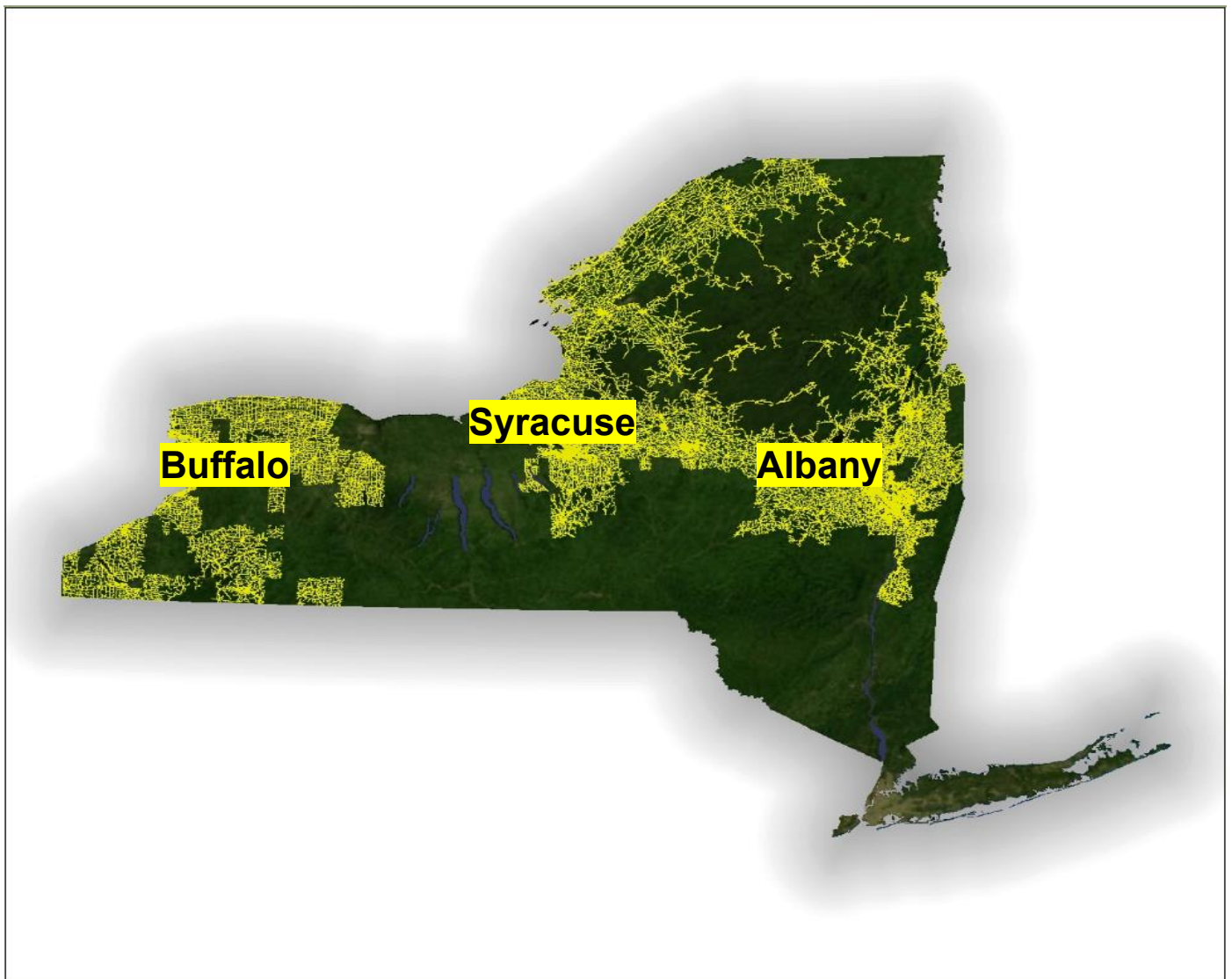


nationalgrid

ANNUAL ELECTRIC RELIABILITY REPORT



ANNUAL ELECTRIC RELIABILITY REPORT FOR 2025
PSC CASE #26-E-0017



ANNUAL ELECTRIC RELIABILITY REPORT for 2025

PSC CASES 02-E-1240 and 26-E-0017

Prepared By:

**Customer Reliability and
Electric Distribution Planning & Engineering
MARCH 2026**

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ANNUAL ELECTRIC RELIABILITY REPORT for 2025

Introduction

Enclosed is the 2025 Annual Electric Reliability Report for Niagara Mohawk Power Corporation d/b/a National Grid (“National Grid” or “Company”). This report has been prepared based on National Grid’s electric service to its customers for the year ended December 31, 2025, in compliance with New York State Public Service Commission (“PSC”) Cases 02-E-1240 and 26-E-0017.

In 2025, National Grid met both reliability targets – System Average Interruption Frequency Index (“SAIFI”) and Customer Average Interruption Duration Index (“CAIDI”) – and as a result, no penalties were incurred.

This report reviews the reliability metrics at both the system-wide and regional levels, with analyses broken down by causes and circuits. The report includes a detailed analysis for any circuit that was among the top 5% worst performing distribution circuits in 2025. For any region where the SAIFI or CAIDI reliability metric did not meet the target, we also include a detailed analysis of the factors that contributed to the below-target performance and a description of our plan to improve performance. Information on the major storms of 2025 is also included in the report.

National Grid continues its efforts to maintain reliability. This report includes a description of the Company’s Reliability, Inspection and Maintenance, and Vegetation Management Programs. We have included a summary of expenditures and information regarding the composition of our work force as requested by Department of Public Service (“DPS”) Staff.

A. SUMMARY OF PERFORMANCE AND COMMENTS

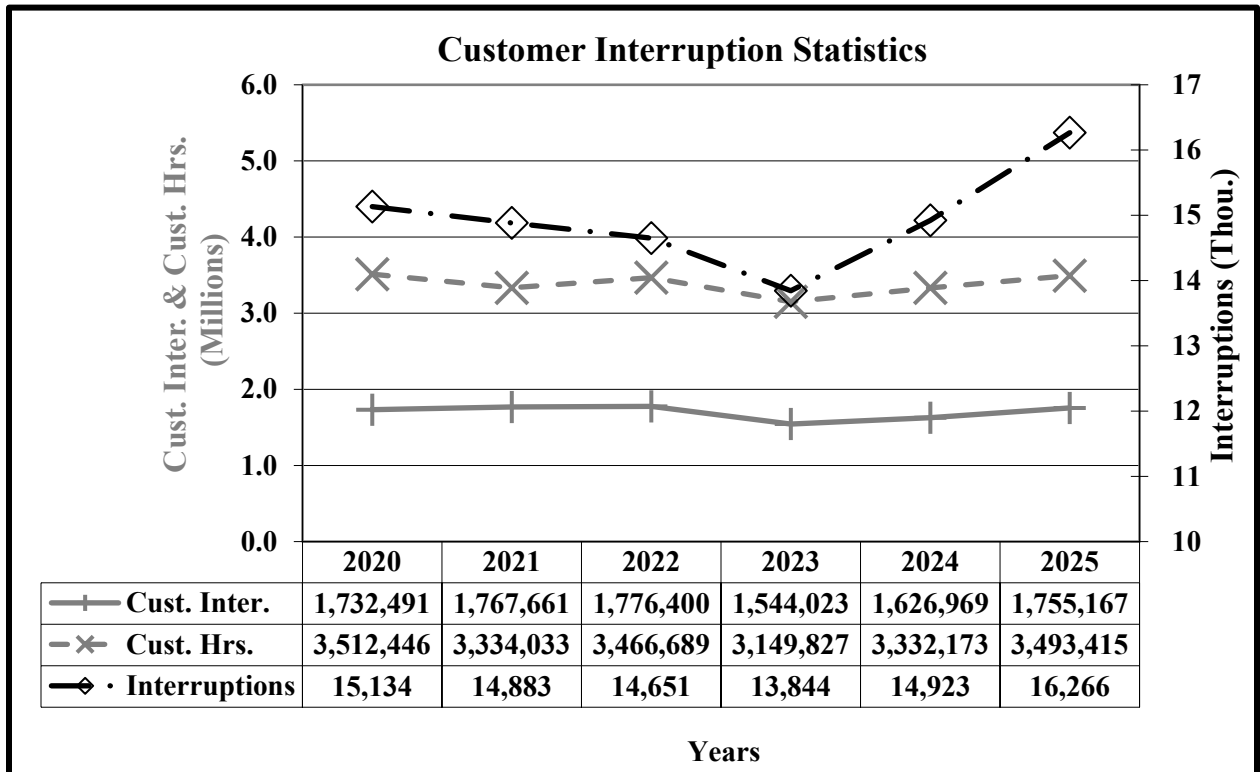
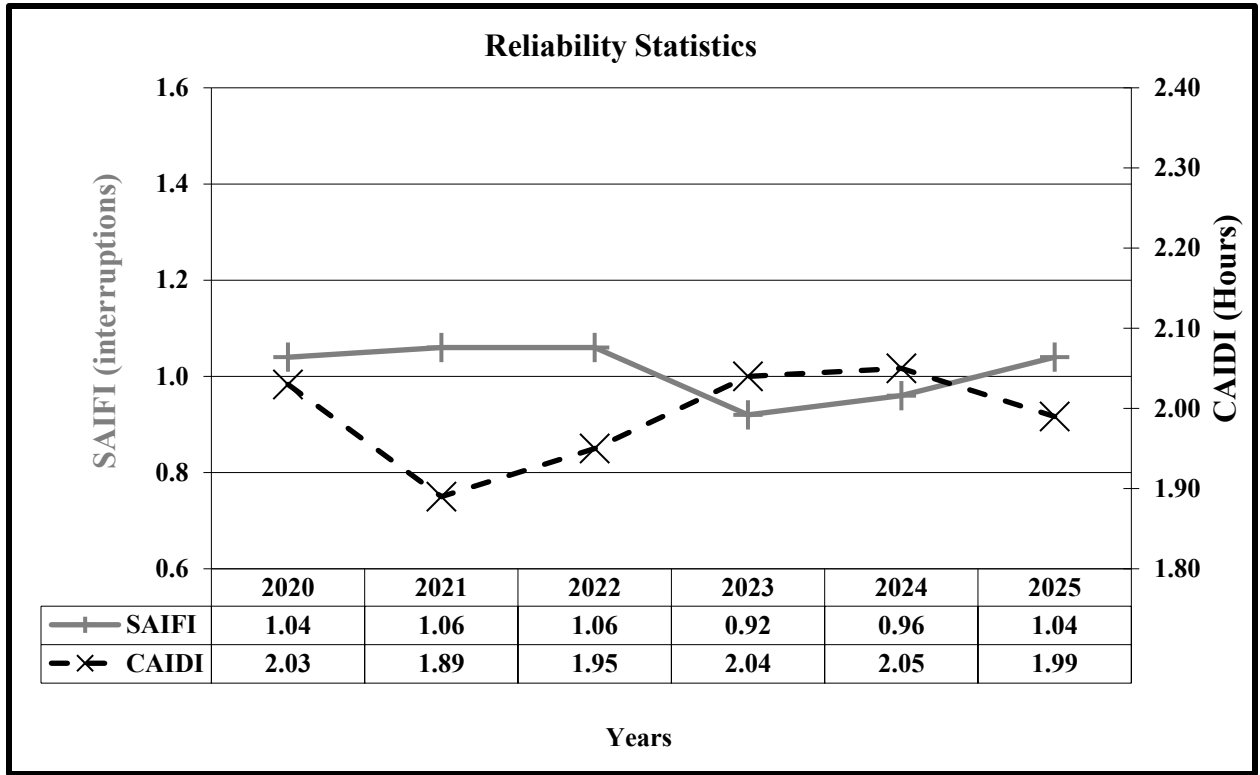
1. CORPORATE SAIFI AND CAIDI

The Company successfully met the Customer Average Interruption Duration Index (CAIDI) metric for 2025, with a value of 1.99 hours. This is 5% below the target of 2.10 hours and is 0.1% above the 5-year average.

The Company also successfully met the System Average Interruption Frequency Index (SAIFI) target for 2025, with a value of 1.04. This is 4% below the target of 1.08 and 3% above the 5-year average.

The number of interruptions excluding major storms was 9% above the 2024 result and was 11% above the 5-year average. The number of customers interrupted was 8% above the 2024 result and 4% above the 5-year average. The duration of customers interrupted (Customer-Hours Interrupted) was 5% above the 2024 result and was 4% above the 5-year average.

	2025	2024	2023	2022	2021	2020
CAIDI Threshold: 2.10	1.99	2.05	2.04	1.95	1.89	2.03
SAIFI Threshold: 1.08	1.04	0.96	0.92	1.06	1.06	1.04
SAIDI	2.06	1.97	1.87	2.06	1.99	2.11
Interruptions	16,266	14,923	13,844	14,651	14,883	15,134
Customers Interrupted	1,755,167	1,626,969	1,544,023	1,776,400	1,767,661	1,732,491
Customer-Hours Interrupted	3,493,415	3,332,173	3,149,827	3,466,689	3,334,033	3,512,446
Customers Served	1,692,181	1,690,742	1,679,956	1,678,863	1,673,962	1,663,214
Customers per Interruption	107.90	109.02	111.53	121.25	118.77	114.48
Availability Index	99.9764	99.9776	99.9786	99.9764	99.9773	99.9760
Interruptions/1000 Customers	9.61	8.83	8.24	8.73	8.89	9.10



2. CAIDI AND SAIFI BY REGION

The tables below illustrate CAIDI and SAIFI performance for each region. Data from 2020 through 2025 is derived from the Interruption and Disturbance System (IDS).

CAIDI performance met PSC goals in 6 of 8 regions. Customers in the Genesee region experienced the most improvement with a 20% decrease as compared to 2024. Customers in the Frontier, Mohawk Valley, Northeast, and Northern regions also showed improvement in CAIDI from 2024.

Customers in the Capital and Southwest regions experienced CAIDI performance that did not meet their regional goals.

SAIFI performance met PSC goals in 5 of 8 regions. Customers in the Frontier region experienced the most improvement with a 30% decrease from 2024. Customers in the Southwest region also showed improvement in SAIFI from 2024.

Customers in the Capital, Genesee, and Northeast regions experienced SAIFI performance that did not meet their regional goals.

CAIDI (IDS data)

Region	2025 Threshold	2025 Actual	2024 Actual	2023 Actual	2022 Actual	2021 Actual	2020 Actual
Capital	2.025	2.19*	1.99	2.03*	2.00	1.86	1.92
Central	1.899	1.81	1.70	1.67	1.84	1.70	1.65
Frontier	1.869	1.81	1.82	2.14*	1.97*	1.63	2.58*
Genesee	2.049	1.73	2.16*	1.77	1.53	1.75	1.53
Mohawk Valley	2.150	1.85	1.90	2.07	2.20*	1.94	2.35*
Northeast	2.578	2.23	2.61*	2.57	2.43	2.40	2.29
Northern	2.111	1.72	2.04	1.92	1.49	1.81	2.07
Southwest	1.950	2.09*	2.08*	1.74	1.72	1.74	1.70

SAIFI (IDS data)

Region	2025 Threshold	2025 Actual	2024 Actual	2023 Actual	2022 Actual	2021 Actual	2020 Actual
Capital	1.024	1.16*	0.99	0.91	1.06*	0.99	1.07*
Central	1.226	0.96	0.95	1.00	1.15	1.40*	1.04
Frontier	0.480	0.35	0.50*	0.40	0.33	0.43	0.52*
Genesee	1.037	1.29*	1.14*	0.99	1.00	0.98	1.20*
Mohawk Valley	1.483	1.05	1.03	1.06	1.49*	1.34	1.34
Northeast	1.372	1.57*	1.21	1.36	1.31	1.34	1.39*
Northern	1.412	1.36	1.13	1.08	1.61*	1.29	1.28
Southwest	1.181	1.17	1.36*	0.89	1.32*	1.06	0.99

Note: The numbers in these tables are based on data that excludes major storm events. An asterisk (*) indicates that the region fell short of the PSC goal for the region.

3. PSC CAUSE CODE ANALYSIS

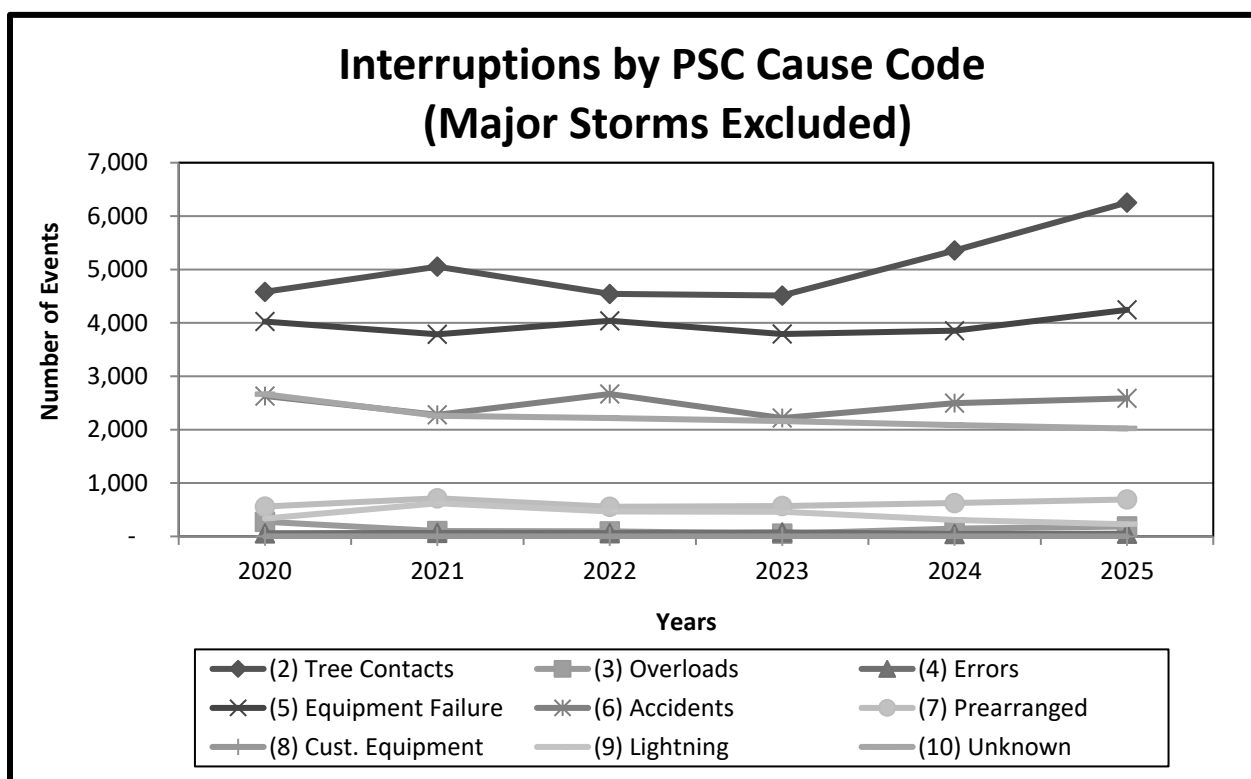
As illustrated in the table below, overall interruptions, including major storms, decreased 13% in 2025 as compared to 2024. There was a decrease in Major Storm, Customer Equipment, Lightning, and Unknown events. There was an increase in Tree Contact, Overload, Operator Error, Equipment Failure, Accidents, and Prearranged events.

Excluding Cause Code (1) Major Storms, the number of interruptions increased 9% from 2024. The top three contributors to the number of interruptions were (2) Tree Contacts at 38%, (5) Equipment Failure at 26%, and (6) Accidents at 16%.

In 2025, (2) Tree Contacts increased by 17% from 2024, the number of customers interrupted (CI) increased by 22%, and customer-hours increased by 8%. Tree-related CAIDI experienced an 11% decrease in 2025 as compared to 2024. While SAIFI, experienced a 22% increase in 2025 as compared to 2024.

