,360	10,191.93	384.60	2.113	182.00
8055	Fishkill	1,316	110	330.28	15.06	0.084	180.15
8044	Fishkill	759	1,249	3,555.25	281.05	1.646	170.79
8022	Fishkill	710	1,589	4,467.82	377.56	2.238	168.70
8056	Fishkill	1,380	1,879	5,257.30	228.58	1.362	167.88
8065	Fishkill	1,582	1,291	3,529.05	133.85	0.816	164.01
8085	Fishkill	1,327	281	741.37	33.52	0.212	158.30
8071	Fishkill	2,068	2,510	6,468.80	187.68	1.214	154.63
8086	Fishkill	1,125	4,349	11,088.67	591.40	3.866	152.98
8092	Fishkill	2,094	3,292	8,197.65	234.89	1.572	149.41
8066	Fishkill	1,533	1,746	4,342.13	169.95	1.139	149.21
8072	Fishkill	1,605	741	1,804.42	67.45	0.462	146.11
8091	Fishkill	2,080	2,565	6,204.12	178.96	1.233	145.13
8052	Fishkill	2,083	3,667	8,480.52	244.28	1.760	138.76
8015	Fishkill	1,699	305	698.27	24.66	0.180	137.36
8043	Fishkill	1,586	1,295	2,896.45	109.58	0.817	134.20
8021	Fishkill	456	716	1,587.22	208.84	1.570	133.01
8093	Fishkill	1,850	2,259	4,620.37	149.85	1.221	122.72
8087	Fishkill	3,256	5,562	11,319.07	208.58	1.708	122.10
8017	Fishkill	2,470	244	484.22	11.76	0.099	119.07
8023	Fishkill	1,163	3,642	6,722.78	346.83	3.132	110.75
8012	Fishkill	189	480	885.33	281.06	2.540	110.67
8013	Fishkill	1,195	135	236.42	11.87	0.113	105.07
8011	Fishkill	825	125	215.02	15.64	0.152	103.21
8094	Fishkill	2,460	4,306	7,139.20	174.13	1.750	99.48
8051	Fishkill	1,195	1,415	2,243.77	112.66	1.184	95.14
8054	Fishkill	432	206	326.02	45.28	0.477	94.96
8016	Fishkill	923	159	228.75	14.87	0.172	86.32
8014	Fishkill	2,039	2,400	2,663.73	78.38	1.177	66.59
8095	Fishkill	2,174	3,507	3,788.65	104.56	1.613	64.82
8018	Fishkill	5	0	0.00	0.00	0.000	0.000
8041	Fishkill	1	0	0.00	0.00	0.000	0.000
8031	Fishkill	1	0	0.00	0.00	0.000	0.000
700DC	Fishkill	1	0	0.00	0.00	0.000	0.000
700TR	Fishkill	1	0	0.00	0.00	0.000	0.000

**Circuits Sorted By Individual Circuit CAIDI (cont.)
(Data excludes Major Storms)**

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
8032	Fishkill	0	0	0.00	0.000	0.000	0.000
8064	Fishkill	1	0	0.00	0.00	0.000	0.000
8068	Fishkill	1	0	0.00	0.00	0.000	0.000
8025	Fishkill	31	0	0.00	0.00	0.000	0.000