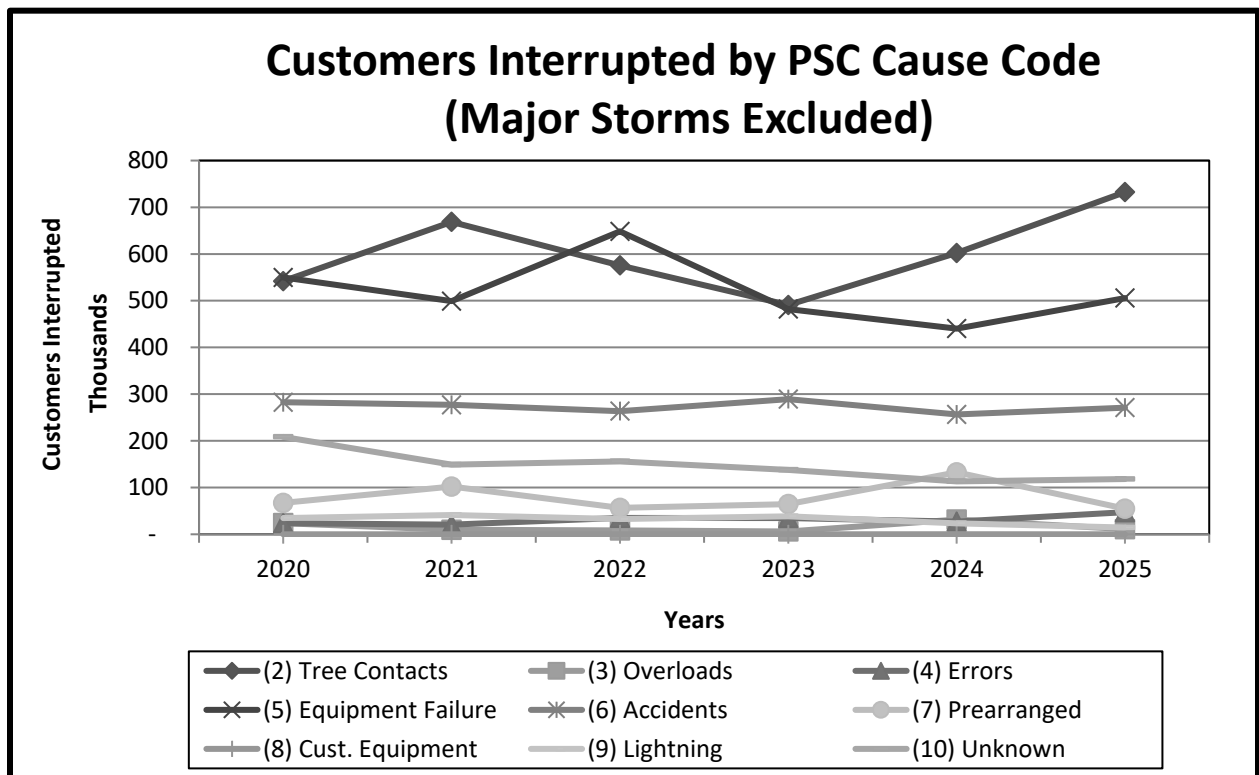
NUMBER OF INTERRUPTIONS BY CAUSE CODE

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	4,703	9,221	3,155	6,193	3,676	5,648
02 Tree Contacts	6,254	5,356	4,513	4,543	5,054	4,582
03 Overloads	186	147	52	95	101	275
04 Errors	52	47	76	63	67	60
05 Equipment Failure	4,244	3,854	3,792	4,039	3,786	4,025
06 Accidents	2,587	2,497	2,218	2,668	2,278	2,630
07 Prearranged	693	626	570	556	715	560
08 Customer Equipment	0	1	0	0	0	1
09 Lightning	228	310	461	468	621	337
10 Unknown	2,022	2,085	2,162	2,219	2,261	2,664
Totals	20,969	24,144	16,999	20,844	18,559	20,782



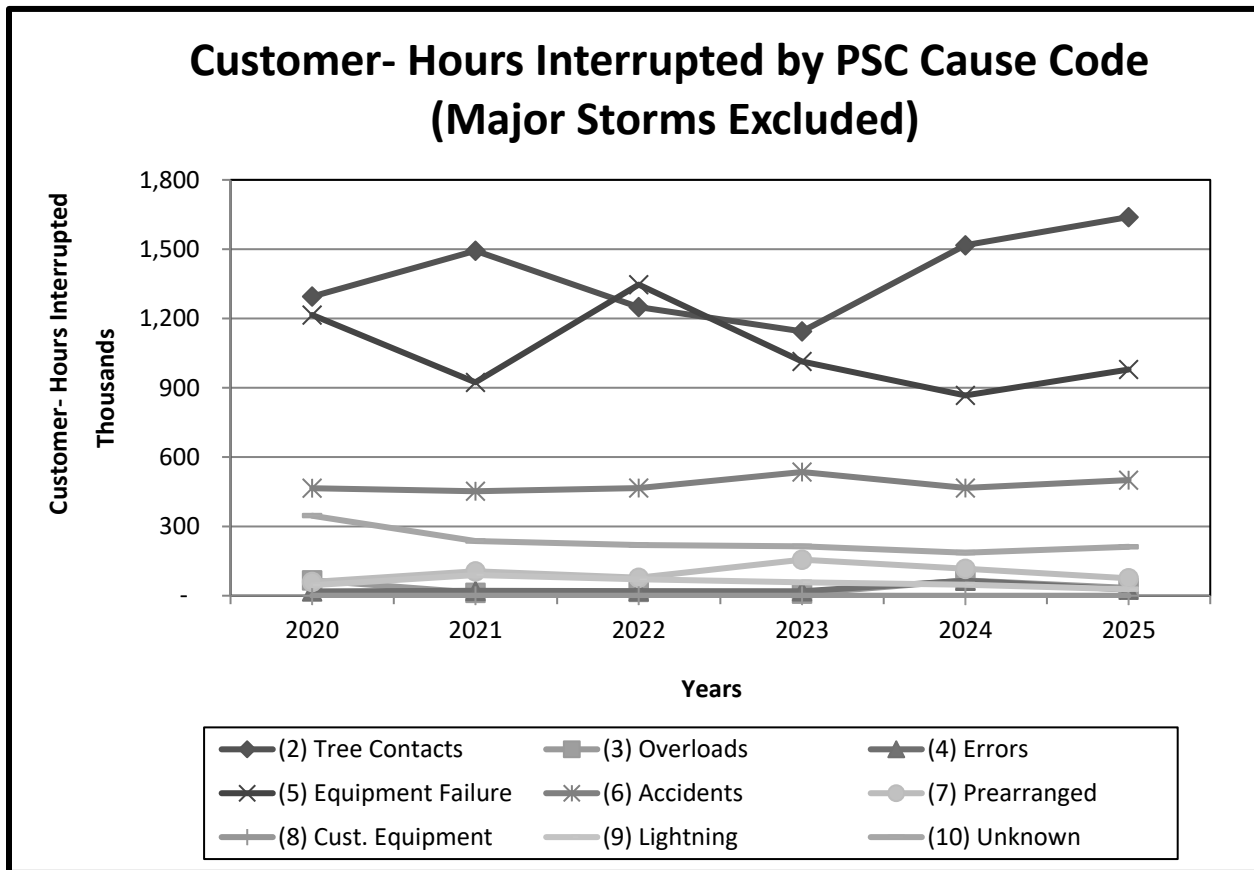
CUSTOMERS INTERRUPTED BY CAUSE CODE

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	590,105	1,228,091	371,398	711,979	422,542	762,303
02 Tree Contacts	732,451	602,183	490,817	575,679	668,684	541,885
03 Overloads	10,975	31,446	6,073	8,330	9,596	23,844
04 Errors	47,344	27,120	34,797	35,130	20,705	23,868
05 Equipment Failure	505,790	440,232	482,085	648,441	499,126	549,707
06 Accidents	271,052	256,565	289,223	263,655	277,079	282,628
07 Prearranged	54,867	132,673	64,580	56,485	102,170	67,108
08 Customer Equipment	0	2	0	0	0	18
09 Lightning	14,508	23,543	38,550	32,652	41,276	34,892
10 Unknown	118,180	113,205	137,898	156,028	149,025	208,541
Totals	2,345,272	2,855,060	1,915,421	2,488,379	2,190,203	2,494,794



CUSTOMER-HOURS INTERRUPTED BY CAUSE CODE

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	3,341,618	10,989,241	2,672,882	6,443,755	2,843,246	9,117,326
02 Tree Contacts	1,639,114	1,516,935	1,144,183	1,249,374	1,493,056	1,295,150
03 Overloads	33,660	66,169	8,832	16,579	12,619	66,766
04 Errors	26,330	65,009	19,430	19,776	21,224	18,648
05 Equipment Failure	979,243	866,944	1,013,994	1,346,687	923,628	1,214,969
06 Accidents	500,277	466,425	535,451	466,120	452,177	465,372
07 Prearranged	75,421	116,676	156,020	77,785	105,417	59,476
08 Cust. Equipment	0	7	0	0	0	26
09 Lightning	27,868	47,886	58,298	71,063	89,328	45,841
10 Unknown	211,504	186,121	213,617	219,303	236,584	346,198
Totals	6,835,034	14,321,414	5,822,707	9,910,443	6,177,279	12,629,772



CUSTOMERS INTERRUPTED AND CUSTOMER-HOURS
INTERRUPTED BY CAUSE CODE INCLUDING MAJOR STORMS

Code	Category	Interruptions		Customers Interrupted		Customer-Hours	
		Number	% Total	Number	% Total	Number	% Total
01	Major Storms	4,703	22.4%	590,105	25.2%	3,341,618	48.9%
02	Tree	6,254	29.8%	732,451	31.2%	1,639,114	24.0%
03	Overload	186	0.9%	10,975	0.5%	33,660	0.5%
04	Errors	52	0.2%	47,344	2.0%	26,330	0.4%
05	Equipment	4,244	20.2%	505,790	21.6%	979,243	14.3%
06	Accidents	2,587	12.3%	271,052	11.6%	500,277	7.3%
07	Prearranged	693	3.3%	54,867	2.3%	75,421	1.1%
08	Customers	0	0.0%	0	0.0%	0	0.0%
09	Lightning	228	1.1%	14,508	0.6%	27,868	0.4%
10	Unknown	2,022	9.6%	118,180	5.0%	211,504	3.1%
	Totals	20,969	100.0%	2,345,272	100.0%	6,835,034	100.0%

CUSTOMERS INTERRUPTED AND CUSTOMER-HOURS
INTERRUPTED BY CAUSE CODE EXCLUDING MAJOR STORMS

Code	Category	Interruptions		Customers Interrupted		Customer-Hours	
		Number	% Total	Number	% Total	Number	% Total
02	Tree	6,254	38.4%	732,451	41.7%	1,639,114	46.9%
03	Overload	186	1.1%	10,975	0.6%	33,660	1.0%
04	Errors	52	0.3%	47,344	2.7%	26,330	0.8%
05	Equipment	4,244	26.1%	505,790	28.8%	979,243	28.0%
06	Accidents	2,587	15.9%	271,052	15.4%	500,277	14.3%
07	Prearranged	693	4.3%	54,867	3.1%	75,421	2.2%
08	Customers	0	0.0%	0	0.0%	0	0.0%
09	Lightning	228	1.4%	14,508	0.8%	27,868	0.8%
10	Unknown	2,022	12.4%	118,180	6.7%	211,504	6.1%
	Totals	16,266	100.0%	1,755,167	100.0%	3,493,415	100.0%

Cause Code 01 - Major Storms

In 2025, Major Storms accounted for 22% of interruptions, 25% of customers interrupted, and 49% of Customer-Hours Interrupted.

Interruptions due to Major Storm were down 49% from 2024, and down 16% over the 5-year average. Customers interrupted due to Major Storms were down 52% from 2024, and down 16% over the 5-year average. Customer-Hours interrupted were down 70% from 2024 and down 48% over the 5-year average.

The remaining PSC code descriptions do not include Major Storms in the percentages.

Cause Code 02 - Tree Contacts

In 2025, Tree Contacts accounted for 38% of interruptions, 42% of customers interrupted, and 47% of Customer-Hours Interrupted.

Interruptions due to Tree Contacts were up 17% from 2024, and up 30% over the 5-year average. Customers interrupted due to Tree Contacts were up 22% from 2024, and up 27% over the 5-year average. Customer-Hours interrupted were up 8% from 2024 and up 22% over the 5-year average.

Tree Contacts were the largest cause of interruptions in 2025.

Cause Code 03 - Overloads

In 2025, Overloads accounted for 1% of interruptions, 1% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Overloads were up 27% from 2024, and up 39% over the 5-year average. Customers interrupted due to Overloads were down 65% from 2024, and down 31% over the 5-year average. Customer-Hours interrupted were down 49% from 2024 and down 2% over the 5-year average.

Overloads were the 7th largest cause of interruptions in 2025.

Cause Code 04 - Operator Error

In 2025, Operator Error accounted for 0% of interruptions, 3% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Operator Error were up 11% from 2024, and down 17% over the 5-year average. Customers interrupted due to Operator Error were up 75% from 2024, and up 67% over the 5-year average. Customer-Hours interrupted were down 59% from 2024 and down 9% over the 5-year average.

Operator Error was the 8th largest cause of interruptions in 2025.

Cause Code 05 - Equipment Failure

In 2025, Equipment Failures accounted for 26% of interruptions, 29% of customers interrupted, and 28% of Customer-Hours Interrupted.

Interruptions due to Equipment Failure were up 10% from 2024, and up 9% over the 5-year average. Customers interrupted due to Equipment Failure were up 15% from 2024, and down 3% over the 5-year average. Customer-Hours interrupted were up 13% from 2024 and down 9% over the 5-year average.

Equipment Failures were the 2nd largest cause of interruptions in 2025.

Cause Code 06 - Accidents

In 2025, Accidents accounted for 16% of interruptions, 15% of customers interrupted, and 14% of Customer-Hours Interrupted.

Interruptions due to Accidents were up 4% from 2024, and up 5% over the 5-year average. Customers interrupted due to Accidents were up 6% from 2024, and down 1% over the 5-year average. Customer-Hours interrupted were up 7% from 2024 and up 5% over the 5-year average.

Accidents were the 3rd largest cause of interruptions in 2025.

Cause Code 07 - Prearranged

In 2025, Prearranged outages accounted for 4% of interruptions, 3% of customers interrupted, and 2% of Customer-Hours Interrupted.

Interruptions due to Prearranged outages were up 11% from 2024, and up 15% over the 5-year average. Customers interrupted due to Prearranged outages were down 59% from 2024, and down 35% over the 5-year average. Customer-Hours interrupted were down 35% from 2024 and down 27% over the 5-year average.

Prearranged outages were the 5th largest cause of interruptions in 2025.

Cause Code 08 - Customer Equipment

In 2025, Customer Equipment accounted for 0% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Customer Equipment was the 9th largest cause of interruptions in 2025.

Cause Code 09 - Lightning

In 2025, Lightning accounted for 1% of interruptions, 1% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Lightning were down 26% from 2024, and down 48% over the 5-year average. Customers interrupted due to Lightning were down 38% from 2024, and down 58% over the 5-year average. Customer-Hours interrupted were down 42% from 2024 and down 55% over the 5-year average.

Lightning was the 6th largest cause of interruptions in 2025.

Cause Code 10 - Unknown

In 2025, Unknown causes accounted for 12% of interruptions, 7% of customers interrupted, and 6% of Customer-Hours Interrupted.

Interruptions due to Unknown causes were down 3% from 2024, and down 11% over the 5-year average. Customers interrupted due to Unknown causes were up 4% from 2024, and down 23% over the 5-year average. Customer-Hours interrupted were up 14% from 2024 and down 12% over the 5-year average.

Unknown causes were the 4th largest cause of interruptions in 2025.

4. MAJOR STORMS

National Grid’s electric system experienced 26 severe weather incidents in 2025 that qualified as major storms; a decrease of 18 major storms reported in 2024 (44). Of the 26 events in 2025, 14 impacted the Central Division (Central – 6; Mohawk Valley – 4; Northern – 4), 6 impacted the Eastern Division (Capital – 2; Northeast – 4), and 6 impacted the Western Division (Frontier – 2; Genesee – 3; Southwest – 1). To qualify as a major storm, a storm event period must affect at least ten percent of the customers in an operating region or have at least one customer out of service for 24 hours or more. The Company excludes all interruptions caused by major storms from the CAIDI and SAIFI indices. The storms occurred during 10 distinct time periods, affecting multiple regions and in many cases, lasting more than one day.

Major Interruptions Due to Major Storms

As shown in the table below, the number of major storm interruptions in 2025 was 16% lower than the 5-year average (2020 to 2024). All regions, except Central, Frontier, Genesee, and Mohawk Valley experienced a lower number of Major Storm interruptions in 2025 as compared to the 5-year average. All regions, except Frontier and Genesee experienced a lower number of Major Storm interruptions in 2025 as compared to 2024. There was a 49% decrease in the number of 2025 interruptions as compared to 2024.

Major Storm Interruptions by Region

					(a)	(b)	(c)	(d) = (b-c)/c	(e) =(b-a)/a
Regions	2020	2021	2022	2023	2024	2025	5-year Average	2025 vs. 5-year average	2025 vs. 2024
Capital	2,089	587	557	1,464	2,180	404	1,375	-70.63%	-81.47%
Central	143	157	235	0	975	673	302	122.85%	-30.97%
Frontier	413	546	1000	0	60	536	404	32.74%	793.33%
Genesee	206	520	549	99	392	550	353	55.72%	40.31%
Mohawk	178	377	418	33	1024	829	406	104.19%	-19.04%
Northeast	1,810	515	1,883	962	2,736	953	1,581	-39.73%	-65.17%
Northern	101	670	1286	73	1243	582	675	-13.73%	-53.18%
Southwest	708	300	264	522	602	170	479	-64.52%	-71.76%
Total	5,648	3,672	6,192	3,153	9,212	4,697	5,575	-15.75%	-49.01%

Major Storms – 2025

Date	Region	Storm Conditions	CI	CHI	Interruptions	Storm Duration	24 Hour Events	24 Hour Customers Interrupted	Qualification
1/27/2025	Genesee	Heavy Snow, High Winds	11,459	39,009	91	1D 8H 55M	0	0	10%
2/16/2025	Central	Heavy Snow, Ice, High Winds	29,194	47,963	115	1D 19H 2M	2	2	24Hr
2/16/2025	Capital	Heavy Snow, Ice, High Winds	16,157	100,817	212	2D 3H 29M	5	24	24Hr
2/16/2025	Northeast	Heavy Snow, Ice, High Winds	28,515	130,830	185	2D 0H 37M	6	45	10%/24Hr
2/17/2025	Mohawk	Heavy Snow, Ice, High Winds	24,590	111,241	124	3D 0H 8M	12	341	10%/24Hr
3/16/2025	Central	High Winds	33,066	149,514	143	1D 10H 37M	8	111	10%/24Hr
3/16/2025	Northern	High Winds	1,921	3,987	29	0D 14H 41M	1	1	24Hr
3/29/2025	Northern	Ice, High Winds	13,733	37,172	171	3D 0H 16M	3	74	24Hr
4/29/2025	Central	Thunderstorms, High Winds	10,893	26,170	80	1D 8H 12M	1	5	24Hr
4/29/2025	Mohawk	Thunderstorms, High Winds	19,101	215,070	132	2D 12H 20M	23	1915	10%/24Hr
6/22/2025	Northern	Tornado, Thunderstorms, High Winds	24,030	87,798	122	1D 18H 1M	7	149	10%/24Hr
6/22/2025	Central	Tornado, Thunderstorms, High Winds	25,789	83,249	92	2D 8H 30M	1	40	24Hr
6/22/2025	Mohawk	Tornado, Thunderstorms, High Winds	65,420	1,126,232	451	3D 14H 40M	167	21392	10%/24Hr
10/30/2025	Northeast	High Winds	35,655	72,260	245	2D 10H 17M	1	1	10%/24Hr
10/31/2025	Central	High Winds	15,950	44,562	116	2D 10H 13M	7	27	24Hr
11/26/2025	Frontier	High Winds, Heavy Snow	17,503	82,898	161	1D 11H 46M	1	1	24Hr
12/18/2025	Northern	High Winds	21,328	79,867	260	1D 22H 0M	12	297	10%/24Hr
12/18/2025	Genesee	High Winds	21,262	63,259	130	1D 6H 3M	0	0	10%
12/19/2025	Northeast	High Winds	12,115	39,449	244	1D 17H 42M	3	17	24Hr
12/19/2025	Central	High Winds	18,437	35,716	127	1D 13H 22M	1	82	24Hr
12/19/2025	Capital	High Winds	14,781	49,038	192	1D 12H 44M	1	11	24Hr
12/28/2025	Mohawk	High Winds	22,076	44,374	122	1D 21H 36M	4	12	10%/24Hr
12/28/2025	Northeast	High Winds	32,635	312,742	279	2D 14H 10M	28	1630	10%/24Hr
12/29/2025	Southwest	High Winds	15,369	83,836	170	1D 20H 54M	11	791	10%/24Hr
12/29/2025	Genesee	High Winds	28,094	150,859	329	2D 19H 36M	63	1186	10%/24Hr
12/29/2025	Frontier	High Winds	30,637	119,218	375	2D 14H 30M	82	1464	24Hr

5. CIRCUIT RELIABILITY

In order to identify action plans to maintain reliability, the Company ranks each circuit system-wide on the following four reliability metrics and generates an overall ranking by summing the four rankings for each feeder. This method helps to ensure that National Grid focuses on the worst performing feeders from the viewpoint of customers regardless of physical location, voltage, or configuration.

- 1) Number of Interruptions
- 2) Number of Customer-Hours Interrupted (CHI)
- 3) SAIFI (Customers Interrupted/Customers Served)
- 4) SAIDI (Customer Hours/Customers Served)

The Company performs a detailed analysis of the reliability issues for the top 5% of circuits on this list. The location, duration of the interruptions, number of customers affected, cause(s), and physical environmental characteristics of the circuits are all analyzed to develop appropriate action plans that will address the issues.

For this report, the maximum number of feeders analyzed and evaluated in any one operating region is capped at twenty feeders. If any operating region has more than twenty feeders that rank among the top 5% worst performing, the performance for a commensurate number of next highly ranked feeders in other regions are analyzed. The following table shows the number of circuits in each operating region that were among the top 5% of feeders in terms of reliability issues. More detailed information can be found in Section L.1.

Company Operating Region	Total Number of Distribution Circuits	Company Criteria	
		Worst 5% For System	Circuits Analyzed
Capital	319	27	20
Central	298	11	14
Frontier	716	1	1
Genesee	141	6	9
Mohawk	138	8	13
Northeast	202	32	20
Northern	158	12	17
Southwest	153	10	13
Grand Total	2,125	107	107

6. RELIABILITY AND OTHER PROGRAMS

The Company has made significant investments for capital improvements and maintenance activities in recent years to develop and implement programs that will maintain the long-term performance and health of network assets.

The Reliability Program is designed to significantly improve and maintain reliability through five initiatives:

- 1) Engineering Reliability Reviews (“ERRs”)
- 2) Sub-Transmission Automation & Fault Location, Isolation, & Service Restoration (“FLISR”)
- 3) Vegetation Management
- 4) Inspection and Maintenance Program (“I&M”)
- 5) Trip Saver Installation Program

The I&M program has substantially replaced some of the strategy’s program work such as feeder hardening, potted porcelain cutout replacement, recloser installation, targeted pole replacement, manhole, and vaults. Section B of this report describes the Company’s reliability programs in more detail.

New York State continues to experience volatile weather that causes interruptions for our customers. The Company maintains a reliable grid through proactive infrastructure programs and effective storm response plans. Although the Company’s reliability metrics remain relatively stable, these ‘minor storm’ days continue to place upward pressure on them. The Company monitors the impacts of these weather events to better understand risks and develop approaches to mitigate them.

New York’s Broadband Expansion Program represented a significant increase in pole attachment activity since 2018. This unprecedented growth and speed of fiber expansion also, at times, created the need for National Grid to assist in the correction of non-compliant attachments. The total reliability impact of this corrective work has not been quantified within this report, as most corrections were completed without the interruption of power to customers. In a small number of situations, there were unplanned interruptions and/or the need to proactively de-energize sections of lines to facilitate corrections to attachments, resulting in interruption of service to a limited number of customers.

7. TRANSMISSION AND DISTRIBUTION INSPECTION AND MAINTENANCE PROGRAM

The Company takes a proactive approach to asset management. The I&M program is designed to find and fix issues before they become problems. The inspections also provide detailed information about the Company's assets for further analysis of trends. In addition, planning of the transmission and distribution system assesses capacity, reliability, and asset replacement issues in the future. The overarching objective of the initiatives is to get ahead of reliability concerns before they become events. Inspection of the transmission and distribution system is performed on a comprehensive system-wide basis using four basic methods:

- 1) A comprehensive helicopter inspection is performed to determine the condition of select lines (mainly transmission) and to help establish a repair schedule. These inspections are used to gather information to evaluate the need for maintenance or capital improvement on poorly performing circuits. The inspections provide detailed information about conductors, hardware, and structures.
- 2) Infrared testing is performed to sense heat dissipation from sub-transmission and transmission lines. Infrared testing detects faulty splices and loop sleeves so the Company can take short pre-arranged interruptions to repair problems proactively thereby avoiding potentially lengthy uncontrolled emergency interruptions.
- 3) Distribution and transmission lines are manually patrolled.
- 4) Mobile surveys of underground electric distribution systems are performed in Buffalo, Albany, and Niagara Falls to detect elevated voltage.

In compliance with the Safety Standards, National Grid met the annual performance target for inspection of its electric facilities for the period ending December 31, 2025.

The results are summarized in the following tables.

2025 Facility Inspection Program Results

Category	Total System Units	2025 Units Completed	2025 Actual Inspected
Overhead Distribution	1,246,765	264,140	21.2%
Overhead Transmission	120,667	25,196	20.9%
Underground	110,417	18,462	16.7%
Pad-mounted Transformers	76,037	13,305	17.5%
Streetlight	34,690	9,611	27.7%
Totals	1,588,576	330,714	20.8%

Inspection Performance Summary

Overhead Distribution Facilities

Inspection Year	Number of Overhead Distribution Structures Inspected	% of Overall System Inspected
2025	264,140	21%
2024	234,334	18%
2023	255,478	20%
2022	263,075	21%
2021	259,312	21%
TOTAL		101%

Overhead Transmission Facilities

Inspection Year	Number of Overhead Transmission Facilities Inspected	% of Overall System Inspected
2025	25,196	21%
2024	16,727	16%
2023	22,227	21%
2022	24,115	23%
2021	22,292	21%
TOTAL		102%

Underground Facilities

Inspection Year	Number of Underground Facilities Inspected	% of Overall System Inspected
2025	25,196	21%
2024	19,880	19%
2023	26,293	25%
2022	20,452	20%
2021	20,573	20%
TOTAL		105%

Pad-mount Transformers

Inspection Year	Number of Pad-mounted Transformers Inspected	% of Overall System Inspected
2025	18,462	17%
2024	14,059	19%
2023	18,167	24%
2022	14,672	20%
2021	15,502	21%
TOTAL		101%

Streetlights*

Inspection Year	Number of Streetlights Inspected	% of Overall System Inspected
2025	9,611	28%
2024	2,292	7%
2023	3,420	10%
2022	6,032	14%
2021	12,992	27%
TOTAL		86%

*Note: Streetlight Inspection completion percentages are calculated based on the Total System Units (number of National Grid owned assets) at the end of a given Inspection Year. These numbers may decline over time due to Municipality purchase.

In accordance with the Safety Standards, set forth in the PSC’s orders in Case 04-M-0159 National Grid uses the following severity levels to establish priority for repairs and scheduling:

Level I – Repair as soon as possible but not longer than one week. A Level I classification represents an actual or imminent safety hazard to the public or a serious and immediate threat to the delivery of power. Critical safety hazards present at the time of the inspection shall be guarded until the hazard is mitigated.

Level II – Repair within one year. A Level II classification represents conditions that are likely to fail prior to the next inspection cycle and represent a threat to safety and/or reliability should a failure occur prior to repair.

Level III – Repair within three years. A Level III classification represents conditions that do not present immediate safety or operational concerns and would likely have a minimal impact on the safe and reliable delivery of power should a failure occur prior to repair.

Level IV – A Level IV classification represents conditions found but repairs are not needed at this time. Level IV is used to track atypical conditions that do not require repair within a five-year timeframe. This level is used for future monitoring purposes and planning proactive maintenance activities.

The following table summarizes the deficiencies identified by the inspection program in 2025 for the transmission and distribution system in each category. The specific issues that were identified for each asset grouping are described in the Company’s 2024 Annual Stray Voltage Testing and Facility Inspection Report in Case 04-M-0159 filed on February 13, 2026. All Level I issues and most Level II issues have already been addressed. The remaining issues will be addressed consistent with the timeframes as discussed above.

Program	Level 1	Level 2	Level 3
Distribution	505	3,590	12,710
Underground	60	1,469	1,387
Transmission	1	3	79

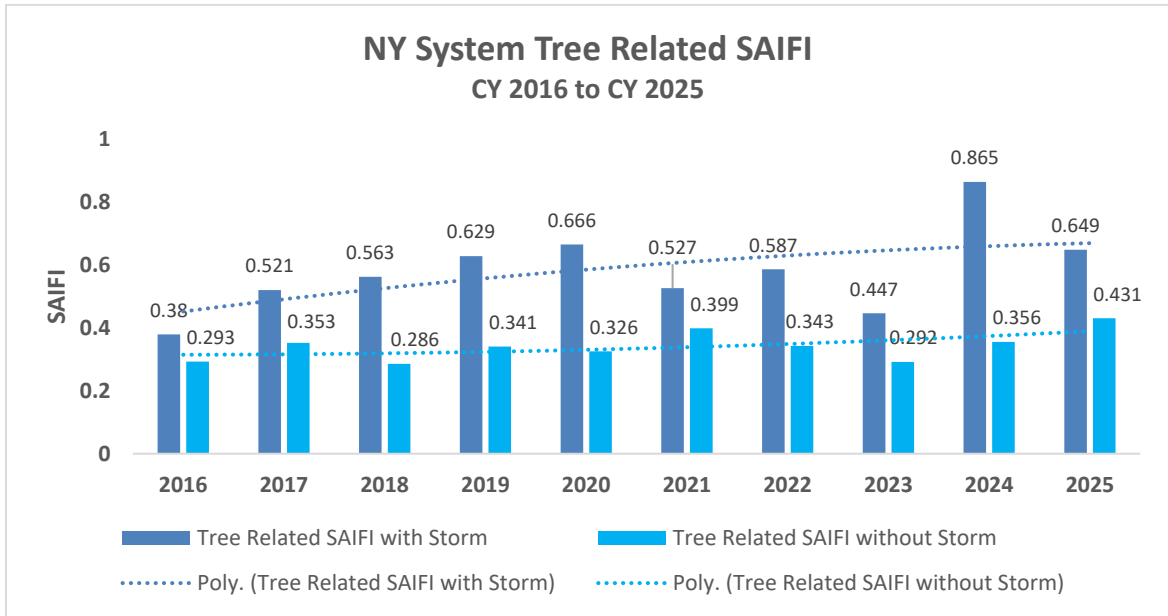
8. VEGETATION MANAGEMENT PROGRAM

National Grid's vegetation management program is divided into two sub-programs, one for the distribution system and another for the transmission system. Both programs include a time-based cycle component and a reliability improvement component to minimize tree-related interruptions from trees and limbs falling into the infrastructure as well as providing a measure of public and worker safety.

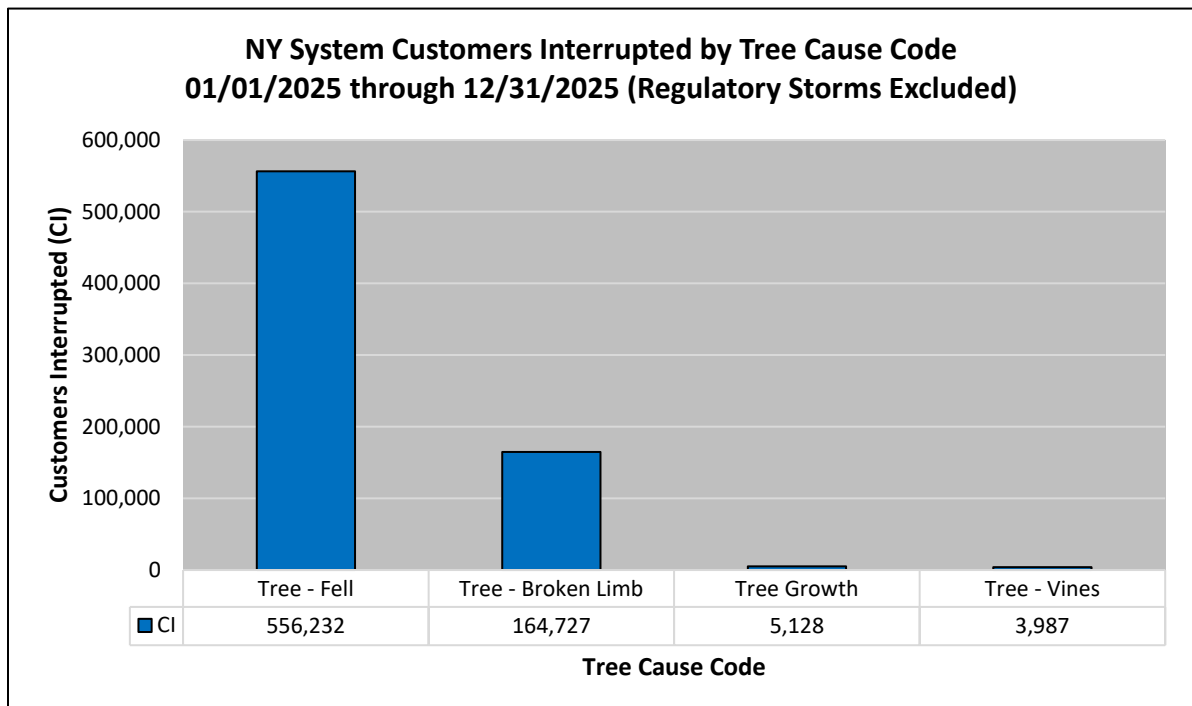
The transmission and sub-transmission systems are managed using an offset cycle-based integrated vegetation management ("IVM") program. This process includes a floor and sideline hazard tree component to manage vegetation along the floor and edge of the rights-of-way (ROW). Concurrently with the IVM program, utilization of ground, aerial and photogrammetry patrols monitor the growth and conditions of the ROWs. The ROW edges that contain tall growing species observed during patrols on a scheduled basis are maintained as needed to minimize risk. Details regarding transmission program performance are reported annually in a separate report to the PSC.

National Grid's distribution vegetation management process is circuit pruning and is a comprehensive program that provides for the pruning of vegetation along all distribution circuit miles on an average five- and one-half year interval. An optimal cycle length is set for each circuit based on growing season, growth characteristics of predominant tree species in that area, and the appropriate clearance that is obtained at the time of pruning. National Grid has maintained the level of funding necessary to operate the program for many years, allowing the completion of multiple full program cycles of pruning. In addition to pruning, hazard tree mitigation is performed throughout the system at the time of cycle maintenance as well as off cycle on targeted distribution feeders to improve reliability. The Company identifies feeders for the inspection and removal of hazard trees based on field inspections, tree exposure, historical interruption data, number of customers served and circuit configuration.

Shown in the chart below is the New York system tree-related SAIFI with and without major storms for the past ten years. Although tree-related interruptions are strongly correlated with wind and weather patterns; that variability and its effect on tree interruption data is mitigated when viewed over a longer period of years. As shown by the chart, SAIFI is influenced by major storm events. Weather events with high winds, ice and snow loading cause normally sound and healthy trees to fail.

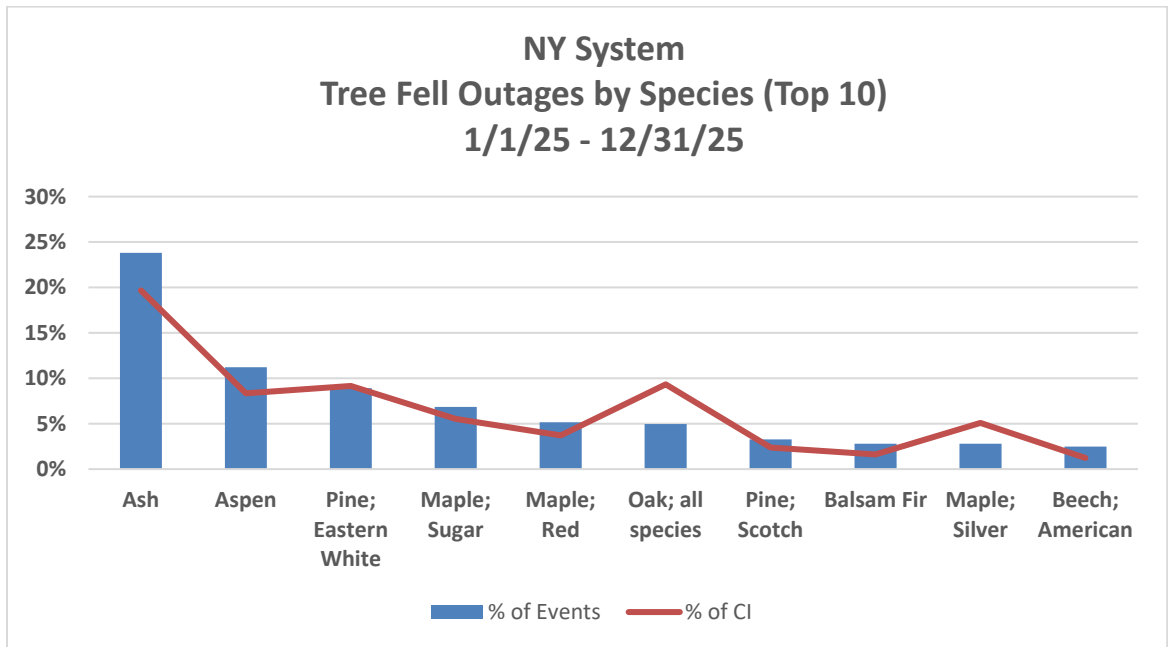


Demonstrated in the chart below, the distribution of interruptions between the four tree-related cause categories points to the importance of a robust hazard tree program. Tree fell interruptions accounted for 76.2% of all tree related customer interruptions in CY2025, followed by 22.6% caused by limb failures, 0.7% caused by tree growth, and lastly 0.5% vine growth. The minimal number of tree growth and vine growth customer interruptions is an indication that the current pruning program and pruning specifications are effective in minimizing interruptions related to vegetation growth. Ash tree failures have been minimized through the EAB mitigation program. Over time we have seen the failure of White pine, Aspen, Sugar Maple, and other species due to invasive fungi, insects, or natural defects that are compromising tree health and structure. Only a robust hazard tree mitigation process can address these tree failure issues.



An outage follow-up program is maintained to monitor outage events caused by the different tree species in NY as well as characteristics regarding those events. Below is a system wide tree species summary for Tree Fell events. Approximately 9.7% of the forest along the utility lines in New York State are comprised of Ash trees. In CY2025, approximately 24% of all Tree Fell outages were caused by Ash trees, impacting 20% of all the customers interrupted by those events. National Grid will continue to monitor tree outage events to address any escalations that may be caused by environmental factors.

Moving into FY27, Ash trees will continue to be a focus along with a shift to other tree species as infestation of insects and disease take a toll on the forest. White Pine has become a focus point throughout the system due to Needle Cast fungi, Aspens with their inherent structural defects, along with Sugar Maple due to an aging forest.



In the table below, the NY Operating Regions are ranked based on CY2025 tree-related interruption performance. Regions with the highest tree densities also have the highest tree exposure. These regions generally have the highest number of interruptions each year. Vegetation program budget dollars, especially for hazard tree work, are adjusted to address regions that have higher vegetation frequency and Customers Interruptions.

Tree Related Interruptions by Region – 2025 (Excluding major storms)

Rank	Region	Number of Vegetation Interruptions	Customers Interrupted	SAIFI
1	Northeast	1,299	191,523	0.82
2	Capital	1,108	140,584	0.41
3	Southwest	906	54,339	0.51
4	Central	700	114,742	0.39
5	Mohawk	626	64,547	0.46
6	Genesee	623	64,718	0.64
7	Northern	607	59,682	0.43
8	Frontier	383	39,939	0.12

9. ELECTRIC SUBSTATION PREVENTIVE MAINTENANCE PROGRAM

The Substation Computerized Maintenance Management System (“CMMS”) covers an array of inspections, diagnostics, and maintenance activities to be completed in accordance with National Grid Substation Maintenance Standards and Procedures. These documents identify intervals and maintenance activities to be performed on different types of substation equipment (transformers, circuit breakers, Load Tap Changers (“LTC”), batteries and chargers, etc.). Protection Systems Engineering Documents provide the substation relay calibration and testing requirements for the bulk power, transmission, distribution, and communication-protection systems.

National Grid Upstate New York Substations and Protection, Telecom and Operations (“PTO”) field personnel performed and documented **14,888** discrete maintenance activities across the system in calendar year 2025. Total expenditure for the Upstate New York Substation Maintenance Program was approximately \$5.87 million. The listing of specific substation maintenance activities are as follows:

<u>Substation Maintenance Programs</u> <u>Apparatus: Activity</u>	<u>Number</u> <u>Performed</u>
Battery: Diagnostic Inspection	552
Circuit Breaker: Diagnostics	788
Circuit Breaker: Mechanism Inspection (GCB2)	3
Circuit Switcher: Diagnostics	26
Disconnect: Motor Operator Operation	224
Load Tap Changer: DGA	924
Load Tap Changer: Internal Inspections	4
Substation: Visual & Operations (V&O) Inspections	4550
Substation: Thermographic Inspections	740
Transformer: DGA	1620
Transformer: Diagnostics	1
Transformer: Oil Quality (Screen Test)	35
Transformer: Cooler Cleaning	30
Voltage Regulator: DGA	35
Relay Testing: NERC	2239
Relay Testing: Other	1036
Battery: KF-1,KF-2 Battery Diagnostic Test (ST1/ST2)	41
Substation: KF-3 Station Service Critical Load Test (ST-3)	3
Standby Generator: KF-5 E Gen Run Test (ST-5)	147
Standby Generator: KF-6 E Gen Transfer Test (ST-6)	12
Battery: NERC PRC-005-6 Battery Bi-Monthly Check	1068
Circuit Breaker: DC Trip Coil Verification Check - NERC PRC-005-6	810
Totals	14,888

The CMMS uses a Maintenance Scheduling Number (“MSN”) that provides detailed information to prioritize and schedule the substation maintenance program work tasks. The CMMS application, Cascade, is used as a data warehouse and scheduling tool to manage workloads and balance risk. It is also used to help justify decisions related to work force and budgeting requirements. Cascade is the database used to assist in the development of maintenance plans and asset replacement programs for the calendar, fiscal, or multi-year maintenance and replacement programs.

As a maintenance example, an MSN number is used to trigger maintenance notification. The MSN number continues to increase creating a prioritized backlog until the maintenance task is completed. The MSN number increases at a predetermined rate depending on the type of maintenance task. This notification allows for the scheduling of the necessary equipment outages for maintenance inspection, diagnostics, or other tests as specified by published standards or procedures. The range between 400 and 500 allows for the scheduling of outages and completion of the maintenance activity. If the equipment MSN number is greater than 500, it is considered overdue. Variance reports are generated monthly to indicate the maintenance activities performed during the reporting period and year-to-date.

The tables below represent a snapshot of the Cascade generated monthly report.

Substation Maintenance Status by Equipment Class – New York

Transmission

	≥ 500 Overdue*	400-499 Due	Total Units	Month TD COMP	FYTD COMP
Animal Fence Maintenance	0	0	9	0	6
Battery & Chg: Std Insp	0	59	348	26	146
CAP PrePeak Insp	0	0	50	0	43
Circuit Breaker Diag	1	2	777	1	30
Circuit Breaker Mech Insp (GCB2)	1	0	5	2	2
CKTSW Diag	0	2	142	0	1
Disconnects: MO Diag Insp	0	2	657	0	5
EGEN Diag	0	0	15	0	0
LTC:DGA	0	55	400	27	414
Substation V&O	0	177	353	195	1614
Thermographic Insp*	0	326	326	0	121
Transf DGA	1	85	542	41	453
Transf Oil Quality	0	9	98	0	22
TRF Cooler Cleaner	0	0	22	0	22

Distribution

	≥ 500 Overdue*	400-499 Due	Total Units	Month TD COMP	FYTD COMP
Animal Fence Maintenance	0	0	71	0	38
Battery & Chg: Std Insp	0	14	216	8	115
CAP PrePeak Insp	0	0	56	0	50
Circuit Breaker Diag	24	147	3865	41	582
CKTSW Diag	0	0	7	0	0
Disconnects: MO Diag Insp	0	0	93	0	0
LTC:DGA	0	40	292	25	292
LTC: Internal Insp	0	0	6	1	3
Substation V&O Insp	0	197	429	257	1973
Thermographic Insp*	0	410	412	1	110
Transf DGA	1	58	591	27	292
Transf Oil Quality	1	5	62	0	11
TRF Cooler Cleaning	1	0	6	0	5
VREG Internal	0	0	9	0	0
VREG: DGA	0	13	70	12	56

* Testing is done by PTO Meter and Test.

* ≥ 500 Overdue column includes overdue, exemptions, and OPEX. Does not include NPCC (refer to page 10).

In addition to its functionality as an asset register, the Cascade system manages other substation maintenance work. The system generates Work Orders when maintenance is required to track follow-up work with Trouble Orders and Follow-up Work Orders. As substation mechanics perform maintenance and inspections from automatically generated Work Orders, if problems are discovered, they will have several options: fix the problem while on site, initiate a Follow-up Work Order, and/or initiate a Trouble Order. Trouble Orders track problems and failures that have occurred during normal operation of the equipment and require immediate repair. Follow-up Work Orders track problems found during Visual & Operational (V&O) Inspections or scheduled equipment inspections.

Protective relays are tested on a calendar year basis. Triggers are based on the last test date and testing interval.

B. RELIABILITY PROGRAMS AND WORK FORCE INFORMATION

1. RELIABILITY PROGRAMS

National Grid has invested in a number of capital and maintenance programs to maintain the reliability of the electric system. Programs that are specifically designed to improve reliability are described below in detail with the exception of the vegetation management program which was described in a previous section of this report.

- **Engineering Reliability Reviews (“ERRs”)**
- **Sub-Transmission Automation and Fault Location, Isolation, & Service Restoration (“FLISR”)**
- **Distribution Fault Location, Isolation, & Service Restoration (“FLISR”)**
- **Vegetation Management** – Enhanced right-of-way clearing and treatment and Enhanced Hazard Tree Maintenance (“EHTM”) removal of danger trees on critical sections of the distribution system.
- **TripSaver Installation Program** – Single-phase cutout mounted recloser installations

In addition to reliability programs, certain aspects of the I&M program contribute to improved reliability and increased likelihood that the Company will satisfy PSC reliability goals. The I&M program is designed to ensure the Company fulfills its obligation to provide safe and adequate service by inspecting its facilities and repairing identified safety and reliability issues in a timely fashion. Replacement of deteriorated overhead and underground assets helps prevent a future failure which has a cumulative effect of improving reliability over time.

ERRs

As discussed in the Company's 2020 Asset Condition Report and Capital Investment Plan filed October 1, 2020 in Case 17-E-0238, the Customer Reliability & Analytics group generates the list of Worst Performing Feeders during the preparation of the Electric Service Reliability Report. The list of feeders includes interruptions associated with supply issues (transmission or substation) and excludes major storms. From the list, a small number of geographically diverse feeders are selected for an ERR. The scope of an ERR typically includes:

- Review of one-year and multi-year historical reliability data for current issues and trends.
- Review of recently completed and/or future planned work that is expected to impact reliability.
- Review the need for the installation of radial and/or loop scheme reclosers.
- Review the need for additional line fuses to improve the sectionalization of the feeder.
- Comprehensive review of the coordination of protective devices to ensure proper operation.
- Review for equipment in poor condition.
- Review of heavily loaded equipment.
- Review for other feeder improvements such as fault indicators, feeder ties, capacitor banks, load balancing, additional switches to improve switching time, and primary reconductoring (overhead and/or underground).

This review has been in place since FY2007 and is responsible for several of the recloser installations across the Company's service territory.