NEWBURGH OPERATING DISTRICT

Circuits Sorted By Individual Circuit SAIFI (Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
4023	Newburgh	2,035	8,343	11,421.83	336.76	4.100	82.14
4095	Newburgh	1,561	6,355	12,781.52	491.28	4.071	120.68
4002	Newburgh	361	961	1,862.77	309.60	2.662	116.30
4046	Newburgh	705	1,834	2,813.13	239.42	2.601	92.03
4093	Newburgh	1,641	3,901	12,267.17	448.53	2.377	188.68
5084	Newburgh	788	1,684	4,927.23	375.17	2.137	175.55
5073	Newburgh	489	1,035	1,346.28	165.19	2.117	78.05
5024	Newburgh	1,402	2,965	10,298.10	440.72	2.115	208.39
5031	Newburgh	2,173	3,983	11,803.82	325.92	1.833	177.81
4015	Newburgh	1,220	2,225	3,954.38	194.48	1.824	106.64
4045	Newburgh	617	1,019	702.10	68.28	1.652	41.34
4043	Newburgh	2,610	4,149	6,469.62	148.73	1.590	93.56
4042	Newburgh	1,902	2,937	4,353.85	137.35	1.544	88.94
4041	Newburgh	870	1,295	1,729.02	119.24	1.489	80.11
4022	Newburgh	1,757	2,612	4,837.80	165.21	1.487	111.13
5023	Newburgh	2,236	3,128	4,259.03	114.29	1.399	81.69
4096	Newburgh	238	322	1,037.60	261.58	1.353	193.34
5033	Newburgh	740	994	3,265.57	264.78	1.343	197.12
5004	Newburgh	1,708	2,192	3,908.22	137.29	1.283	106.98
5022	Newburgh	865	1,088	2,033.32	141.04	1.258	112.13
5054	Newburgh	160	191	279.97	104.99	1.194	87.95
5041	Newburgh	2,155	2,425	5,880.83	163.74	1.125	145.51
4055	Newburgh	835	926	888.72	63.86	1.109	57.58
4014	Newburgh	674	743	1,595.20	142.01	1.102	128.82
5001	Newburgh	1,915	2,053	7,716.43	241.77	1.072	225.52
4091	Newburgh	549	581	1,454.87	159.00	1.058	150.24
5025	Newburgh	176	179	299.88	102.23	1.017	100.52
4027	Newburgh	185	188	729.43	236.57	1.016	232.80
4021	Newburgh	8	8	13.47	101.00	1.000	101.00
4097	Newburgh	1,858	1,801	4,142.57	133.78	0.969	138.01
4011	Newburgh	1,782	1,704	3,911.70	131.71	0.956	137.74
5012	Newburgh	1,962	1,768	7,938.10	242.76	0.901	269.39
5002	Newburgh	795	716	1,110.68	83.83	0.901	93.07
4044	Newburgh	1,634	1,390	1,471.20	54.02	0.851	63.51
5051	Newburgh	1,196	990	1,811.08	90.86	0.828	109.76
5052	Newburgh	1,917	1,536	3,802.12	119.00	0.801	148.52
5083	Newburgh	1,660	1,260	3,345.22	120.91	0.759	159.30
5043	Newburgh	2,217	1,604	5,291.25	143.20	0.724	197.93
4024	Newburgh	230	161	349.03	91.05	0.700	130.07
4013	Newburgh	2,226	1,540	3,660.40	98.66	0.692	142.61

Circuits Sorted By Individual Circuit SAIFI (cont.)
(Data excludes Major Storms)