Sub-Transmission Automation and Fault Location, Isolation, & Service Restoration ("FLISR")

After an initial investigation of automation and communication technologies, National Grid began a targeted Sub-Transmission Automation pilot in 2008 that deployed automation schemes on six circuits. These schemes use distributed intelligence through local controls and switches, with peer-to-peer communication through to a local substation Energy Management System ("EMS") uplink point achieved using spread spectrum 900 MHz radios. By up linking to EMS, Supervisory Control & Data Acquisition ("SCADA") capability of the automation devices is provided to the Company's Control Centers. In addition, all data is brought back to a central database warehouse for future analysis.

Following the success of pilot automation installations in 2008 and 2009, which verified the capability of advanced distribution automation enabled equipment, the Company recognized the additional benefit of identifying projects where the installation of modernized switching schemes would provide increased reliability to the Sub-Transmission system. There are currently 9 Sub-Transmission peer-to-peer automation schemes deployed on the system.

In 2020, automation on the Sub-Transmission system was transitioned away from the peer-to-peer automation system to a centralized Fault Location, Isolation, and Service Restoration (“FLISR”) system. FLISR schemes utilize sectionalizing devices with localized protection settings and 4G cellular radio communications to a common Remote Terminal Unit (“RTU”) at the Company’s Regional Control Center. The RTU houses engineering developed logic to actively restore unaffected areas of the system during a contingency event, once the faulted section has been isolated locally, by coordinating the devices that are part of the FLISR scheme to make informed restoration actions based on the system’s status. FLISR devices will communicate to the Company’s EMS system and have full SCADA capability to allow for monitoring and control of the assets deployed, similar to the previous automation system utilized at National Grid. There are currently 3 Sub-Transmission FLISR Schemes deployed on the system.

Following successful installations and operation of FLISR using the Company’s RTU based platform, additional lines were selected for FLISR deployment and there are currently 31 Sub-Transmission FLISR schemes in the design or construction phase. Each fiscal year, Sub-Transmission lines are being reviewed by engineering for their eligibility to deploy a FLISR scheme. These circuits are selected based on their reliability performance, customer impact, and other operational considerations such as communications availability. The Company will continue to scope Sub-Transmission circuits to have active FLISR schemes in the future based on the potential impact to reduce the number of outages experienced by customers served via these circuits.

Distribution Fault Location, Isolation, & Service Restoration (“FLISR”)

After the deployment of initial Sub-T FLISR schemes, National Grid investigated the potential customer impacts for deploying automated feeder ties on the 15kV class distribution system and began deploying centralized Fault Location, Isolation, and Service Restoration (“FLISR”) schemes in 2021 using the same platform as the Sub-T FLISR schemes. These FLISR schemes utilize reclosers with localized protection settings and 4G cellular radio communications to a common Remote Terminal Unit (“RTU”) at the Company’s Regional Control Center. The RTU houses engineering developed logic to actively restore unaffected areas of the system during a contingency event. Once the faulted section has been isolated locally, the devices that are part of the FLISR scheme coordinate to make informed restoration actions based on the system’s status. FLISR devices will communicate to the Company’s EMS system and have full SCADA capability to allow for monitoring and control of the assets deployed. The Company will have 47 active Distribution FLISR schemes by mid-2025. The Company also has a target of deploying FLISR such that about 60% of its NY customers connected to circuits with FLISR, potentially reducing the impact of outages to this set of customers.

TripSaver Installation Program

The Company began installing cutout mounted reclosers system-wide in 2019. These reclosers are aimed at reducing the number of sustained interruptions related to temporary faults on fused portions of the distribution system. These devices will limit the exposure to transient faults, such as tree and animal contacts, lightning and unknown causes that have led to customer outages. Locations targeted for TripSaver installations include circuits with high customer counts and historical reliability issues.

2. CAPITAL AND O&M BUDGETS AND ACTUAL EXPENDITURES

The Company develops investment plans to meet its obligation to provide safe and adequate electric delivery service to 1.6 million customers at reasonable cost. Providing this service requires the Company to maintain a vast physical infrastructure located in 450 cities and towns across our 25,000 square mile service area.

The following tables show fiscal year Capital and Operation and Maintenance expenditure over the past five years.

Fiscal Year Capital Actual Expenditures (\$ Millions)						
System	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026*
Distribution	\$389.2	\$416.3	\$481.8	\$631.9	\$714.0	\$783.8
Sub-transmission	\$34.2	\$33.7	\$33.3	\$39.3	\$37.4	\$36.3
Transmission	\$193.4	\$258.5	\$334.3	\$516.3	\$761.4	\$946.6
Totals	\$616.8	\$708.5	\$849.4	\$1,187.5	\$1,512.8	\$1,766.7

* Forecasted spend for FY 2026.

The following tables summarize fiscal year tree trimming operations and maintenance expenditures over the past five years.

Fiscal Year Transmission Tree Trimming Actual and Budgeted Expenditure (\$ Millions)						
Spending	FY2021	FY2022	FY2023	FY2024	FY2025*	FY2026*
Actual	\$17.74	\$19.63	\$19.37	\$15.95	\$16.60	\$21.51
Budgeted	\$17.14	\$15.51	\$16.65	\$15.95	\$16.03	\$21.51

Fiscal Year Distribution Tree Trimming Actual and Budgeted Expenditure (\$ Millions)						
Spending	FY2021	FY2022	FY2023	FY2024	FY2025*	FY2026*
Actual	\$58.69	\$60.95	\$63.85	\$65.96	\$65.70	\$67.44
Budgeted	\$59.08	\$62.06	\$66.58	\$65.96	\$66.30	\$67.44

* Forecasted spend for FY 2026.

3. WORK FORCE NUMBERS

The following table summarizes the work force numbers for field positions associated with overhead, underground, and substation crews. It should be noted that head counts are not tracked by reliability vs. non-reliability work.

Distribution

Title	2020	2021	2022	2023	2024	2025
Cable Splicer A	11	6	12	7	9	9
Cable Splicer B	12	12	13	14	19	14
Cable Splicer C	25	24	25	27	27	29
Cable Splicer Helper	4	6	3	5	4	7
Chief Cable Splicer A	36	31	28	30	29	33
Chief Electrician A	13	15	15	14	16	18
Chief Electrician B	1	1	1	1		
Chief Equip Operator A	6	5	6	6	6	6
Chief Laborer A	1	1	2	1	1	1
Chief Line Mechanic A Hot Stick	306	302	288	288	287	279
Chief Line Mechanic B Hot Stick						
Chief Maintenance Mechanic A	35	32	31	5	6	6
Chief Mechanic A	15	16	14	14	14	15
Chief Street Light Service Mechanic A	6	5	5	5	6	
Chief Substation Worker A				29	33	36
Chief Technician A				1		
Chief Tester & Installer Elec				8	9	10
Communications Tester A				7	6	8
Communications Tester B				15	16	18
Communications Tester C				18	17	17
Crew Leader Street Light Svc Mech A						1
Crew Leader Street Light Svc Mech A W						5
Distribution Inspector C	16	13	8	7	6	6
Electrician A	3	2	1	4		3
Electrician B	7	5	8	7	6	7
Electrician C	33	33	30	35	37	36
Electrician Helper		2	3			
Equipment Operator A						
Equipment Operator B	1	1	1	1	1	1
Equipment Operator C	7	9	7	9	9	10
Field Helper	9	24	27	15	14	8
Field Tester B Electric				8	8	5
Field Tester C Electric				12	12	13
Field Tester D Electric				5	7	14
Field Tester E Electric				30	29	26

Title	2020	2021	2022	2023	2024	2025
Laborer			1	1	1	
Line Mechanic A	40	29	50	71	23	36
Line Mechanic B	101	99	67	75	110	99
Line Mechanic C	60	73	83	86	66	58
Line Mechanic Helper	22	26	30	28	25	26
Line Mechanic-Hot Stick	164	160	151	160	178	202
Machinist C				1	1	1
Maintenance Helper	3		5			
Maintenance Mechanic A	5	8	8			
Maintenance Mechanic B	14	7	15			
Maintenance Mechanic C	44	47	51	7	6	5
Mechanic A	3	5	1	8	3	3
Mechanic B	4	7	4	4	9	12
Mechanic C	19	18	21	18	15	15
Mechanic Helper	5		7	3	4	2
One Person Line/Trouble Mechanic	69	68	67	71	69	72
Platform Attendant	1	9	3	7	3	4
Relay Tester A		12	13	11	12	7
Relay Tester B	33	32	28	28	22	23
Relay Tester C		40	40	44	49	52
Relief Operator P	4	5	6	6	3	3
Safety Advocate	1					
Street Light Service Mechanic Helper			1		1	1
Street Light Service Mechanic A	1	4	3	2		3
Street Light Service Mechanic B		1	1	4	2	
Street Light Service Mechanic C	23	18	16	17	18	17
Substation Worker A				15	6	9
Substation Worker B				16	20	19
Substation Worker C				42	44	39
Technician D						
Tech-Substation Dept.	5	3	4	3	4	5
Tool Attendant C				1	1	1
Traveling Operator A						
Traveling Operator B		2	2	3	1	3
Traveling Operator C	18	12	15	14	15	13
Traveling Operator D	24	22	21	20	24	25
Trouble Mechanic A Hot Stick						
Trouble Mechanic C Hot Stick	5	4	5	4	5	5
Trouble Mechanic D Hot Stick	5	5	5	5	5	5
Welder C				1	1	1
Distribution Total	1,220	1,261	1,252	1,404	1,380	1,407

Transmission

Title	2020	2021	2022	2023	2024	2025
Chief Electrician B						
Chief Live Line Bare Hand Specialist	5	5	12	14	13	11
Chief Line Mechanic A Hot Stick						
Chief Line Mechanic B Hot Stick						
Electrician A						
Electrician B						
Electrician C						
Equipment Operator C						6
Equipment Operator D	6	6	1	1		
Equipment Operator Live Line			11	11	6	
Chief Equipment Operator Live Line					6	6
Line Worker A/3rd Class	8	8	20			
Line Worker B/2nd Class	2	2	1	16	13	
Line Worker C/1st Class			7	12	1	12
Line Worker Hot Stick	5	5	15	16	15	9
Live Line Bare Hand Specialist B	35	35	21	20	32	29
Live Line Bare Hand Specialist A						5
Safety Advocate Electric	1	1	1	1	1	1
Transmission Total	62	62	89	91	87	79

Distribution & Transmission Grand Total	1,282	1,323	1,341	1,495	1,467	1,486
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4. CONTRACTOR CREW SERVICES

The following table represents the average monthly contractor head counts utilized by the Company to implement its work plans for distribution and sub-transmission overhead and underground line work during the past six years. It should be noted that contractor head counts are not tracked by reliability vs. non-reliability work.

Distribution & Sub-transmission	2020	2021	2022	2023	2024	2025
Contractor average monthly head count	74	79	88	70	75	86

The following table represents the average monthly contractor head counts utilized by the Company to implement its work plans for transmission. It should be noted that contractor head counts are not tracked by reliability vs. non-reliability work.

Transmission	2020	2021	2022	2023	2024	2025
Contractor average monthly head count	49	86	58	49	55	38

The following table represents the average monthly contractor head counts utilized by the Company to implement its work plans for distribution vegetation management during the past six years. It should be noted that contractor head counts are not tracked by reliability vs. non-reliability work.

Distribution Vegetation Management	2020	2021	2022	2023	2024	2025
Contractor average monthly head count	580	612	610	584	568	577

C. CAPITAL REGION

1. OPERATING REGIONAL PERFORMANCE

a. HISTORIC CAIDI AND SAIFI INDICES

IDS Info:

	2025	2024	2023	2022	2021	2020
CAIDI (Threshold 2.025)	2.19	1.99	2.03	2.00	1.86	1.92
SAIFI (Threshold 1.024)	1.16	0.99	0.91	1.06	0.99	1.07
SAIDI	2.53	1.97	1.86	2.11	1.83	2.05
Interruptions	3,443	3,034	2,747	2,946	3,014	3,347
Customers Interrupted	396,832	338,144	309,984	356,687	331,968	354,996
Customer-Hours Interrupted	867,412	673,977	630,734	712,899	616,176	683,031
Customers Served	342,565	342,247	339,254	337,761	335,992	332,797
Customers Per Interruption	115.26	111.45	112.84	121.08	110.14	106.06
Availability Index	99.9711	99.9776	99.9788	99.9759	99.9791	99.9766
Interruptions/1000 Customers	10.05	8.86	8.10	8.72	8.97	10.06

b. DISCUSSION OF REGIONAL PERFORMANCE

In 2025, the Capital Region did not meet its CAIDI reliability target and did not meet its SAIFI reliability target as set forth by the New York Public Service Commission (PSC). The final System Average Interruption Frequency Index (SAIFI) result was 1.16 interruptions, 13% above the PSC goal of 1.024 interruptions. As shown in the table above, the Customer Average Interruption Duration index (CAIDI) was 2.19 in 2025, 8% above the PSC's regional target of 2.025 hours.

The 2025 CAIDI result was 10% above the 2024 result of 1.99 hours, and 12% above the previous 5-year average of 1.96 hours. The 2025 SAIFI was 17% above the 2024 result of 0.99 interruptions, and 16% above the previous 5-year average of 1.00 interruptions.

In 2025, excluding major storms, the Capital Region experienced 8 transmission interruptions. These interruptions accounted for 0.2% of the region's total interruptions (8 of 3,443), 9% of the region's total customers interrupted (CI), (33,753 of 396,832), and 5% (46,600 of 867,412) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of 1.38 hours, and a SAIFI of 0.1 interruptions.

The number of transmission-related interruptions decreased from 9 in 2024 to 8 in 2025 (a decrease of 11%). The number of customers interrupted increased from 21,634 in 2024, to 33,753 in 2025 (an increase of 56%), while the customer-hours interrupted increased from 42,459 in 2024, to 46,600 in 2025 (an increase of 10%).

In 2025, excluding major storms, the Capital Region experienced 6 substation interruptions. These interruptions accounted for 0.2% of the region's total interruptions (6 of 3,443), 5% of the region's total customers interrupted, (21,284 of 396,832), and 3% (29,703 of 867,412) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 1.4 hours, and a SAIFI of 0.06 interruptions.

The number of substation-related interruptions decreased from 15 to 6 from 2024 to 2025 (a decrease of 60%). The number of customers interrupted decreased from 53,489 in 2024, to 21,284 in 2025 (a decrease of 60%), while the customer-hours interrupted increased from 26,930 in 2024, to 29,703 in 2025 (an increase of 10%).

In 2025, excluding major storms, the Capital Region experienced 3,429 distribution interruptions. These interruptions accounted for >99% of the region's total interruptions (3,429 of 3,443), 86% of the region's total customers interrupted, (341,795 of 396,832), and 91% (791,109 of 867,412) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 2.31 hours, and a SAIFI of 1.00 interruptions.

The number of distribution-related interruptions increased from 3,010 to 3,429 from 2024 to 2025 (an increase of 14%). The number of customers interrupted increased from 263,021 in 2024, to 341,795 in 2025 (an increase of 30%), while the customer-hours interrupted increased from 604,587 in 2024, to 791,109 in 2025 (an increase of 31%).

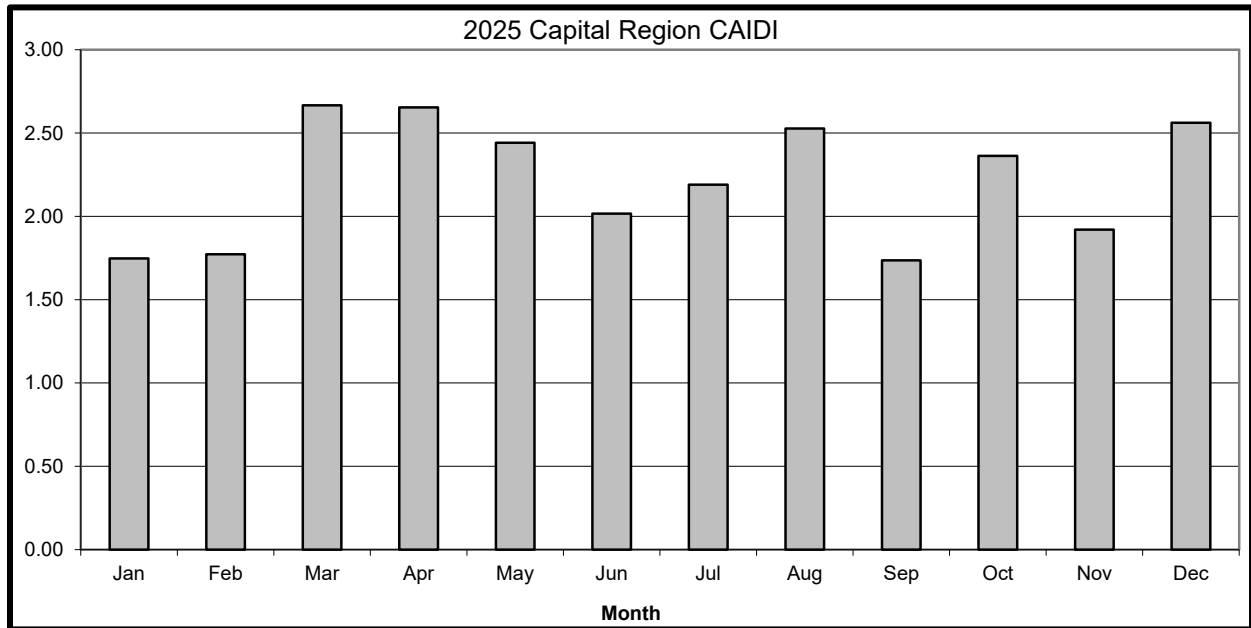
c. MONTHLY CAIDI AND SAIFI GRAPHS

The graphs on the following page show the monthly CAIDI and SAIFI for the Capital Region for 2025 (excluding Major Storms).

The CAIDI graph shows the individual CAIDI, by month, for the Capital Region for 2025. The year-end CAIDI was above the CAIDI threshold of 2.025 hours. The Capital Region ended 2025 with a CAIDI of 2.19, approximately 7.83% above the threshold. The three (3) best-performing months were September (1.74), January (1.75), and February (1.77). The four (4) worst performing months for CAIDI in 2025 were March (2.67), April (2.65), December (2.56), and August (2.53).

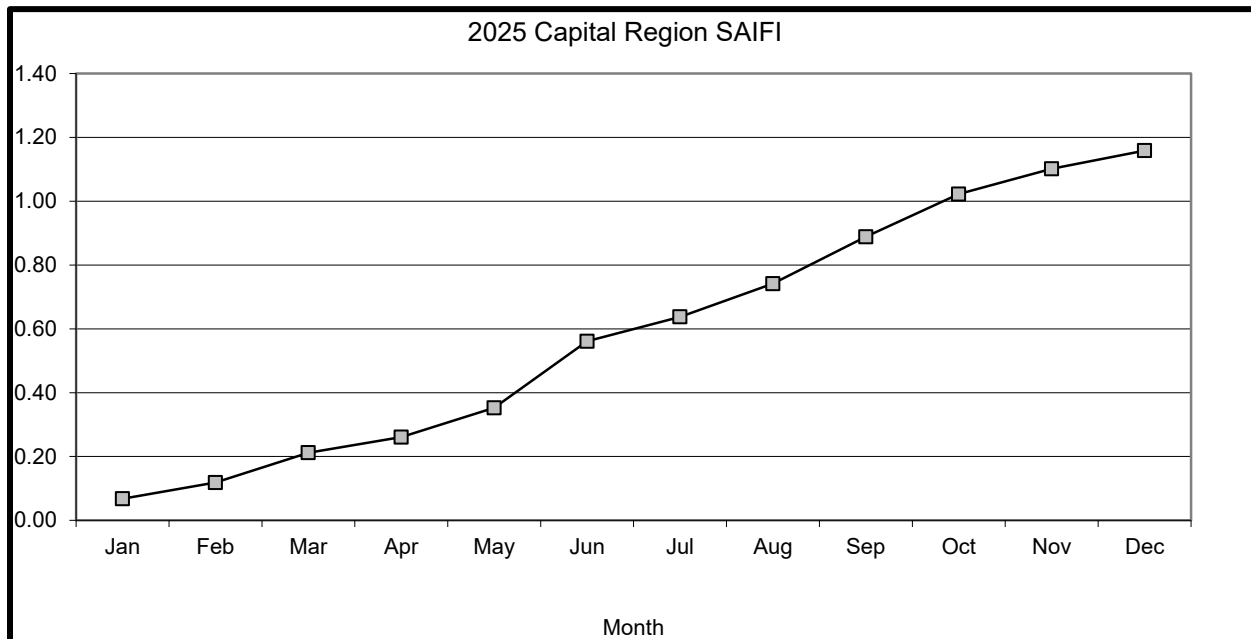
The SAIFI graph shows the cumulative SAIFI, by month, for the Capital Region for 2025. The year-end SAIFI was above the SAIFI threshold of 1.024 for the year. The Capital Region ended 2025 with a SAIFI of 1.19, approximately 12.45% above the threshold. The greatest increases occurred during the months of June (0.21), September (0.15), and October (0.13); these months accounted for 49% of the total SAIFI accrued. The lowest three (3) months for SAIFI were February (0.05), April (0.05), and December (0.06); these months contributed to only 16% of the total SAIFI accrued.

GRAPH OF MONTHLY CAIDI AND SAIFI FOR THE CAPITAL REGION



PSC CAIDI Goal:	
Threshold	2.025
2025 Actual	2.19

PSC SAIFI Goal:	
Threshold	1.024
2025 Actual	1.16



d. PSC CAUSE CODES

1) Number of Events by Cause – Historical

IDS Info

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	404	2,188	1,464	557	587	2,089
02 Tree Contacts	1,108	927	744	829	914	934
03 Overloads	44	26	9	14	13	33
04 Operator Error	13	12	18	6	8	7
05 Equipment	984	795	835	854	808	886
06 Accidents	605	509	438	502	445	607
07 Prearranged	178	191	193	161	215	131
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	19	23	36	37	66	23
10 Unknown	492	551	474	543	545	726
Total	3,847	5,222	4,211	3,503	3,601	5,436

2) Customers Interrupted by Cause – Historical

IDS Info

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	30,938	360,700	182,049	93,574	97,510	314,863
02 Tree Contacts	140,584	121,796	87,081	117,674	127,913	121,887
03 Overloads	7,938	4,836	1,760	2,287	3,382	3,701
04 Operator Error	8,248	5,347	5,343	3,918	1,057	6,433
05 Equipment	125,842	69,060	116,254	124,395	90,765	117,049
06 Accidents	64,305	66,514	62,235	52,438	50,726	64,581
07 Prearranged	14,332	47,662	11,330	11,016	19,032	9,597
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	2,168	1,435	547	10,268	2,133	6,306
10 Unknown	33,415	21,494	25,434	34,691	36,960	25,442
Total	427,770	698,844	492,033	450,261	429,478	669,859

3) Customer-Hours Interrupted by Cause – Historical

IDS Info

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	150,126	3,372,017	1,447,305	344,535	327,224	4,969,123
02 Tree Contacts	359,185	318,068	176,338	212,266	260,838	283,408
03 Overloads	26,508	15,255	2,821	1,490	4,120	7,366
04 Operator Error	15,940	5,540	4,741	2,864	942	3,718
05 Equipment	275,013	143,941	261,392	317,987	170,220	231,855
06 Accidents	124,193	125,583	116,562	92,871	86,652	99,616
07 Prearranged	15,459	20,326	17,023	15,067	21,955	6,984
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	4,943	2,666	1,887	13,324	6,748	5,907
10 Unknown	46,171	42,597	49,970	57,030	64,700	44,176
Total	1,017,538	4,045,993	2,078,040	1,057,433	943,399	5,652,152

4) Interruptions, Customers Interrupted, and Customer-Hours Interrupted – 2025

Cause Code	Interruptions		Customers Interrupted		Customer-hours Interrupted	
	Number	% Total	Number	% Total	Number	% Total
01 Major Storms	404	10.5%	30,938	7.2%	150,126	14.8%
02 Tree Contacts	1,108	28.8%	140,584	32.9%	359,185	35.3%
03 Overloads	44	1.1%	7,938	1.9%	26,508	2.6%
04 Operator Error	13	0.3%	8,248	1.9%	15,940	1.6%
05 Equipment	984	25.6%	125,842	29.4%	275,013	27.0%
06 Accidents	605	15.7%	64,305	15.0%	124,193	12.2%
07 Prearranged	178	4.6%	14,332	3.4%	15,459	1.5%
08 Customer Equip.	0	0.0%	0	0.0%	0	0.0%
09 Lightning	19	0.5%	2,168	0.5%	4,943	0.5%
10 Unknown	492	12.8%	33,415	7.8%	46,171	4.5%
Total	3,847	100.0%	427,770	100.0%	1,017,538	100.0%

e. **INTERRUPTION REVIEW BY PSC CAUSE CODES**

Cause Code 01 - Major Storms

In 2025, Major Storms accounted for 11% of interruptions, 7% of customers interrupted, and 15% of Customer-Hours Interrupted.

Interruptions due to Major Storms were down 82% from 2024, and down 71% over the 5-year average. Customers interrupted due to Major Storms were down 91% from 2024, and down 85% over the 5-year average. Customer-Hours interrupted were down 96% from 2024 and down 93% over the 5-year average.

The remaining PSC code descriptions do not include Major Storms in the percentages.

Cause Code 02 - Tree Contacts

In 2025, Tree Contacts accounted for 32% of interruptions, 35% of customers interrupted, and 41% of Customer-Hours Interrupted.

Interruptions due to Tree Contacts were up 20% from 2024, and up 27% over the 5-year average. Customers interrupted due to Tree Contacts were up 15% from 2024, and up 22% over the 5-year average. Customer-Hours interrupted were up 13% from 2024 and up 44% over the 5-year average.

Tree Contacts were the largest cause of interruptions in 2025.

Cause Code 03 - Overloads

In 2025, Overloads accounted for 1% of interruptions, 2% of customers interrupted, and 3% of Customer-Hours Interrupted.

Interruptions due to Overloads were up 69% from 2024, and up 132% over the 5-year average. Customers interrupted due to Overloads were up 64% from 2024, and up 149% over the 5-year average. Customer-Hours interrupted were up 74% from 2024 and up 327% over the 5-year average.

Overloads were the 6th largest cause of interruptions in 2025.

Cause Code 04 - Operator Error

In 2025, Operator Error accounted for 0% of interruptions, 2% of customers interrupted, and 2% of Customer-Hours Interrupted.

Interruptions due to Operator Error were up 8% from 2024, and up 30% over the 5-year average. Customers interrupted due to Operator Error were up 54% from 2024, and up 87% over the 5-year average. Customer-Hours interrupted were up 188% from 2024 and up 348% over the 5-year average.

Operator Error was the 8th largest cause of interruptions in 2025.

Cause Code 05 - Equipment Failure

In 2025, Equipment Failures accounted for 29% of interruptions, 32% of customers interrupted, and 32% of Customer-Hours Interrupted.

Interruptions due to Equipment Failure were up 24% from 2024, and up 18% over the 5-year average. Customers interrupted due to Equipment Failure were up 82% from 2024, and up 22% over the 5-year average. Customer-Hours interrupted were up 91% from 2024 and up 22% over the 5-year average.

Equipment Failures were the 2nd largest cause of interruptions in 2025.

Cause Code 06 - Accidents

In 2025, Accidents accounted for 18% of interruptions, 16% of customers interrupted, and 14% of Customer-Hours Interrupted.

Interruptions due to Accidents were up 19% from 2024, and up 21% over the 5-year average. Customers interrupted due to Accidents were down 3% from 2024, and up 8% over the 5-year average. Customer-Hours interrupted were down 1% from 2024 and up 19% over the 5-year average.

Accidents were the 3rd largest cause of interruptions in 2025.

Cause Code 07 - Prearranged

In 2025, Prearranged accounted for 5% of interruptions, 4% of customers interrupted, and 2% of Customer-Hours Interrupted.

Interruptions due to Prearranged were down 7% from 2024, and flat at 0% over the 5-year average. Customers interrupted due to Prearranged were down 70% from 2024, and down 27% over the 5-year average. Customer-Hours interrupted were down 24% from 2024 and down 5% over the 5-year average.

Prearranged was the 5th largest cause of interruptions in 2025.

Cause Code 08 - Customer Equipment

There were no Customer Equipment interruptions in 2025.

Cause Code 09 - Lightning

In 2025, Lightning accounted for 1% of interruptions, 1% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Lightning were down 17% from 2024, and down 49% over the 5-year average. Customers interrupted due to Lightning were up 51% from 2024, and down 48% over the 5-year average. Customer-Hours interrupted were up 85% from 2024 and down 19% over the 5-year average.

Cause Code 10 - Unknown

In 2025, Unknown causes accounted for 14% of interruptions, 8% of customers interrupted, and 5% of Customer-Hours Interrupted.

Interruptions due to Unknown causes were down 11% from 2024, and down 13% over the 5-year average. Customers interrupted due to Unknown causes were up 55% from 2024, and up 15% over the 5-year average. Customer-Hours interrupted were up 8% from 2024 and down 12% over the 5-year average.

Unknown causes were the 4th largest cause of interruptions in 2025.

f. DISCUSSION OF REGIONAL CAPEX PROJECTS WITH 2025/26 SPENDS:

The Company continues to work on capital projects in the Capital Region to maintain customer satisfaction and future reliability. Engineering works with Field Operations to address localized concerns raised through PSC complaints and other customer inquiries in the Capital Region. These solutions were varied and included fusing, installing reclosers, installing cutout-mounted reclosers, replacing bare wire for tree wire, rebuilds, conversions, installing animal guards, and tree trimming.

Some specific projects that were either constructed in CY2025 or are scheduled to be designed and/or constructed in CY2026 are listed below.

Ruth Road 38152 Maryland Ave Conversion

The Ruth Road 38152 Maryland Ave conversion project was completed in 2025. The scope of the project includes the removal of the overloaded platform mounted, three 333kVA transformers at pole 2 Maryland Ave, converting approximately 3,500' of overhead distribution from 4.16kV to 13.2kV. The project also provides a new 13.2kV feeder tie with the Rifle Range feeder 45852, allowing for additional operational flexibility, potentially reducing Customer outage times during contingency.

Chrisler Avenue Substation Project

The Chrisler Avenue Substation Project aims to enhance electrical service capacity and reliability for the Schenectady, NY area, including the city of Schenectady and the town of Rotterdam. The project addresses asset condition issues at the Chrisler Avenue and Emmet Street substations by rebuilding the Chrisler Avenue substation from 34.5 kV / 4.16 kV to 34.5 kV / 13.2 kV, featuring a 12/16/20 MVA power transformer and four distribution feeders through a 5-bay, metal-clad switchgear. This upgrade will support the community's distribution needs and facilitate the retirement of the Emmet Street substation.

The project converts a 4.16 kV island to 13.2 kV, providing greater operational flexibility during contingencies. Construction and energization of the substation were completed in 2023, with two of the four feeders constructed and commissioned. Chrisler Avenue 25754 was commissioned in early 2024, and Chrisler Avenue 25752 was commissioned at the end of 2024. Construction of Chrisler Avenue 25751 and 25753 is scheduled to be completed by 2027.

Elnora Future R550 Breaker and Feeder Getaway

The Shore Road substation, serving parts of Ballston Spa and Charlton, has been identified for retirement based on the condition of its assets. Two of its three distribution feeders are being transferred to the completed Lasher Road substation (Lasher Road 322152 and Lasher Road 322153), while the remaining Shore Road 28186 load will move to a new feeder from the Elnora substation.

The installation of a new 13.2 kV feeder breaker and distribution getaway was completed in 2025 at the Elnora Substation. Construction included rebuilding existing distribution on Ballston Lake Road to double-circuit construction with the Elnora 44256 and the Elnora 44255. The Elnora 44255 feeder extends west along Ballston Lake Road, absorbing part of Elnora 44256 via Ashdown and Waite Roads. The existing 1-phase, 4.8 kV section of Shore Road 28186 will be rebuilt and converted to 3-phase, 13.2 kV, with the Elnora 44255 absorbing the remaining load from the Shore Road substation.

Construction for the Elnora 44255 breaker, R550, was completed in 2023. The feeder getaway and the first phase of overhead distribution construction was completed in 2025, with the second phase set for completion early 2028, allowing for the retirement of the Shore Road substation.

Williams Street Conversion Project – Valkin 42753

The Williams Street Conversion Project was completed in early 2025 and will serve the growing area of Hudson, NY by converting over a mile of overhead distribution to 13.2 kV. The Village of Kinderhook was originally an island of 4.8 kV infrastructure which resulted in limited feeder ties in the area. This project is the second of three (3) phases to eliminate this 4.8 kV island.

In this second phase to convert the Village of Kinderhook to 13.2 kV, Williams Street will be converted in its entirety. A half-mile section of Chatham Street and a quarter-mile section of Railroad Avenue will also be converted. Once this phase is complete, this section of overhead distribution will be fed from the south via Hudson Street. This section being fed from the south is temporary until phase three, the Kinderhook Street Conversion Project, is complete. At that time, it will once again be fed from the north, allowing for new potential switching and feeder tie configurations.

Kinderhook Street Conversion Project – Valkin 42753

The Kinderhook Street Conversion Project is the third phase of the plan to eliminate the 4.8 kV island in the Village of Kinderhook. The scope of this project includes the removal of a 2,500 kVA, pad-mounted ratio transformer, converting approximately 5,000' of overhead distribution to 13.2 kV, and creating an internal 13.2 kV tie. This pad-mounted ratio transformer is located off Kinderhook Street.

The second phase of this project, Williams Street Conversion Project, opened a switch on Chatham Street to feed this section of overhead distribution from the south temporarily until phase three, this project, is complete. Upon completion, this job will close the switch on Chatham Street and open the switch at the intersection of Williams Street and Hudson Street. This will create an internal 13.2 kV tie that can be utilized to manually isolate and restore power from an alternate direction in the event of a sustained outage.

Troy Area Enhancements

The City of Troy is powered by antiquated infrastructure, with every substation serving customers at the former standard voltage of 4.16 kV. Not only is the infrastructure aging, but the City of Troy has also seen significant load growth; growth of which the 4.16 kV cannot handle when compared to the current standard voltage of 13.2 kV. Adding to the significant load growth, thus requiring significant upgrades, is an increased installation of EV chargers, heat pumps, rising residential loading, new commercial businesses, commercial business expansions, and the electrification of city buses. Furthermore, due to the urban nature of the environment, there are minimal opportunities to mitigate this load with large-scale, distributed energy resources.

The suite of projects encompassed within the Troy Area Enhancements will upgrade the Corliss Park substation, Liberty Street substation, and Seventh Avenue substation to 13.2 kV. Each substation will be equipped with a larger transformer, in some cases an additional transformer. This will aid in mitigating the existing load growth while future-proofing the system in anticipation of forecasted load growth. In addition to substation work, all feeders will be converted to 13.2 kV. This will create critical feeder ties with neighboring 13.2 kV feeders, thereby reducing restoration times and minimizing customer-hours interrupted. These upgrades will also allow for the retirement of the Lansingburgh substation and the Tibbits Avenue substation, both of which pose significant reliability concerns due to their aging assets.

Newtonville Area Study

This area study will serve the growing area north of Albany by increasing system capacity and significantly improving reliability. There are numerous aging assets surrounding the Newtonville area, including the Newtonville substation itself, and many of these assets are nearing their maximum ratings. Lastly, the Newtonville substation is the only substation operating at the former standard voltage of 4.16 kV, making it a 4.16 kV island amongst neighboring 13.2 kV feeders. As such, this limits the capacity of feeder ties which puts a considerable strain on reliability.

To enable the retirement of the Newtonville substation, surrounding substations will be upgraded. Most notably, the Johnson substation and the Maplewood substation will have their transformers upsized to 40 MVA; one (1) at Maplewood substation and two (2) at Johnson substation. Additionally, a new 13.2 kV feeder will be commissioned out of both the Johnson substation and the Forts Ferry substation which will significantly improve both reliability and capacity.

This additional capacity will be critical, as assets are already nearing their maximum ratings. Additionally, being a more urban environment, EV adoption and heat pump adoption is forecasted to be high with minimal opportunity for large, distributed energy resources for load mitigation, thus making the installation of larger transformers and the commissioning of new 13.2 kV feeders critical in serving the significant load growth.

Elsmere/Delmar Area Study

This area study will serve the growing area of the City of Bethlehem including the hamlets of Delmar and Elsmere by increasing system capacity and significantly improving reliability. There are numerous aging assets surrounding the Delmar area, primarily at the Delmar and Elsmere substation, both of which are nearing end of life and nearing their thermal ratings. Lastly, the Delmar and Elsmere substations are the only substations operating at 4.8 kV, making it a 4.8 kV island amongst neighboring 13.2 kV feeders. As such, this limits the capacity of feeder ties which puts a considerable strain on reliability.

To enable the retirement of the Delmar substation, the Elsmere substation will be upgraded to a 20 MVA substation with three (3) 13.2 kV distribution feeders. These 13.2 kV distribution feeders will enable ties to the Voorheesville, Bethlehem, and Unionville 13.2 kV distribution feeders which will significantly improve both reliability and capacity.

This additional capacity will be critical, as assets are already nearing their ratings. Additionally, being a more urban environment, EV adoption and all electric construction is forecasted to be high with minimal opportunity for large, distributed energy resources for load mitigation, making these larger transformers and new 13.2 kV feeders all that much more critical in serving the significant load growth.

Capital Region Capital Projects in Excess of \$1M Completed in 2025:

Region	Project Name	Project Type	Fin Sys Project No.	Finish	Total Spend
Capital	DG NY 278801 Nexamp Putnam Rd - C087110	D Line	C087110	10/21/2025	\$1,695,386
Capital	Grooms Road - Forts Ferry #13 CCR - C048678	T Line	C048678	2/7/2025	\$11,000,000
Capital	AB Req* T6360 Grooms Rd.-Forts Ferry - 30629625 - 1 Strc - Insulator	T Line	C026923	1/24/2025	\$22,984,000
Capital	T5080 Lafarge-Pleasant Valley - 30771394 - 1 Strc - Insulator	T Line	C026923	3/28/2025	\$22,984,000
Capital	T5030 Alps-Berkshire - 30885975 - 3 Strc Replace	T Line	C026923	7/3/2025	\$22,984,000
Capital	T5540-1 NT-RR #16-Sycaway Tap - 30885977 - 3 Strc Replace	T Line	C026923	4/30/2025	\$22,984,000
Capital	T5550-1 Nt-W #14- Sycaway - 30885978 - 1 Strc Replace	T Line	C026923	4/18/2025	\$22,984,000
Capital	T5960 LGE-Greenbush - 30885980 - 3 Strc Replace	T Line	C026923	3/26/2025	\$22,984,000
Capital	T5190 Greenbush-Stephentown - 30885957 - 6 Strc Replace	T Line	C026923	8/28/2025	\$22,984,000
Capital	T5560- Reynolds-Alps - 30885958 - 1 Strc Replace	T Line	C026923	6/6/2025	\$22,984,000
Capital	MENANDS CONTROL HOUSE - C085165	T Station	C085165	11/28/2025	\$4,800,000
Capital	FY24 OT IDS - SCHAGHTICOKE STATION #3106 - C096036	T Station	C096036	8/18/2025	\$1,822,000
Capital	FY24 OT IDS - LASHER ROAD STATION #3221 - C096036	T Station	C096036	6/27/2025	\$1,822,000
Capital	Re-Insulate - Spier Falls - Rotterdam #2- C081676	T Line	C081676	4/11/2025	\$13,655,000
Capital	RC-MOD/Switch - New Scotland - Long Lane 7 - C076621	T Line	C076621	1/10/2025	\$1,030,000
Capital	RC-MOD/Switch - Feura Bush - North Catskill 2 - C076621	T Line	C076621	3/14/2025	\$1,030,000
Capital	Removal - Rotterdam - NS 13 - C095697	T Line	C095697	8/14/2025	\$2,996,000
Capital	AB Req* Valkin Tap Structures - C095696	T Line	C095696	12/19/2025	\$5,021,000
Capital	Reynolds Rd-Greenbush 9 Insulators - C096409	T Line	C096409	3/6/2025	\$2,483,000
Capital	AB Req* Re-Insulate - Bethlehem-Albany #18 - C090189	T Line	C090189	9/18/2025	\$2,000,000
Capital	Chrisler Ave 25737 Conversion	D Line	C057132	2/11/2025	\$1,562,000
Capital	South Mall #38 Cable Replacement	Sub-T Line	C084664	10/9/2025	\$3,119,000
Capital	Elnora 55 - Feeder Getaway	D Line	C086975	11/26/2025	\$1,127,645
Capital	Ruth Road 38152 conversion	D Line	C088203	2/12/2025	\$1,380,179
Capital	FLISR Riverside 58 - Trinity 42	D Line	C080089	2/27/2025	\$4,806,000
Capital	FLISR Bethlehem 55 - Trinity 43	D Line	C080089	1/20/2025	\$4,806,000
Capital	Stuyvesant 52 Hwy 26A Conversion	D Line	C094468	12/15/2025	\$1,655,642
Capital	FLISR Bethlehem 58 - Selkirk 52	D Line	C080089	4/22/2025	\$4,806,000
Capital	FLISR Curry Rd 55 - Watt St 51	D Line	C080089	2/5/2025	\$4,806,000
Capital	FLISR Blue Stories 53 - Buckley Corners 51	D Line	C080089	2/13/2025	\$4,806,000
Capital	M9000 - GREEN ISLAND M9000 RTU - C069437	T Station	C069437	5/1/2025	\$1,870,000
Capital	115-13.8kV 40MVA T SPARE TRF - C090951	T Station	C090951	6/24/2025	\$12,672,000
Capital	115-13.8KV 40MVA D SPARE TRF - C090846	D Station	C090846	6/23/2025	\$2,530,000
Capital	RIVERSIDE SPARE 34.5-13.2KV 12.5MVA DY TRF - C090849	D Station	C090849	11/12/2025	\$1,355,374
Capital	M9000 - CRESCENT (NYPA) M9000 - C069437	T Station	C069437	5/2/2025	\$2,400,000

g. DISCUSSION OF REGIONAL PERFORMANCE OF LOW VOLTAGE AC (LVAC) NETWORK DISTRIBUTION SYSTEM(S)

Albany Secondary LVAC Network

The Albany secondary network serves the downtown area of Albany, NY and is supplied by ten (10) 13.2 kV feeders that originate from the Riverside and Trinity substations. This system serves approximately 3,055 customer accounts and experienced a peak load of approximately 24.1 MVA in 2025.

The table below lists each distribution circuit serving the Albany secondary network with the number of events that caused an operation of the substation breaker.

Substation	Feeder	# Breaker Operations from Faults / Failures
Riverside	28801	0
Riverside	28802	0
Riverside	28805	1
Trinity	16406	0
Riverside	28807	0
Trinity	16408	0
Trinity	16410	0
Riverside	28811	1
Riverside	28812	1
Riverside	28815	2

As shown above, the Albany secondary network experienced five (5) unplanned distribution circuit outage in 2025.

Major equipment replacements in 2025 consisted of two (2) network transformers and five (5) network protectors. Annual maintenance consisted of manhole and vault inspections, network protector and transformer inspections, and network protector operation checks.

Troy Secondary LVAC Network

The Troy secondary network serves the downtown area bounded by River Street, Congress Street, and Union Street. This network is supplied by six (6) 4.16 kV and two (2) 13.2 kV feeders that originate from the Liberty Street substation. This system serves approximately 1,480 customer accounts and experienced a peak load of approximately 8.1 MVA in 2025.

The table below lists each distribution circuit serving the Troy secondary network with the number of events that caused an operation of the substation breaker.

Substation	Feeder	# Breaker Operations from Faults / Failures
Liberty	09425	0
Liberty	09427	0
Liberty	09431	0
Liberty	09432	0
Liberty	09442	1
Liberty	09444	0
Liberty	09451	1
Liberty	09411	0

As shown above, the Troy secondary network experienced two (2) unplanned distribution circuit outages in 2025.

Major equipment replacements in 2025 consisted of 1 transformer vault roof, 1 network transformer and 1 network protector. Annual maintenance consisted of manhole and vault inspections, network protector and transformer inspections, and network protector operation checks.

Schenectady Secondary LVAC Network

The Schenectady secondary network serves the downtown area around State Street from Nott Terrace to Washington Avenue, Erie Boulevard from State Street to River Road, and Broadway to Smith Street. This network is supplied by five (5) 13.2 kV feeders that originate from the Front Street Substation. This system serves approximately 1,200 customer accounts and experienced a peak load of approximately 9.4 MVA in 2025.

The table below lists each distribution circuit serving the Schenectady secondary network with the number of events that caused an operation of the substation breaker.

Substation	Feeder	# Breaker Operations from Faults / Failures
Front	36002	0
Front	36003	0
Front	36006	0
Front	36007	1
Front	36008	0

As shown above, the Schenectady secondary network experienced a total of one (1) unplanned distribution circuit outages in 2025.

Major equipment replacements in 2025 consisted of one (1) network transformer and one (1) network protector. Annual maintenance consisted of manhole and vault inspections, network protector and transformer inspections, and network protector operation checks.

2. OPERATING CIRCUIT LISTS

The next three (3) tables will provide the following information for the Capital Region.