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
4092	Newburgh	264	166	257.05	58.42	0.629	92.91
5082	Newburgh	1,859	1,090	3,257.83	105.15	0.586	179.33
402	Newburgh	214	120	980.37	274.87	0.561	490.18
4003	Newburgh	11	6	45.52	248.27	0.545	455.17
4047	Newburgh	1,108	547	1,423.02	77.06	0.494	156.09
5003	Newburgh	1,719	730	1,673.43	58.41	0.425	137.54
4054	Newburgh	3,097	1,153	2,154.28	41.74	0.372	112.10
5011	Newburgh	1,385	472	1,612.57	69.86	0.341	204.99
4026	Newburgh	1,169	398	1,730.82	88.84	0.340	260.93
4053	Newburgh	2,178	733	1,481.13	40.80	0.337	121.24
5013	Newburgh	1,757	561	1,617.00	55.22	0.319	172.94
5021	Newburgh	1,698	502	1,083.72	38.29	0.296	129.53
5081	Newburgh	2,135	603	1,622.03	45.58	0.282	161.40
5034	Newburgh	218	61	252.80	69.58	0.280	248.66
4051	Newburgh	1,856	493	1,273.48	41.17	0.266	154.99
4012	Newburgh	1,587	412	855.87	32.36	0.260	124.64
4052	Newburgh	2,252	468	862.70	22.98	0.208	110.60
5071	Newburgh	1,872	360	1,031.42	33.06	0.192	171.90
5042	Newburgh	568	93	279.77	29.55	0.164	180.49
410	Newburgh	976	141	242.10	14.88	0.144	103.02
406	Newburgh	590	82	232.65	23.66	0.139	170.23
4040	Newburgh	1,081	125	237.32	13.17	0.116	113.91
5072	Newburgh	669	77	186.63	16.74	0.115	145.43
403	Newburgh	1,196	137	529.73	26.58	0.115	232.00
5030	Newburgh	37	4	9.47	15.35	0.108	142.00
4094	Newburgh	794	17	8.92	0.67	0.021	31.47
8NTWK	Newburgh	335	0	0.00	0.00	0.000	0.000
4001	Newburgh	1	0	0.00	0.00	0.000	0.000
5053	Newburgh	25	0	0.00	0.00	0.000	0.000
5005	Newburgh	1	0	0.00	0.00	0.000	0.000
4025	Newburgh	51	0	0.00	0.00	0.000	0.000
404	Newburgh	4	0	0.00	0.00	0.000	0.000
407	Newburgh	135	0	0.00	0.00	0.000	0.000
800NB	Newburgh	1	0	0.00	0.00	0.000	0.000
4098	Newburgh	1	0	0.00	0.00	0.000	0.000
800WN	Newburgh	3	0	0.00	0.00	0.000	0.000
5006	Newburgh	0	0	0.00	0.00	0.000	0.000
5032	Newburgh	0	0	0.00	0.00	0.000	0.000
800B	Newburgh	0	0	0.00	0.00	0.000	0.000
800UN	Newburgh	0	0	0.00	0.00	0.000	0.000
5085	Newburgh	0	0	0.00	0.00	0.000	0.000

**Circuits Sorted By Individual Circuit CAIDI
(Data excludes Major Storms)**

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
402	Newburgh	214	120	980.37	274.87	0.561	490.18
4003	Newburgh	11	6	45.52	248.27	0.545	455.17
5012	Newburgh	1,962	1,768	7,938.10	242.76	0.901	269.39
4026	Newburgh	1,169	398	1,730.82	88.84	0.340	260.93
5034	Newburgh	218	61	252.80	69.58	0.280	248.66
4027	Newburgh	185	188	729.43	236.57	1.016	232.80
403	Newburgh	1,196	137	529.73	26.58	0.115	232.00
5001	Newburgh	1,915	2,053	7,716.43	241.77	1.072	225.52
5024	Newburgh	1,402	2,965	10,298.10	440.72	2.115	208.39
5011	Newburgh	1,385	472	1,612.57	69.86	0.341	204.99
5043	Newburgh	2,217	1,604	5,291.25	143.20	0.724	197.93
5033	Newburgh	740	994	3,265.57	264.78	1.343	197.12
4096	Newburgh	238	322	1,037.60	261.58	1.353	193.34
4093	Newburgh	1,641	3,901	12,267.17	448.53	2.377	188.68
5042	Newburgh	568	93	279.77	29.55	0.164	180.49
5082	Newburgh	1,859	1,090	3,257.83	105.15	0.586	179.33
5031	Newburgh	2,173	3,983	11,803.82	325.92	1.833	177.81
5084	Newburgh	788	1,684	4,927.23	375.17	2.137	175.55
5013	Newburgh	1,757	561	1,617.00	55.22	0.319	172.94
5071	Newburgh	1,872	360	1,031.42	33.06	0.192	171.90
406	Newburgh	590	82	232.65	23.66	0.139	170.23
5081	Newburgh	2,135	603	1,622.03	45.58	0.282	161.40
5083	Newburgh	1,660	1,260	3,345.22	120.91	0.759	159.30
4047	Newburgh	1,108	547	1,423.02	77.06	0.494	156.09
4051	Newburgh	1,856	493	1,273.48	41.17	0.266	154.99
4091	Newburgh	549	581	1,454.87	159.00	1.058	150.24
5052	Newburgh	1,917	1,536	3,802.12	119.00	0.801	148.52
5041	Newburgh	2,155	2,425	5,880.83	163.74	1.125	145.51
5072	Newburgh	669	77	186.63	16.74	0.115	145.43
4013	Newburgh	2,226	1,540	3,660.40	98.66	0.692	142.61
5030	Newburgh	37	4	9.47	15.35	0.108	142.00
4097	Newburgh	1,858	1,801	4,142.57	133.78	0.969	138.01
4011	Newburgh	1,782	1,704	3,911.70	131.71	0.956	137.74
5003	Newburgh	1,719	730	1,673.43	58.41	0.425	137.54
4024	Newburgh	230	161	349.03	91.05	0.700	130.07
5021	Newburgh	1,698	502	1,083.72	38.29	0.296	129.53
4014	Newburgh	674	743	1,595.20	142.01	1.102	128.82
4012	Newburgh	1,587	412	855.87	32.36	0.260	124.64
4053	Newburgh	2,178	733	1,481.13	40.80	0.337	121.24
4095	Newburgh	1,561	6,355	12,781.52	491.28	4.071	120.68
4002	Newburgh	361	961	1,862.77	309.60	2.662	116.30