- a. Worst Performing Circuit List
- b. Worst Performing Circuits with 3 Year History for CAIDI and SAIFI Indices
- c. Worst Performing Circuits by # of Momentary Interruptions

a. NATIONAL GRID WORST PERFORMING CIRCUIT LIST

CAPITAL REGION

FEEDER #	A CUST. SERVED	B TOTAL INTER.	C # CUST. INTER.	D CUST. HRS. INTER.	C/A SAIFI	D/A SAIDI	D/C CAIDI	NUMBER OF MOMENTARIES
BETHLEHEM 02157	1,126	37	6,860	22,804	6.09	20.25	3.32	0
VOORHEESVILLE 17851	2,107	46	8,374	25,863	3.97	12.27	3.09	3
BOYNTONVILLE 33351	2,146	53	7,037	12,566	3.28	5.86	1.79	0
BURDECK ST 26553	1,702	34	4,661	13,683	2.74	8.04	2.94	0
BRUNSWICK 26452	2,004	34	6,731	12,163	3.36	6.07	1.81	1
SYCAWAY 37253	2,711	24	8,761	15,916	3.23	5.87	1.82	2
NORTH TROY 12351	1,373	27	3,068	12,106	2.23	8.82	3.95	2
ROTTERDAM 13850	1,859	17	9,140	14,825	4.92	7.97	1.62	3
EVERETT ROAD 42054	1,230	25	3,642	8,560	2.96	6.96	2.35	2
HOOSICK 31451	1,763	33	4,298	9,203	2.44	5.22	2.14	0
ELNORA 44256	2,573	27	9,650	10,339	3.75	4.02	1.07	0
VALKIN 42752	2,428	33	6,106	10,855	2.51	4.47	1.78	0
LASHER ROAD 322151	1,731	42	2,911	12,237	1.68	7.07	4.2	3
VOORHEESVILLE 17853	2,056	28	4,892	10,639	2.38	5.17	2.17	2
ROSA ROAD 13757	2,469	22	7,458	11,785	3.02	4.77	1.58	0
ROSA ROAD 13755	3,045	20	9,437	13,747	3.1	4.51	1.46	0
UNIONVILLE 27652	2,649	43	4,176	14,161	1.58	5.35	3.39	4
BLUE STORES 30353	1,442	29	2,590	9,040	1.8	6.27	3.49	5
MENANDS 10157	2,302	17	5,911	12,552	2.57	5.45	2.12	5
INMAN ROAD 37055	1,554	27	4,360	6,357	2.81	4.09	1.46	0

Regional Goals:
CAIDI: 2.025
SAIFI: 1.024

b. NATIONAL GRID WORST PERFORMING CIRCUITS WITH 3 YEAR HISTORY FOR CAIDI AND SAIFI INDICES

CAPITAL REGION

FEEDER #	2025 CAIDI	2024 CAIDI	2023 CAIDI	2022 CAIDI	2025 SAIFI	2024 SAIFI	2023 SAIFI	2022 SAIFI
BETHLEHEM 02157	3.32	0.98	3.90	N/A	6.09	1.09	0.22	#N/A
VOORHEESVILLE 17851	3.09	3.91	2.67	3.86	3.97	0.43	0.56	0.37
BOYNTONVILLE 33351	1.79	4.68	2.23	1.84	3.28	1.48	1.66	2.52
BURDECK ST 26553	2.94	1.77	2.37	5.21	2.74	1.38	1.91	0.84
BRUNSWICK 26452	1.81	3.73	1.78	1.67	3.36	2.78	2.73	0.89
SYCAWAY 37253	1.82	2.14	1.44	2.02	3.23	0.13	1.09	1.28
NORTH TROY 12351	3.95	1.70	2.35	3.02	2.23	2.05	0.16	0.80
ROTTERDAM 13850	1.62	1.64	1.29	3.94	4.92	2.26	1.28	0.19
EVERETT ROAD 42054	2.35	1.27	1.77	1.90	2.96	0.91	1.20	2.09
HOOSICK 31451	2.14	1.82	4.58	1.63	2.44	4.55	0.35	2.61
ELNORA 44256	1.07	2.54	0.85	1.45	3.75	3.06	0.99	1.62
VALKIN 42752	1.78	0.71	1.62	1.30	2.51	2.38	0.53	2.14
LASHER ROAD 322151	4.2	2.13	3.24	2.61	1.68	1.38	0.22	1.15
VOORHEESVILLE 17853	2.17	2.01	1.80	1.64	2.38	3.58	0.76	0.49
ROSA ROAD 13757	1.58	1.16	3.36	1.59	3.02	2.27	0.44	1.84
ROSA ROAD 13755	1.46	0.41	2.06	1.69	3.1	1.13	0.07	0.50
UNIONVILLE 27652	3.39	2.65	2.42	2.30	1.58	0.61	0.61	0.15
BLUE STORES 30353	3.49	4.32	2.35	1.91	1.8	1.17	2.34	2.03
MENANDS 10157	2.12	1.55	2.17	2.05	2.57	3.04	0.16	0.52
INMAN ROAD 37055	1.46	1.84	4.53	0.90	2.81	1.87	1.30	2.33

Regional Goals:
CAIDI 2.025
SAIFI 1.024

c. NATIONAL GRID WORST PERFORMING CIRCUITS BY # OF MOMENTARY INTERRUPTIONS

CAPITAL REGION

Feeders			Customer Momentaries				Ranks		
Volts (kV)	Station Name	Ckt/F No.	Substation	Transmission	Distribution	Total	Within Region	Within System	Reliability Ranking
No circuits experienced 10 or more momentary interruptions in 2025.									

d. WORST PERFORMING CIRCUIT ANALYSIS

This year, the Capital Region's list of Worst Feeders consists of twenty (20) 13.2 kV feeders.

For the Capital Region the CAIDI performance threshold is 2.025 and SAIFI performance threshold is 1.024.

1. BETHLEHEM 02157 – 13.2 kV

Profile: 1,126 Customers, 21.3 Circuit Miles

Indices: CAIDI = 3.32, SAIFI = 6.09

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	14	37.84%	326	4.75%	1,363	5.98%
3	OVERLOADS	3	8.11%	2,982	43.47%	14,867	65.19%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	11	29.73%	1,886	27.49%	3,104	13.61%
6	ACCIDENTS	3	8.11%	521	7.59%	847	3.71%
7	PREARRANGED	4	10.81%	1,130	16.47%	2,600	11.40%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	2	5.41%	15	0.22%	23	0.10%
Totals		37	100.00%	6,860	100.00%	22,804	100.00%

Problem Analysis:

- There were 37 interruptions on the Bethlehem 02157 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 37 events occurred at the distribution level.
- The distribution circuit breaker for the Bethlehem 02157 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Bethlehem 02157 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Bethlehem 02157 in 2025, accounting for 38% of total interruptions (14 of 37). Equipment Failures were the 2nd leading cause of interruptions, accounting for 30% of total interruptions (11 of 37). Prearranged were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (4 of 37).
- Overloads were the leading cause of customers interrupted (CI) on the Bethlehem 02157 in 2025, accounting for 43% of total customers interrupted (2,982 of 6,860). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 27% of total customers interrupted (1,886 of 6,860). Prearranged were the 3rd leading cause of customers interrupted, accounting for 16% of total customers interrupted (1,130 of 6,860).
- Overloads were the leading cause of customer-hours interrupted (CHI) on the Bethlehem 02157 in 2025, accounting for 65% of total customer-hours interrupted (14,867 of 22,804). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 14% of total customer-hours interrupted (3,104 of 22,804). Prearranged were the 3rd

leading cause of customer-hours interrupted, accounting for 11% of total customer-hours interrupted (2,600 of 22,804).

- Of the 37 interruptions on this circuit, 15 affected 10 customers or less, with 5 being single customer outages.

Actions Taken:

- Tree trimming and a hazard tree review was completed in fiscal year 2025.

Action Plan:

- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2029.

2. VOORHEESVILLE 17851 – 13.2 kV

Profile: 2,107 Customers, 139.5 Circuit Miles

Indices: CAIDI = 3.09, SAIFI = 3.97

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	Total	Number	% Total	Number	% Total
2	TREE	19	41.30%	3,719	44.41%	18,708	72.33%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	14	30.43%	2,325	27.76%	2,426	9.38%
6	ACCIDENTS	4	8.70%	2,128	25.41%	3,975	15.37%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	9	19.57%	202	2.41%	754	2.92%
Totals		46	100.00%	8,374	100.00%	25,863	100.00%

Problem Analysis:

- There were 46 interruptions on the Voorheesville 17851 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 46 events occurred at the distribution level.
- The distribution circuit breaker for the Voorheesville 17851 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Voorheesville 17851 experienced 3 sustained operations (lockouts) in 2025. These interruptions accounted for 76% of the total amount of customers interrupted (6,325 out of 8,374) and 45% of the total amount of the customer-hours interrupted (11,572 out of 25,863).
 - The first lockout occurred on March 17, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 25% of the total customers interrupted (2,104 of 8,374), and 22% of the total customer-hours interrupted (5,721 of 25,863).
 - The second lockout occurred on October 02, 2025, coded as a cause of non-company activities (PSC cause code 06). This lockout accounted for 25% of the total customers interrupted (2,110 of 8,374), and 15% of the total customer-hours interrupted (3,940 of 25,863).
 - The third lockout occurred on December 05, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 25% of the total customers interrupted (2,111 of 8,374), and 7% of the total customer-hours interrupted (1,910 of 25,863).
- Trees were the leading cause of interruptions on the Voorheesville 17851 in 2025, accounting for 41% of total interruptions (19 of 46). Equipment Failures were the 2nd

leading cause of interruptions, accounting for 30% of total interruptions (14 of 46). Unknown were the 3rd leading cause of interruptions, accounting for 20% of total interruptions (9 of 46).

- Trees were the leading cause of customers interrupted (CI) on the Voorheesville 17851 in 2025, accounting for 44% of total customers interrupted (3,719 of 8,374). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 28% of total customers interrupted (2,325 of 8,374). Accidents were the 3rd leading cause of customers interrupted, accounting for 25% of total customers interrupted (2,128 of 8,374).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Voorheesville 17851 in 2025, accounting for 72% of total customer-hours interrupted (18,708 of 25,863). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 15% of total customer-hours interrupted (3,975 of 25,863). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 9% of total customer-hours interrupted (2,426 of 25,863).
- Of the 46 interruptions on this circuit, 25 affected 10 customers or less, with 15 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2021 and all identified level 1, level 2, and level 3 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2022.

Action Plan:

- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2028.

3. BOYNTONVILLE 33351 – 13.2 kV

Profile: 2,146 Customers, 154.5 Circuit Miles

Indices: CAIDI = 1.79, SAIFI = 3.28

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	29	54.72%	4,075	57.91%	10,149	80.77%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	9	16.98%	2,266	32.20%	1,620	12.89%
6	ACCIDENTS	6	11.32%	522	7.42%	394	3.14%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	9	16.98%	174	2.47%	403	3.21%
Totals		53	100.00%	7,037	100.00%	12,565	100.00%

Problem Analysis:

- There were 53 interruptions on the Boyntonville 33351 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on September 25, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 30% of the total customers interrupted (2,141 of 7,037), and 4% of the total customer-hours interrupted (541 of 12,566).
- There were no substation interruptions.
- The remaining 52 events occurred at the distribution level.
- The distribution circuit breaker for the Boyntonville 33351 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Boyntonville 33351 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Boyntonville 33351 in 2025, accounting for 55% of total interruptions (29 of 53). Equipment Failures were the 2nd leading cause of interruptions, accounting for 17% of total interruptions (9 of 53). Unknown were the 3rd leading cause of interruptions, accounting for 17% of total interruptions (9 of 53).
- Trees were the leading cause of customers interrupted (CI) on the Boyntonville 33351 in 2025, accounting for 58% of total customers interrupted (4,075 of 7,037). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 32% of total customers interrupted (2,266 of 7,037). Accidents were the 3rd leading cause of customers interrupted, accounting for 7% of total customers interrupted (522 of 7,037).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Boyntonville 33351 in 2025, accounting for 81% of total customer-hours interrupted (10,149 of 12,565). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 13% of total customer-hours interrupted (1,620 of 12,565). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (403 of 12,565).
- Of the 53 interruptions on this circuit, 19 affected 10 customers or less, with 7 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2023 and all identified level 1, level 2, and level 3 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2026.

Action Plan:

- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2032.

4. BURDECK ST 26553 – 13.2 kV

Profile: 1,702 Customers, 88.6 Circuit Miles

Indices: CAIDI = 2.94, SAIFI = 2.74

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	10	29.41%	249	5.34%	1,253	9.16%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	12	35.29%	3,158	67.75%	10,321	75.43%
6	ACCIDENTS	3	8.82%	970	20.81%	1,803	13.18%
7	PREARRANGED	2	5.88%	86	1.85%	15	0.11%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	7	20.59%	198	4.25%	290	2.12%
Totals		34	100.00%	4,661	100.00%	13,683	100.00%

Problem Analysis:

- There were 34 interruptions on the Burdeck St 26553 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 34 events occurred at the distribution level.
- The distribution circuit breaker for the Burdeck St 26553 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Burdeck St 26553 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 36% of the total amount of customers interrupted (1,671 out of 4,661) and 16% of the total amount of the customer-hours interrupted (2,206 out of 13,683).
 - This lockout occurred on August 08, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 36% of the total customers interrupted (1,671 of 4,661), and 16% of the total customer-hours interrupted (2,206 of 13,683).
- Equipment Failures were the leading cause of interruptions on the Burdeck St 26553 in 2025, accounting for 35% of total interruptions (12 of 34). Trees were the 2nd leading cause of interruptions, accounting for 29% of total interruptions (10 of 34). Unknown were the 3rd leading cause of interruptions, accounting for 21% of total interruptions (7 of 34).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Burdeck St 26553 in 2025, accounting for 68% of total customers interrupted (3,158 of 4,661). Accidents were the 2nd leading cause of customers interrupted, accounting for 21% of total customers interrupted (970 of 4,661). Trees were the 3rd leading cause of customers interrupted, accounting for 5% of total customers interrupted (249 of 4,661).

- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Burdeck St 26553 in 2025, accounting for 75% of total customer-hours interrupted (10,321 of 13,683). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 13% of total customer-hours interrupted (1,803 of 13,683). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 9% of total customer-hours interrupted (1,253 of 13,683).
- Of the 34 interruptions on this circuit, 18 affected 10 customers or less, with 9 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2025 and all identified level 1 have been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2025.

Action Plan:

- Complete all identified level 2 and level 3 maintenance.
- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2030.

5. BRUNSWICK 26452 – 13.2 kV

Profile: 2,004 Customers, 95.8 Circuit Miles

Indices: CAIDI = 1.81, SAIFI = 3.36

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	17	50.00%	6,220	92.41%	11,330	93.15%
3	OVERLOADS	1	2.94%	10	0.15%	26	0.21%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	7	20.59%	237	3.52%	481	3.96%
6	ACCIDENTS	1	2.94%	21	0.31%	28	0.23%
7	PREARRANGED	1	2.94%	1	0.01%	2	0.01%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	7	20.59%	242	3.60%	296	2.43%
Totals		34	100.00%	6,731	100.00%	12,163	100.00%

Problem Analysis:

- There were 34 interruptions on the Brunswick 26452 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 34 events occurred at the distribution level.
- The distribution circuit breaker for the Brunswick 26452 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Brunswick 26452 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 59% of the total amount of customers interrupted (4,004 out of 6,731) and 62% of the total amount of the customer-hours interrupted (7,563 out of 12,163).
 - The first lockout occurred on March 16, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 30% of the total customers interrupted (2,005 of 6,731), and 26% of the total customer-hours interrupted (3,209 of 12,163).
 - The second lockout occurred on May 31, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 30% of the total customers interrupted (1,999 of 6,731), and 36% of the total customer-hours interrupted (4,354 of 12,163).
- Trees were the leading cause of interruptions on the Brunswick 26452 in 2025, accounting for 50% of total interruptions (17 of 34). Equipment Failures were the 2nd leading cause of interruptions, accounting for 21% of total interruptions (7 of 34). Unknown were the 3rd leading cause of interruptions, accounting for 21% of total interruptions (7 of 34).
- Trees were the leading cause of customers interrupted (CI) on the Brunswick 26452 in 2025, accounting for 92% of total customers interrupted (6,220 of 6,731). Unknown were the 2nd leading cause of customers interrupted, accounting for 4% of total customers

interrupted (242 of 6,731). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (237 of 6,731).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Brunswick 26452 in 2025, accounting for 93% of total customer-hours interrupted (11,330 of 12,163). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (481 of 12,163). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 2% of total customer-hours interrupted (296 of 12,163).
- Of the 34 interruptions on this circuit, 14 affected 10 customers or less, with 8 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2023 and all identified level 1 and level 2 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2025.

Action Plan:

- Complete all identified level 3 maintenance.
- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2030.

6. SYCAWAY 37253 – 13.2 kV

Profile: 2,711 Customers, 30.4 Circuit Miles

Indices: CAIDI = 1.82, SAIFI = 3.23

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	13	54.17%	6,819	77.83%	13,910	87.40%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	25.00%	203	2.32%	646	4.06%
6	ACCIDENTS	2	8.33%	1,686	19.24%	1,124	7.06%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	12.50%	53	0.61%	234	1.47%
Totals		24	100.00%	8,761	100.00%	15,916	100.00%

Problem Analysis:

- There were 24 interruptions on the Sycaway 37253 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 24 events occurred at the distribution level.
- The distribution circuit breaker for the Sycaway 37253 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Sycaway 37253 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 77% of the total amount of customers interrupted (6,722 out of 8,761) and 86% of the total amount of the customer-hours interrupted (13,687 out of 15,916).
 - The first lockout occurred on January 04, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 31% of the total customers interrupted (2,730 of 8,761), and 46% of the total customer-hours interrupted (7,384 of 15,916).
 - The second lockout occurred on October 30, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 46% of the total customers interrupted (3,992 of 8,761), and 40% of the total customer-hours interrupted (6,303 of 15,916).
- Trees were the leading cause of interruptions on the Sycaway 37253 in 2025, accounting for 54% of total interruptions (13 of 24). Equipment Failures were the 2nd leading cause of interruptions, accounting for 25% of total interruptions (6 of 24). Unknown were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (3 of 24).

- Trees were the leading cause of customers interrupted (CI) on the Sycaway 37253 in 2025, accounting for 78% of total customers interrupted (6,819 of 8,761). Accidents were the 2nd leading cause of customers interrupted, accounting for 19% of total customers interrupted (1,686 of 8,761). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (203 of 8,761).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Sycaway 37253 in 2025, accounting for 87% of total customer-hours interrupted (13,910 of 15,916). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (1,124 of 15,916). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (646 of 15,916).
- Of the 24 interruptions on this circuit, 12 affected 10 customers or less, with 6 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2025.
- Tree trimming and a hazard tree review was completed in fiscal year 2023.

Action Plan:

- Complete all identified level 2 and level 3 maintenance.
- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2028.

7. NORTH TROY 12351 – 13.2 kV

Profile: 1,373 Customers, 69.4 Circuit Miles

Indices: CAIDI = 3.95, SAIFI = 2.23

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	12	44.44%	1,349	43.97%	4,862	40.16%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	7	25.93%	281	9.16%	948	7.83%
6	ACCIDENTS	5	18.52%	1,328	43.29%	6,095	50.34%
7	PREARRANGED	1	3.70%	7	0.23%	8	0.07%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	2	7.41%	103	3.36%	194	1.60%
Totals		27	100.00%	3,068	100.00%	12,106	100.00%

Problem Analysis:

- There were 27 interruptions on the North Troy 12351 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 27 events occurred at the distribution level.
- The distribution circuit breaker for the North Troy 12351 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the North Troy 12351 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the North Troy 12351 in 2025, accounting for 44% of total interruptions (12 of 27). Equipment Failures were the 2nd leading cause of interruptions, accounting for 26% of total interruptions (7 of 27). Accidents were the 3rd leading cause of interruptions, accounting for 19% of total interruptions (5 of 27).
- Trees were the leading cause of customers interrupted (CI) on the North Troy 12351 in 2025, accounting for 44% of total customers interrupted (1,349 of 3,068). Accidents were the 2nd leading cause of customers interrupted, accounting for 43% of total customers interrupted (1,328 of 3,068). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 9% of total customers interrupted (281 of 3,068).
- Accidents were the leading cause of customer-hours interrupted (CHI) on the North Troy 12351 in 2025, accounting for 50% of total customer-hours interrupted (6,095 of 12,106). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 40% of total customer-hours interrupted (4,862 of 12,106). Equipment Failures were the 3rd

leading cause of customer-hours interrupted, accounting for 8% of total customer-hours interrupted (948 of 12,106).

- Of the 27 interruptions on this circuit, 9 affected 10 customers or less, with 7 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2022 and all identified level 1, level 2, and level 3 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2023.

Action Plan:

- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2028.

8. ROTTERDAM 13850 – 13.2 kV

Profile: 1,859 Customers, 17.5 Circuit Miles

Indices: CAIDI = 1.62, SAIFI = 4.92

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	8	47.06%	6,017	65.83%	8,567	57.79%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	35.29%	3,088	33.79%	6,185	41.72%
6	ACCIDENTS	1	5.88%	2	0.02%	6	0.04%
7	PREARRANGED	1	5.88%	16	0.18%	54	0.36%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	5.88%	17	0.19%	14	0.10%
Totals		17	100.00%	9,140	100.00%	14,825	100.00%

Problem Analysis:

- There were 17 interruptions on the Rotterdam 13850 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on February 14, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 20% of the total customers interrupted (1,862 of 9,140), and 22% of the total customer-hours interrupted (3,205 of 14,825).
- There were no substation interruptions.
- The remaining 16 events occurred at the distribution level.
- The distribution circuit breaker for the Rotterdam 13850 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Rotterdam 13850 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 41% of the total amount of customers interrupted (3,731 out of 9,140) and 46% of the total amount of the customer-hours interrupted (6,762 out of 14,825).
 - The first lockout occurred on January 01, 2025, coded as a cause of tree - broken limb (PSC cause code 02). This lockout accounted for 20% of the total customers interrupted (1,866 of 9,140), and 19% of the total customer-hours interrupted (2,754 of 14,825).
 - The second lockout occurred on April 05, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 20% of the total customers interrupted (1,865 of 9,140), and 27% of the total customer-hours interrupted (4,008 of 14,825).

- Trees were the leading cause of interruptions on the Rotterdam 13850 in 2025, accounting for 47% of total interruptions (8 of 17). Equipment Failures were the 2nd leading cause of interruptions, accounting for 35% of total interruptions (6 of 17). Accidents were the 3rd leading cause of interruptions, accounting for 6% of total interruptions (1 of 17).
- Trees were the leading cause of customers interrupted (CI) on the Rotterdam 13850 in 2025, accounting for 66% of total customers interrupted (6,017 of 9,140). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 34% of total customers interrupted (3,088 of 9,140). Unknown were the 3rd leading cause of customers interrupted, accounting for 0% of total customers interrupted (17 of 9,140).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Rotterdam 13850 in 2025, accounting for 58% of total customer-hours interrupted (8,567 of 14,825). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 42% of total customer-hours interrupted (6,185 of 14,825). Prearranged were the 3rd leading cause of customer-hours interrupted, accounting for 0% of total customer-hours interrupted (54 of 14,825).
- Of the 17 interruptions on this circuit, 5 affected 10 customers or less, with 1 being a single customer outage.