**Circuits Sorted By Individual Circuit CAIDI (cont.)
(Data excludes Major Storms)**

Circuit #	Operating Area	Customers Served	Customers Interrupted	Interrupted Customer Hours	SAIDI (Minutes per Customer)	SAIFI (Interruptions per Customer)	CAIDI (Minutes per Interruption)
4040	Newburgh	1,081	125	237.32	13.17	0.116	113.91
5022	Newburgh	865	1,088	2,033.32	141.04	1.258	112.13
4054	Newburgh	3,097	1,153	2,154.28	41.74	0.372	112.10
4022	Newburgh	1,757	2,612	4,837.80	165.21	1.487	111.13
4052	Newburgh	2,252	468	862.70	22.98	0.208	110.60
5051	Newburgh	1,196	990	1,811.08	90.86	0.828	109.76
5004	Newburgh	1,708	2,192	3,908.22	137.29	1.283	106.98
4015	Newburgh	1,220	2,225	3,954.38	194.48	1.824	106.64
410	Newburgh	976	141	242.10	14.88	0.144	103.02
4021	Newburgh	8	8	13.47	101.00	1.000	101.00
5025	Newburgh	176	179	299.88	102.23	1.017	100.52
4043	Newburgh	2,610	4,149	6,469.62	148.73	1.590	93.56
5002	Newburgh	795	716	1,110.68	83.83	0.901	93.07
4092	Newburgh	264	166	257.05	58.42	0.629	92.91
4046	Newburgh	705	1,834	2,813.13	239.42	2.601	92.03
4042	Newburgh	1,902	2,937	4,353.85	137.35	1.544	88.94
5054	Newburgh	160	191	279.97	104.99	1.194	87.95
4023	Newburgh	2,035	8,343	11,421.83	336.76	4.100	82.14
5023	Newburgh	2,236	3,128	4,259.03	114.29	1.399	81.69
4041	Newburgh	870	1,295	1,729.02	119.24	1.489	80.11
5073	Newburgh	489	1,035	1,346.28	165.19	2.117	78.05
4044	Newburgh	1,634	1,390	1,471.20	54.02	0.851	63.51
4055	Newburgh	835	926	888.72	63.86	1.109	57.58
4045	Newburgh	617	1,019	702.10	68.28	1.652	41.34
4094	Newburgh	794	17	8.92	0.67	0.021	31.47
5053	Newburgh	25	0	0.00	0.00	0.000	0.000
5032	Newburgh	0	0	0.00	0.000	0.000	0.000
5006	Newburgh	0	0	0.00	0.000	0.000	0.000
5005	Newburgh	1	0	0.00	0.00	0.000	0.000
8NTWK	Newburgh	335	0	0.00	0.00	0.000	0.000
4001	Newburgh	1	0	0.00	0.00	0.000	0.000
800B	Newburgh	0	0	0.00	0.000	0.000	0.000
800NB	Newburgh	1	0	0.00	0.00	0.000	0.000
407	Newburgh	135	0	0.00	0.00	0.000	0.000
404	Newburgh	4	0	0.00	0.00	0.000	0.000
4025	Newburgh	51	0	0.00	0.00	0.000	0.000
4098	Newburgh	1	0	0.00	0.00	0.000	0.000
800UN	Newburgh	0	0	0.00	0.000	0.000	0.000
800WN	Newburgh	3	0	0.00	0.00	0.000	0.000
5085	Newburgh	0	0	0.00	0.000	0.000	0.000

b) Provide an analysis of the worst performing circuits. The analysis must cover a minimum of 5% of the circuits and include a description of the methodology used to identify the worst performing circuits

Through a State-wide Order for Standards on Reliability of Electric Service, the Public Service Commission requires that “each company shall develop and maintain a program for analyzing its worst-performing circuits during the course of each year...the companies shall analyze a minimum of five percent of its circuits as part of its circuit review program each year.” The 18 circuits listed below represent approximately 6% of Central Hudson’s electric distribution circuits.

The 2025 list included the worst 5% of circuits based on non-storm system SAIFI, and the worst 5% of circuits based on non-storm system ECM. In order to maintain a balance between addressing reoccurring problems (using 5-year averages) and new problems (looking at current year values), the following weighting is used to calculate the worst circuits: previous year, 50% weight; previous year – 2, 25% weight; previous year – 3, 15% weight; previous year – 4, 5% weight; previous year – 5, 5% weight. Table 24a is a list of the worst 5% of circuits based on System SAIFI. Table 24b is a list of the worst 5% of circuits based on System ECM. Table 24c is the combined worst 5% of circuits based on both System SAIFI and System ECM. Attachment #1 of this report is an analysis of each circuit listed in Table 24c.

District	Circuit #	Weighted System SAIFI
Kingston	3012	0.028
Kingston	3091	0.026
Poughkeepsie	7081	0.025
Catskill	2389	0.022
Kingston	3024	0.019
Newburgh	4023	0.018
Kingston	3011	0.018
Catskill	2385	0.018
Kingston	3078	0.018
Catskill	2061	0.016
Kingston	3082	0.016
Kingston	2094	0.015
Kingston	3023	0.015
Poughkeepsie	7091	0.015
Poughkeepsie	7072	0.013

Table 24a –Worst 5% based on System SAIFI

District	Circuit #	Weighted System ECM
Kingston	3091	5.952
Kingston	3012	5.579
Kingston	3078	4.577
Catskill	2389	3.643
Kingston	3011	3.482
Kingston	3024	2.845
Kingston	3082	2.710
Poughkeepsie	7081	2.597
Catskill	2385	2.452
Newburgh	5031	2.417
Kingston	2094	2.195
Poughkeepsie	7025	2.100
Kingston	3023	2.097
Catskill	2061	1.915
Newburgh	4093	1.912

Table 24b – Worst 5% based on System ECM

Catskill	Kingston	Poughkeepsie	Fishkill	Newburgh
2061	2094	7025		4023
2385	3011	7072		4093
2389	3012	7081		5031
	3023	7091		
	3024			
	3078			
	3082			
	3091			

Table 24c – 2024 Worst Circuit List

6. Circuit Performance (Network)

a) Listing of network feeders (primary voltage) by operating area based upon the number of open automatics for the calendar year

Central Hudson has a total of nine (9) network feeders that serve less than 1% of its customers. None of these primary feeders experienced a fault in 2025 that resulted in a negative impact to the Secondary Network customer reliability.

b) Analysis of the worst performing feeders. The analysis must cover a minimum of 5% of the feeders and include a description of the methodology used to identify the worst performing feeders

Central Hudson does not perform a “worst feeder analysis” on its Network Feeders due to the relatively small size of the network and very small percentage of customers fed from each network.

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