Actions Taken:

- A maintenance foot patrol was performed in 2022 and all identified level 1, level 2, and level 3 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2024.

Action Plan:

- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2029.

9. EVERETT ROAD 42054 – 13.2 kV

Profile: 1,230 Customers, 27.1 Circuit Miles
Indices: CAIDI = 2.35, SAIFI = 2.96

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	13	52.00%	2,341	64.28%	3,421	39.97%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	4	16.00%	33	0.91%	258	3.01%
6	ACCIDENTS	7	28.00%	1,261	34.62%	4,865	56.83%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	4.00%	7	0.19%	17	0.19%
Totals		25	100.00%	3,642	100.00%	8,560	100.00%

Problem Analysis:

- There were 25 interruptions on the Everett Road 42054 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 25 events occurred at the distribution level.
- The distribution circuit breaker for the Everett Road 42054 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Everett Road 42054 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 34% of the total amount of customers interrupted (1,231 out of 3,642) and 56% of the total amount of the customer-hours interrupted (4,805 out of 8,560).
 - This lockout occurred on September 19, 2025, coded as a cause of vehicle (PSC cause code 06). This lockout accounted for 34% of the total customers interrupted (1,231 of 3,642), and 56% of the total customer-hours interrupted (4,805 of 8,560).
- Trees were the leading cause of interruptions on the Everett Road 42054 in 2025, accounting for 52% of total interruptions (13 of 25). Accidents were the 2nd leading cause of interruptions, accounting for 28% of total interruptions (7 of 25). Equipment Failures were the 3rd leading cause of interruptions, accounting for 16% of total interruptions (4 of 25).
- Trees were the leading cause of customers interrupted (CI) on the Everett Road 42054 in 2025, accounting for 64% of total customers interrupted (2,341 of 3,642). Accidents were the 2nd leading cause of customers interrupted, accounting for 35% of total customers

interrupted (1,261 of 3,642). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (33 of 3,642).

- Accidents were the leading cause of customer-hours interrupted (CHI) on the Everett Road 42054 in 2025, accounting for 57% of total customer-hours interrupted (4,865 of 8,560). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 40% of total customer-hours interrupted (3,421 of 8,560). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (258 of 8,560).
- Of the 25 interruptions on this circuit, 15 affected 10 customers or less, with 4 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2021 and all identified level 1 and level 3 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2026.

Action Plan:

- Complete all identified level 2 maintenance.
- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2030.

10. HOOSICK 31451 – 13.2 kV

Profile: 1,763 Customers, 97.6 Circuit Miles

Indices: CAIDI = 2.14, SAIFI = 2.44

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	17	51.52%	2,036	47.37%	4,714	51.23%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	18.18%	1,896	44.11%	2,975	32.33%
6	ACCIDENTS	9	27.27%	365	8.49%	1,508	16.39%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	3.03%	1	0.02%	6	0.06%
Totals		33	100.00%	4,298	100.00%	9,203	100.00%

Problem Analysis:

- There were 33 interruptions on the Hoosick 31451 in 2025.
- There was 1 transmission interruption.
 - This transmission interruption occurred on September 25, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 41% of the total customers interrupted (1,754 of 4,298), and 27% of the total customer-hours interrupted (2,485 of 9,203).
- There were no substation interruptions.
- The remaining 32 events occurred at the distribution level.
- The distribution circuit breaker for the Hoosick 31451 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Hoosick 31451 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 41% of the total amount of customers interrupted (1,760 out of 4,298) and 31% of the total amount of the customer-hours interrupted (2,844 out of 9,203).
 - This lockout occurred on June 30, 2025, coded as a cause of tree - broken limb (PSC cause code 02). This lockout accounted for 41% of the total customers interrupted (1,760 of 4,298), and 31% of the total customer-hours interrupted (2,844 of 9,203).
- Trees were the leading cause of interruptions on the Hoosick 31451 in 2025, accounting for 52% of total interruptions (17 of 33). Accidents were the 2nd leading cause of interruptions, accounting for 27% of total interruptions (9 of 33). Equipment Failures were the 3rd leading cause of interruptions, accounting for 18% of total interruptions (6 of 33).

- Trees were the leading cause of customers interrupted (CI) on the Hoosick 31451 in 2025, accounting for 47% of total customers interrupted (2,036 of 4,298). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 44% of total customers interrupted (1,896 of 4,298). Accidents were the 3rd leading cause of customers interrupted, accounting for 8% of total customers interrupted (365 of 4,298).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Hoosick 31451 in 2025, accounting for 51% of total customer-hours interrupted (4,714 of 9,203). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 32% of total customer-hours interrupted (2,975 of 9,203). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 16% of total customer-hours interrupted (1,508 of 9,203).
- Of the 33 interruptions on this circuit, 16 affected 10 customers or less, with 9 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2023 and all identified level 1 and level 2 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2021.

Action Plan:

- Complete all identified level 3 maintenance.
- Tree trimming and a hazard tree review are scheduled to be performed in fiscal year 2027.

11. ELNORA 44256 – 13.2 kV

Profile: 2,573 Customers, 56.3 Circuit Miles

Indices: CAIDI = 1.07, SAIFI = 3.75

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	8	29.63%	781	8.09%	2,330	22.54%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	8	29.63%	3,584	37.14%	2,477	23.95%
6	ACCIDENTS	4	14.81%	49	0.51%	107	1.04%
7	PREARRANGED	1	3.70%	1,155	11.97%	1,694	16.38%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	6	22.22%	4,081	42.29%	3,731	36.09%
Totals		27	100.00%	9,650	100.00%	10,339	100.00%

Problem Analysis:

- There were 27 interruptions on the Elnora 44256 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption.
 - This Substation interruption occurred on June 12, 2025, coded as a cause of unknown (PSC cause code 10). This lockout accounted for 21% of the total customers interrupted (2,070 of 9,650), and 24% of the total customer-hours interrupted (2,531 of 10,339).
- The remaining 26 events occurred at the distribution level.
- The distribution circuit breaker for the Elnora 44256 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Elnora 44256 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 36% of the total amount of customers interrupted (3,503 out of 9,650) and 22% of the total amount of the customer-hours interrupted (2,316 out of 10,339).
 - The first lockout occurred on June 01, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 27% of the total customers interrupted (2,595 of 9,650), and 5% of the total customer-hours interrupted (476 of 10,339).
 - The second lockout occurred on June 27, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 9% of the total customers interrupted (908 of 9,650), and 18% of the total customer-hours interrupted (1,840 of 10,339).

- Trees were the leading cause of interruptions on the Elnora 44256 in 2025, accounting for 30% of total interruptions (8 of 27). Equipment Failures were the 2nd leading cause of interruptions, accounting for 30% of total interruptions (8 of 27). Unknown were the 3rd leading cause of interruptions, accounting for 22% of total interruptions (6 of 27).
- Unknown were the leading cause of customers interrupted (CI) on the Elnora 44256 in 2025, accounting for 42% of total customers interrupted (4,081 of 9,650). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 37% of total customers interrupted (3,584 of 9,650). Prearranged were the 3rd leading cause of customers interrupted, accounting for 12% of total customers interrupted (1,155 of 9,650).
- Unknown were the leading cause of customer-hours interrupted (CHI) on the Elnora 44256 in 2025, accounting for 36% of total customer-hours interrupted (3,731 of 10,339). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 24% of total customer-hours interrupted (2,477 of 10,339). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 23% of total customer-hours interrupted (2,330 of 10,339).
- Of the 27 interruptions on this circuit, 11 affected 10 customers or less, with 3 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2021 and all identified level 1, level 2, and level 3 maintenance have been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2022.

Action Plan:

- Tree trimming and a hazard tree review is scheduled to be performed in fiscal year 2026.

12. VALKIN 42752 – 13.2 kV

Profile: 2,593 Customers, 74.4 Circuit Miles

Indices: CAIDI = 1.78, SAIFI = 2.51

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	9	27.27%	860	14.08%	2,318	21.35%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	7	21.21%	45	0.74%	189	1.74%
6	ACCIDENTS	6	18.18%	2,548	41.73%	7,287	67.13%
7	PREARRANGED	4	12.12%	160	2.62%	393	3.62%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	7	21.21%	2,493	40.83%	668	6.16%
Totals		33	100.00%	6,106	100.00%	10,855	100.00%

Problem Analysis:

- There were 33 interruptions on the Valkin 42752 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 33 events occurred at the distribution level.
- The distribution circuit breaker for the Valkin 42752 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Valkin 42752 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 79% of the total amount of customers interrupted (4,844 out of 6,106) and 69% of the total amount of the customer-hours interrupted (7,503 out of 10,855).
 - The first lockout occurred on January 03, 2025, coded as a cause of unknown (PSC cause code 10). This lockout accounted for 40% of the total customers interrupted (2,414 of 6,106), and 5% of the total customer-hours interrupted (547 of 10,855).
 - The second lockout occurred on August 14, 2025, coded as a cause of vehicle (PSC cause code 06). This lockout accounted for 40% of the total customers interrupted (2,430 of 6,106), and 64% of the total customer-hours interrupted (6,957 of 10,855).
- Trees were the leading cause of interruptions on the Valkin 42752 in 2025, accounting for 27% of total interruptions (9 of 33). Equipment Failures were the 2nd leading cause of interruptions, accounting for 21% of total interruptions (7 of 33). Unknown were the 3rd leading cause of interruptions, accounting for 21% of total interruptions (7 of 33).
- Accidents were the leading cause of customers interrupted (CI) on the Valkin 42752 in 2025, accounting for 42% of total customers interrupted (2,548 of 6,106). Unknown were

the 2nd leading cause of customers interrupted, accounting for 41% of total customers interrupted (2,493 of 6,106). Trees were the 3rd leading cause of customers interrupted, accounting for 14% of total customers interrupted (860 of 6,106).

- Accidents were the leading cause of customer-hours interrupted (CHI) on the Valkin 42752 in 2025, accounting for 67% of total customer-hours interrupted (7,287 of 10,855). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 21% of total customer-hours interrupted (2,318 of 10,855). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (668 of 10,855).
- Of the 33 interruptions on this circuit, 15 affected 10 customers or less, with 5 being single customer outages.

Actions Taken:

- A maintenance foot patrol was completed on Valkin 42752 in 2025 and all identified level 1 maintenances have been completed.
- Tree trimming and a hazard tree review was completed on Valkin 42752 in 2025.

Action Plan:

- Complete all identified level 2 and 3 maintenance.
- Tree trimming and a hazard tree review are scheduled to be performed on Valkin 42752 in 2030.

13. LASHER ROAD 322151 – 13.2 kV

Profile: 1,731 Customers, 102.8 Circuit Miles

Indices: CAIDI = 4.20, SAIFI = 1.68

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	16	38.10%	2,551	87.63%	11,482	93.82%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	11.90%	6	0.21%	49	0.40%
6	ACCIDENTS	3	7.14%	47	1.61%	150	1.23%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	2.38%	1	0.03%	3	0.02%
10	UNKNOWN	17	40.48%	306	10.51%	554	4.53%
Totals		42	100.00%	2,911	100.00%	12,237	100.00%

Problem Analysis:

- There were 42 interruptions on the Lasher Road 322151 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 42 events occurred at the distribution level.
- The distribution circuit breaker for the Lasher Road 322151 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Lasher Road 322151 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 59% of the total amount of customers interrupted (1,727 out of 2,911) and 71% of the total amount of the customer-hours interrupted (8,729 out of 12,237).
 - This lockout occurred on December 29, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 59% of the total customers interrupted (1,727 of 2,911), and 71% of the total customer-hours interrupted (8,729 of 12,237).
- Unknown were the leading cause of interruptions on the Lasher Road 322151 in 2025, accounting for 40% of total interruptions (17 of 42). Trees were the 2nd leading cause of interruptions, accounting for 38% of total interruptions (16 of 42). Equipment Failures were the 3rd leading cause of interruptions, accounting for 12% of total interruptions (5 of 42).
- Trees were the leading cause of customers interrupted (CI) on the Lasher Road 322151 in 2025, accounting for 88% of total customers interrupted (2,551 of 2,911). Unknown were the 2nd leading cause of customers interrupted, accounting for 11% of total customers

interrupted (306 of 2,911). Accidents were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (47 of 2,911).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Lasher Road 322151 in 2025, accounting for 94% of total customer-hours interrupted (11,482 of 12,237). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 5% of total customer-hours interrupted (554 of 12,237). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (150 of 12,237).
- Of the 42 interruptions on this circuit, 21 affected 10 customers or less, with 12 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2023 and all identified level 1 and level 2 maintenance have been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2025.

Action Plan:

- Complete all identified level 3 maintenance.
- Tree trimming and a hazard tree review is scheduled to be performed in fiscal year 2029.

14. VOORHEESVILLE 17853 – 13.2 kV

Profile: 2,056 Customers, 67.6 Circuit Miles

Indices: CAIDI = 2.17, SAIFI = 2.38

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	17	60.71%	4,227	86.41%	10,151	95.41%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	10.71%	43	0.88%	116	1.09%
6	ACCIDENTS	5	17.86%	615	12.57%	340	3.20%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	3.57%	4	0.08%	19	0.17%
10	UNKNOWN	2	7.14%	3	0.06%	13	0.13%
Totals		28	100.00%	4,892	100.00%	10,639	100.00%

Problem Analysis:

- There were 28 interruptions on the Voorheesville 17853 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 28 events occurred at the distribution level.
- The distribution circuit breaker for the Voorheesville 17853 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Voorheesville 17853 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Voorheesville 17853 in 2025, accounting for 61% of total interruptions (17 of 28). Accidents were the 2nd leading cause of interruptions, accounting for 18% of total interruptions (5 of 28). Equipment Failures were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (3 of 28).
- Trees were the leading cause of customers interrupted (CI) on the Voorheesville 17853 in 2025, accounting for 86% of total customers interrupted (4,227 of 4,892). Accidents were the 2nd leading cause of customers interrupted, accounting for 13% of total customers interrupted (615 of 4,892). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (43 of 4,892).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Voorheesville 17853 in 2025, accounting for 95% of total customer-hours interrupted (10,151 of 10,639). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (340 of 10,639). Equipment Failures were the 3rd leading

cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (116 of 10,639).

- Of the 28 interruptions on this circuit, 14 affected 10 customers or less, with 4 being single customer outages.

Actions Taken:

- A maintenance foot patrol was completed in 2023 and all identified level 1, level 2 and level 3 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in 2025.

Action Plan:

- Tree trimming and a hazard tree review are scheduled to be performed in 2030.

15. ROSA ROAD 13757 – 13.2 kV

Profile: 2,469 Customers, 23.7 Circuit Miles

Indices: CAIDI = 1.58, SAIFI = 3.02

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	7	31.82%	176	2.36%	87	0.74%
3	OVERLOADS	1	4.55%	2	0.03%	7	0.06%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	27.27%	4,575	61.34%	7,512	63.74%
6	ACCIDENTS	4	18.18%	2,549	34.18%	3,797	32.22%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	18.18%	156	2.09%	382	3.24%
Totals		22	100.00%	7,458	100.00%	11,785	100.00%

Problem Analysis:

- There were 22 interruptions on the Rosa Road 13757 in 2025.
- There were no transmission interruptions.
- There were 2 substation interruptions.
 - The first Substation interruption occurred on September 24, 2025, coded as a cause of insulation failure - cable (PSC cause code 05). This lockout accounted for 33% of the total customers interrupted (2,469 of 7,458), and 21% of the total customer-hours interrupted (2,507 of 11,785).
 - The second Substation interruption occurred on October 04, 2025, coded as a cause of flying debris (PSC cause code 06). This lockout accounted for 33% of the total customers interrupted (2,471 of 7,458), and 30% of the total customer-hours interrupted (3,542 of 11,785).
- The remaining 20 events occurred at the distribution level.
- The distribution circuit breaker for the Rosa Road 13757 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Rosa Road 13757 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Rosa Road 13757 in 2025, accounting for 32% of total interruptions (7 of 22). Equipment Failures were the 2nd leading cause of interruptions, accounting for 27% of total interruptions (6 of 22). Accidents were the 3rd leading cause of interruptions, accounting for 18% of total interruptions (4 of 22).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Rosa Road 13757 in 2025, accounting for 61% of total customers interrupted (4,575 of 7,458).

Accidents were the 2nd leading cause of customers interrupted, accounting for 34% of total customers interrupted (2,549 of 7,458). Trees were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (176 of 7,458).

- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Rosa Road 13757 in 2025, accounting for 64% of total customer-hours interrupted (7,512 of 11,785). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 32% of total customer-hours interrupted (3,797 of 11,785). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (382 of 11,785).
- Of the 22 interruptions on this circuit, 10 affected 10 customers or less, with 7 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2024 and all identified level 1 and level 2 maintenance have been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2023.

Action Plan:

- Complete all identified level 3 maintenance.
- Tree trimming and a hazard tree review is scheduled to be performed in fiscal year 2028.

16. ROSA ROAD 13755 – 13.2 kV

Profile: 3,045 Customers, 19.6 Circuit Miles

Indices: CAIDI = 1.46, SAIFI = 3.10

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	4	20.00%	242	2.56%	806	5.86%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	30.00%	3,062	32.45%	8,030	58.41%
6	ACCIDENTS	3	15.00%	3,031	32.12%	4,356	31.68%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	7	35.00%	3,102	32.87%	555	4.04%
Totals		20	100.00%	9,437	100.00%	13,747	100.00%

Problem Analysis:

- There were 20 interruptions on the Rosa Road 13755 in 2025.
- There were no transmission interruptions.
- There were 2 substation interruptions.
 - The first Substation interruption occurred on September 24, 2025, coded as a cause of insulation failure - cable (PSC cause code 05). This lockout accounted for 32% of the total customers interrupted (3,026 of 9,437), and 58% of the total customer-hours interrupted (7,968 of 13,747).
 - The second Substation interruption occurred on October 04, 2025, coded as a cause of flying debris (PSC cause code 06). This lockout accounted for 32% of the total customers interrupted (3,027 of 9,437), and 32% of the total customer-hours interrupted (4,339 of 13,747).
- The remaining 18 events occurred at the distribution level.
- The distribution circuit breaker for the Rosa Road 13755 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Rosa Road 13755 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 32% of the total amount of customers interrupted (3,044 out of 9,437) and 3% of the total amount of the customer-hours interrupted (457 out of 13,747).
 - This lockout occurred on November 07, 2025, coded as a cause of unknown (PSC cause code 10). This lockout accounted for 32% of the total customers interrupted (3,044 of 9,437), and 3% of the total customer-hours interrupted (457 of 13,747).

- Unknown were the leading cause of interruptions on the Rosa Road 13755 in 2025, accounting for 35% of total interruptions (7 of 20). Equipment Failures were the 2nd leading cause of interruptions, accounting for 30% of total interruptions (6 of 20). Trees were the 3rd leading cause of interruptions, accounting for 20% of total interruptions (4 of 20).
- Unknown were the leading cause of customers interrupted (CI) on the Rosa Road 13755 in 2025, accounting for 33% of total customers interrupted (3,102 of 9,437). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 32% of total customers interrupted (3,062 of 9,437). Accidents were the 3rd leading cause of customers interrupted, accounting for 32% of total customers interrupted (3,031 of 9,437).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Rosa Road 13755 in 2025, accounting for 58% of total customer-hours interrupted (8,030 of 13,747). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 32% of total customer-hours interrupted (4,356 of 13,747). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (806 of 13,747).
- Of the 20 interruptions on this circuit, 12 affected 10 customers or less, with 5 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2025 no level 1 maintenance was identified.
- Tree trimming and a hazard tree review was completed in fiscal year 2023.

Action Plan:

- Complete all identified level 2 and level 3 maintenance.
- Tree trimming and a hazard tree review is scheduled to be performed in fiscal year 2028.

17. UNIONVILLE 27652 – 13.2 kV

Profile: 2,649 Customers, 75.4 Circuit Miles

Indices: CAIDI = 3.39, SAIFI = 1.58

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	27	62.79%	1,295	31.01%	7,871	55.58%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	1	2.33%	2,402	57.52%	4,808	33.96%
5	EQUIPMENT	6	13.95%	354	8.48%	1,139	8.05%
6	ACCIDENTS	2	4.65%	10	0.24%	61	0.43%
7	PREARRANGED	1	2.33%	7	0.17%	21	0.15%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	6	13.95%	108	2.59%	260	1.84%
Totals		43	100.00%	4,176	100.00%	14,161	100.00%

Problem Analysis:

- There were 43 interruptions on the Unionville 27652 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 43 events occurred at the distribution level.
- The distribution circuit breaker for the Unionville 27652 experienced 4 momentary operations in 2025.
- The distribution circuit breaker for the Unionville 27652 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Unionville 27652 in 2025, accounting for 63% of total interruptions (27 of 43). Equipment Failures were the 2nd leading cause of interruptions, accounting for 14% of total interruptions (6 of 43). Unknown were the 3rd leading cause of interruptions, accounting for 14% of total interruptions (6 of 43).
- Operators Errors were the leading cause of customers interrupted (CI) on the Unionville 27652 in 2025, accounting for 58% of total customers interrupted (2,402 of 4,176). Trees were the 2nd leading cause of customers interrupted, accounting for 31% of total customers interrupted (1,295 of 4,176). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 8% of total customers interrupted (354 of 4,176).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Unionville 27652 in 2025, accounting for 56% of total customer-hours interrupted (7,871 of 14,161). Operators Errors were the 2nd leading cause of customer-hours interrupted, accounting for 34% of total customer-hours interrupted (4,808 of 14,161). Equipment Failures were the

3rd leading cause of customer-hours interrupted, accounting for 8% of total customer-hours interrupted (1,139 of 14,161).

- Of the 43 interruptions on this circuit, 18 affected 10 customers or less, with 8 being single customer outages.

Actions Taken:

- A maintenance foot patrol was completed in 2025 and all identified level 1 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in 2023.

Action Plan:

- Complete all identified level 2 and level 3 maintenance.
- Tree trimming and a hazard tree review are scheduled to be performed in 2027.

18. BLUE STORES 30353 – 13.2 kV

*Profile: 1,587 Customers, 114.6 Circuit Miles
Indices: CAIDI = 3.49, SAIFI = 1.80*

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	16	55.17%	1,071	41.35%	5,613	62.10%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	2	6.90%	4	0.15%	36	0.40%
6	ACCIDENTS	6	20.69%	1,475	56.95%	3,248	35.93%
7	PREARRANGED	1	3.45%	4	0.15%	2	0.02%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	13.79%	36	1.39%	140	1.54%
Totals		29	100.00%	2,590	100.00%	9,040	100.00%

Problem Analysis:

- There were 29 interruptions on the Blue Stores 30353 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 29 events occurred at the distribution level.
- The distribution circuit breaker for the Blue Stores 30353 experienced 5 momentary operations in 2025.
- The distribution circuit breaker for the Blue Stores 30353 experienced 1 sustained operation (lockout) in 2025. This lockout occurred on January 09, 2025, coded as a cause of unknown (PSC cause code 06). This interruption accounted for 56% of the total customers interrupted (1,439 of 2,590), and 35% of the total customer-hours interrupted (3,171 of 9,040).
- Trees were the leading cause of interruptions on the Blue Stores 30353 in 2025, accounting for 55% of total interruptions (16 of 29). Accidents were the 2nd leading cause of interruptions, accounting for 21% of total interruptions (6 of 29). Unknown were the 3rd leading cause of interruptions, accounting for 14% of total interruptions (4 of 29).
- Accidents were the leading cause of customers interrupted (CI) on the Blue Stores 30353 in 2025, accounting for 57% of total customers interrupted (1,475 of 2,590). Trees were the 2nd leading cause of customers interrupted, accounting for 41% of total customers interrupted (1,071 of 2,590). Unknown were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (36 of 2,590).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Blue Stores 30353 in 2025, accounting for 62% of total customer-hours interrupted (5,613 of 9,040).

Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 36% of total customer-hours interrupted (3,248 of 9,040). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 2% of total customer-hours interrupted (140 of 9,040).

- Of the 29 interruptions on this circuit, 16 affected 10 customers or less, with 8 being single customer outages.

Actions Taken:

- A maintenance foot patrol was completed on the Blue Stores 30353 in 2022 and all identified level 1, 2 and 3 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in 2024.

Action Plan:

- Tree trimming and a hazard tree review are scheduled to be performed on the Blue Stores 30353 in 2029.

19. MENANDS 10157 – 13.2 kV

Profile: 2,302 Customers, 35.6 Circuit Miles

Indices: CAIDI = 2.12, SAIFI = 2.57

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	6	35.29%	252	4.26%	377	3.01%
3	OVERLOADS	1	5.88%	2,300	38.91%	4,370	34.82%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	29.41%	2,533	42.85%	7,411	59.04%
6	ACCIDENTS	3	17.65%	798	13.50%	344	2.74%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	2	11.76%	28	0.47%	50	0.40%
Totals		17	100.00%	5,911	100.00%	12,552	100.00%

Problem Analysis:

- There were 17 interruptions on the Menands 10157 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 17 events occurred at the distribution level.
- The distribution circuit breaker for the Menands 10157 experienced 5 momentary operations in 2025.
- The distribution circuit breaker for the Menands 10157 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 78% of the total amount of customers interrupted (4,598 out of 5,911) and 88% of the total amount of the customer-hours interrupted (11,018 out of 12,552).
 - The first lockout occurred on June 24, 2025, coded as a cause of feeder overload (PSC cause code 03). This lockout accounted for 39% of the total customers interrupted (2,300 of 5,911), and 35% of the total customer-hours interrupted (4,370 of 12,551).
 - The second lockout occurred on August 15, 2025, coded as a cause of insulation failure - cable (PSC cause code 05). This lockout accounted for 39% of the total customers interrupted (2,298 of 5,911), and 53% of the total customer-hours interrupted (6,648 of 12,551).
- Trees were the leading cause of interruptions on the Menands 10157 in 2025, accounting for 35% of total interruptions (6 of 17). Equipment Failures were the 2nd leading cause of interruptions, accounting for 29% of total interruptions (5 of 17). Accidents were the 3rd leading cause of interruptions, accounting for 18% of total interruptions (3 of 17).

- Equipment Failures were the leading cause of customers interrupted (CI) on the Menands 10157 in 2025, accounting for 43% of total customers interrupted (2,533 of 5,911). Overloads were the 2nd leading cause of customers interrupted, accounting for 39% of total customers interrupted (2,300 of 5,911). Accidents were the 3rd leading cause of customers interrupted, accounting for 14% of total customers interrupted (798 of 5,911).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Menands 10157 in 2025, accounting for 59% of total customer-hours interrupted (7,411 of 12,552). Overloads were the 2nd leading cause of customer-hours interrupted, accounting for 35% of total customer-hours interrupted (4,370 of 12,552). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (377 of 12,552).
- Of the 17 interruptions on this circuit, 3 affected 10 customers or less, with 1 being single customer outages.

Actions Taken:

- A maintenance foot patrol was completed in 2023 and all identified level 1, level 2, and level 3 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in 2022.

Action Plan:

- Tree trimming and a hazard tree review are scheduled to be performed in 2027.

20. INMAN ROAD 37055 – 13.2 kV

Profile: 1,554 Customers, 31.3 Circuit Miles

Indices: CAIDI = 1.46, SAIFI = 2.81

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	6	22.22%	636	14.59%	1,870	29.42%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	14	51.85%	3,623	83.10%	4,200	66.07%
6	ACCIDENTS	5	18.52%	70	1.61%	191	3.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	2	7.41%	31	0.71%	96	1.50%
Totals		27	100.00%	4,360	100.00%	6,357	100.00%

Problem Analysis:

- There were 27 interruptions on the Inman Road 37055 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 27 events occurred at the distribution level.
- The distribution circuit breaker for the Inman Road 37055 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Inman Road 37055 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 0% of the total amount of customers interrupted (1 out of 4,360) and 0% of the total amount of the customer-hours interrupted (5 out of 6,357).
 - This lockout occurred on March 06, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 0% of the total customers interrupted (1 of 4,360), and 0% of the total customer-hours interrupted (5 of 6,357).
- Equipment Failures were the leading cause of interruptions on the Inman Road 37055 in 2025, accounting for 52% of total interruptions (14 of 27). Trees were the 2nd leading cause of interruptions, accounting for 22% of total interruptions (6 of 27). Accidents were the 3rd leading cause of interruptions, accounting for 19% of total interruptions (5 of 27).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Inman Road 37055 in 2025, accounting for 83% of total customers interrupted (3,623 of 4,360). Trees were the 2nd leading cause of customers interrupted, accounting for 15% of total customers interrupted (636 of 4,360). Accidents were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (70 of 4,360).

- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Inman Road 37055 in 2025, accounting for 66% of total customer-hours interrupted (4,200 of 6,357). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 29% of total customer-hours interrupted (1,870 of 6,357). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (191 of 6,357).
- Of the 27 interruptions on this circuit, 17 affected 10 customers or less, with 8 being single customer outages.

Actions Taken:

- A maintenance foot patrol was performed in 2022 all identified level 1, level 2, and level 3 maintenance has been completed.
- Tree trimming and a hazard tree review was completed in fiscal year 2024.

Action Plan:

- Tree trimming and a hazard tree review is scheduled to be performed in fiscal year 2029.

3. ACTION PLAN SUMMARIES

a. SUMMARY OF ACTION ITEM PLANS FOR 2025 WORST PERFORMING
CIRCUITS

Station	Feeder	Report Year	Action Plan	Estimated Completion Date	Comments
Bethlehem	02157	2025	Tree trimming and hazard tree review.	3/2029	
Voorheesville	17851	2025	Tree trimming and hazard tree review.	3/2028	
Boyntonville	33351	2025	Tree trimming and hazard tree review.	3/2032	
Burdeck St	26553	2025	Complete all identified level 2 and 3 maintenance.	3/2027	
Burdeck St	26553	2025	Tree trimming and hazard tree review.	3/2030	
Brunswick	26452	2025	Complete all identified level 3 maintenance.	3/2027	
Brunswick	26452	2025	Tree trimming and hazard tree review.	3/2030	
Sycaway	37253	2025	Complete all identified level 2 and 3 maintenance.	3/2027	
Sycaway	37253	2025	Tree trimming and hazard tree review.	3/2028	
North Troy	12351	2025	Tree trimming and hazard tree review.	3/2028	
Rotterdam	13850	2025	Tree trimming and hazard tree review.	3/2029	
Everett Road	42054	2025	Complete all identified level 2 maintenance.	3/2027	
Everett Road	42054	2025	Tree trimming and hazard tree review.	3/2030	
Hoosick	31451	2025	Complete all identified level 3 maintenance.	3/2027	
Hoosick	31451	2025	Tree trimming and hazard tree review.	3/2027	
Elnora	44256	2025	Tree trimming and hazard tree review.	3/2026	
Valkin	42752	2025	Complete all identified level 2 and 3 maintenance.	3/2027	
Valkin	42752	2025	Tree trimming and hazard tree review.	3/2030	
Lasher Road	322151	2025	Complete all identified level 3 maintenance.	3/2027	
Lasher Road	322151	2025	Tree trimming and hazard tree review.	3/2026	
Voorheesville	17853	2025	Tree trimming and hazard tree review.	3/2030	
Rosa Road	13757	2025	Complete all identified level 3 maintenance.	3/2027	
Rosa Road	13757	2025	Tree trimming and hazard tree review.	3/2028	
Rosa Road	13755	2025	Complete all identified level 2 and 3 maintenance.	3/2027	
Rosa Road	13755	2025	Tree trimming and hazard tree review.	3/2028	
Unionville	27652	2025	Complete all identified level 2 and 3 maintenance.	3/2027	
Unionville	27652	2025	Tree trimming and hazard tree review.	3/2027	
Blue Stores	30353	2025	Tree trimming and hazard tree review.	3/2029	
Menands	10157	2025	Tree trimming and hazard tree review.	3/2026	
Inman Road	37055	2025	Tree trimming and hazard tree review.	3/2029	

b. STATUS OF ACTION PLANS FOR 2024 WORST PERFORMING CIRCUITS

Station	Feeder	Action Plan	Estimated Completion Date	Comments
Blue Stores	30351	Complete all identified level 4 maintenance.	3/2026	On Track
Blues Stores	30351	Tree trimming and hazard tree review.	3/2027	Complete
Boynntonville	33351	Complete all identified level 3 maintenance.	3/2026	On Track
Boynntonville	33351	Tree trimming and hazard tree review.	3/2026	Complete
Brunswick	26452	Complete all identified level 3 maintenance.	3/2026	On Track
Brunswick	26452	Tree trimming and hazard tree review.	3/2030	Complete
Brunswick	26453	Tree trimming and hazard tree review.	3/2030	Complete
Chrisler Ave	25754	Tree trimming and hazard tree review.	3/2029	On Track
Elnora	44256	Complete all identified level 3 maintenance.	3/2026	Complete
Elnora	44256	Tree trimming and hazard tree review.	3/2026	Complete
Firehouse	44952	Complete all identified level 3 maintenance.	3/2026	On Track
Firehouse	44952	Tree trimming and hazard tree review.	3/2026	Complete
Grooms Road	34552	Complete all identified level 3 maintenance.	10/2026	On Track
Grooms Road	34552	Tree trimming and hazard tree review.	3/2026	Complete
Hemstreet	32851	Tree trimming and hazard tree review.	3/2029	Complete
Hoags	22151	Complete all identified level 2 and level 3 maintenance.	3/2026	On Track
Hoags	22151	Tree trimming and hazard tree review.	3/2029	Complete
Hoosick	31451	Complete all identified level 3 maintenance.	3/2026	On Track
Hoosick	31451	Tree trimming and hazard tree review.	3/2027	On Track
Hoosick	31452	Complete all identified level 3 maintenance.	3/2026	On Track
Hoosick	31452	Tree trimming and hazard tree review.	3/2027	On Track
Inman Road	37056	Complete all identified level 3 maintenance.	10/2025	Complete
Inman Road	37056	Tree trimming and hazard tree review.	3/2029	On Track
Lynn	32055	Complete all identified level 3 maintenance.	11/2026	On Track
Lynn	32055	Tree trimming and hazard tree review.	3/2029	On Track
Menands	10157	Complete all identified level 3 maintenance.	3/2026	On Track
Menands	10157	Review of additional 3-phase recloser or cutout mounted recloser	3/2026	On Track
North Troy	12351	Tree trimming and hazard tree review.	3/2028	Complete
Pinebush	37151	Complete all identified level 3 maintenance.	3/2026	On Track
Pinebush	37151	Review of additional 3-phase recloser or cutout mounted recloser	3/2026	On Track
Rotterdam	13853	Complete all identified level 3 maintenance.	9/2025	Complete
Rotterdam	13853	Tree trimming and hazard tree review.	3/2029	On Track
Valkin	42753	Complete all identified level 4 maintenance.	3/2026	On Track
Valkin	42753	Tree trimming and hazard tree review.	3/2029	Complete
Voorheesville	17853	Complete all identified level 3 maintenance.	3/2026	On Track
Voorheesville	17853	Tree trimming and hazard tree review.	3/2025	Complete
Voorheesville	17853	Review of additional 3-phase recloser or cutout mounted recloser	3/2026	On Track

4. OPERATING REGION PERFORMANCE BELOW MINIMUM

a. MAINTENANCE HISTORY AND ANALYSIS OF FACTORS THAT CAUSED THE BELOW MINIMUM PERFORMANCE.

In 2025 the Capital Region failed to meet the PSC minimum CAIDI requirement of 2.025 and SAIFI requirement of 1.024 after meeting these requirements in 2024. The Capital Region passed in 2024 with a CAIDI of 1.99 and a SAIFI of 0.99. However, the Capital Region failed to meet the targets in 2025 with an annual CAIDI of 2.19, only 7.83% above the threshold and an annual SAIFI of 1.19, which is 12.45% above the threshold.

In 2025, excluding major storms, the Capital Region experienced 3,433 interruptions. Most of these interruptions (99%) occurred at the distribution level. However, eight (8) of these interruptions occurred at the transmission or sub-transmission level and six (6) occurred at the substation level.

The eight (8) transmission interruptions accounted for 0.2% of the region's total interruptions (8 of 3,443), 9% of the region's total customers interrupted, (33,753 of 396,832), and 5% of the region's total customer-hours interrupted (46,000 of 867,412). Overall, transmission interruptions had a CAIDI of 1.38 hours, and a SAIFI of 0.1 interruptions.

The six (6) substation interruptions accounted for 0.2% of the region's total interruptions (6 of 3,443), 5% of the region's total customers interrupted, (21,284 of 396,832), and 3% (29,703 of 867,412) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 1.40 hours, and a SAIFI of 0.06 interruptions.

Combined, despite accounting for only 0.4% of the region's total interruptions (11 of 3,433), the transmission and substation interruptions accounted for 14% of the region's total customers interrupted (55,037 of 396,832) and 8% of the region's total customer-hours interrupted (75,703 of 867,412).

Comparing 2024 to 2025, despite the number of transmission interruptions decreasing from nine (9) to eight (8) the number of customers interrupted increased from 21,634 to 33,753 (an increase of 56%) and the customer-hours interrupted increased from 42,459 to 46,600 (an increase of 10%).

Comparatively, distribution interruptions increased from 3,010 to 3,429 (an increase of 14%), customers interrupted increased from 263,021 to 341,795 (an increase of 30%), and customer-hours interrupted increased from 604,587 to 791,109 (an increase of 31%).

b. **PLANNED PROGRAMS OR PLANNED CORRECTIVE ACTIONS AND PROPOSED IMPROVEMENTS TO THE PERFORMANCE INDICES.**

The Company is continuing its efforts in the Capital Region to maintain reliability. These efforts include distribution patrols, maintenance programs, single phase and three phase line recloser installations, protection coordination studies, lightning protection installations, and tree trimming programs. All these programs and corrective actions not only will reduce the number of interruptions and/or customers interrupted but also the restoration times. The Company will continue to stay on schedule for tree trimming and believes that this maintained schedule for tree trimming and miles trimmed will reduce both the incidence and duration of tree-related interruptions.

Tree trimming around the distribution system will remain a priority in 2026, to address what is typically the single largest contributor to customer interruptions within the Capital Region.

In addition to the capital improvement work outlined in the Northeast Region Worst Performing Feeder's Action Plan, below are additional efforts to improve reliability and performance indices in the Capital Region.:

- On a monthly basis, the Eastern Division Reliability Team will continue to investigate and analyze outages that impact more than 2,500 customers or exceed 50,000 customer-minutes-interrupted (CMI). This effort continues to highlight interruptions with the greatest impact on CAIDI and SAIFI, helping to identify and implement mitigation measures that reduce outage duration or prevent the interruption from occurring in the first place.
- Review of suitable locations for the installation of additional 3-phase reclosers. These continue to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage as well as prevent sustained outages that, otherwise, would have been momentary in nature.
- Review of suitable locations for the installation of additional cutout-mounted reclosers. These continue to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage as well as prevent sustained outages that, otherwise, would have been momentary in nature.
- Review of suitable locations for the installation of switches which will offer significant operational flexibility, allowing additional opportunity to isolate faults, thereby significantly decreasing customer-hours interrupted in the event of a sustained outage.
- Review of protective device coordination to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage.

D. CENTRAL REGION

1. OPERATING REGIONAL PERFORMANCE

a. HISTORIC CAIDI AND SAIFI INDICES

IDS Info:

	2025	2024	2023	2022	2021	2020
CAIDI (Target 1.899)	1.81	1.70	1.67	1.84	1.70	1.65
SAIFI (Target 1.226)	0.96	0.95	1.00	1.15	1.40	1.04
SAIDI	1.74	1.61	1.68	2.11	2.37	1.72
Interruptions	2,346	2,238	2,251	2,414	2,479	2,103
Customers Interrupted	280,357	277,758	291,957	333,799	406,484	301,159
Customer-Hours Interrupted	508,331	471,477	488,254	613,424	690,331	495,444
Customers Served	292,256	292,778	290,947	291,189	290,852	288,777
Customers Per Interruption	119.50	124.11	129.70	138.28	163.97	143.20
Availability Index	99.9801	99.9817	99.9808	99.9760	99.9729	99.9805
Interruptions/1000 customers	8.03	7.64	7.74	8.29	8.52	7.28

b. DISCUSSION OF REGIONAL PERFORMANCE

In 2025, the Central Region met its CAIDI reliability target and met its SAIFI reliability target as set forth by the New York Public Service Commission (PSC). The final System Average Interruption Frequency Index (SAIFI) result was 0.96 interruptions, 22% below the PSC goal of 1.226 interruptions. As shown in the table above, the Customer Average Interruption Duration index (CAIDI) was 1.81 in 2025, 5% below the PSC's regional target of 1.899 hours.

The 2025 CAIDI result was 6% above the 2024 result of 1.7 hours, and 6% above the previous 5-year average of 1.71 hours. The 2025 SAIFI was 1% above the 2024 result of 0.95 interruptions, and 14% below the previous 5-year average of 1.11 interruptions.

In 2025, excluding major storms, the Central Region experienced 19 transmission interruptions. These interruptions accounted for 1% of the region's total interruptions (19 of 2,346), 11% of the region's total customers interrupted (CI), (31,053 of 280,357), and 6% (29,223 of 508,332) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of .94 hours, and a SAIFI of 0.11 interruptions.

The number of transmission-related interruptions increased from 11 in 2024 to 19 in 2025 (an increase of 73%). The number of customers interrupted increased from 24,664 in 2024, to 31,053 in 2025 (an increase of 26%), while the customer-hours interrupted decreased from 55,166 in 2024, to 29,223 in 2025 (a decrease of 47%).

In 2025, excluding major storms, the Central Region experienced 11 substation interruptions. These interruptions accounted for 0.5% of the region's total interruptions (11 of 2,346), 8% of the region's total customers interrupted, (22,666 of 280,357), and 6% (28,152 of 508,332) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 1.24 hours, and a SAIFI of 0.08 interruptions.

The number of substation-related interruptions decreased from 12 to 11 from 2024 to 2025 (a decrease of 8%). The number of customers interrupted decreased from 32,231 in 2024, to 22,666 in 2025 (a decrease of 30%), while the customer-hours interrupted increased from 26,340 in 2024, to 28,152 in 2025 (an increase of 7%).

In 2025, excluding major storms, the Central Region experienced 2,316 distribution interruptions. These interruptions accounted for 99% of the region's total interruptions (2,316 of 2,346), 81% of the region's total customers interrupted, (226,638 of 280,357), and 89% (450,957 of 508,332) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 1.99 hours, and a SAIFI of 0.78 interruptions.

The number of distribution-related interruptions increased from 2,215 to 2,316 from 2024 to 2025 (an increase of 5%). The number of customers interrupted increased from 220,863 in 2024, to 226,638 in 2025 (an increase of 3%), while the customer-hours interrupted increased from 389,970 in 2024, to 450,957 in 2025 (an increase of 16%).

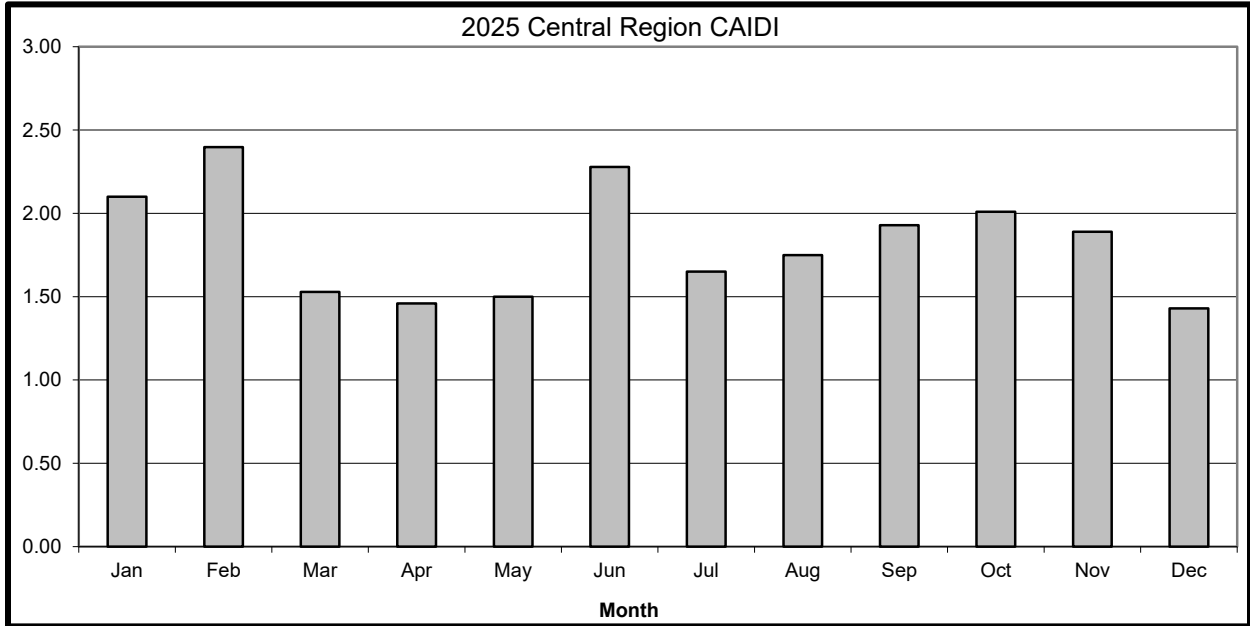
c. MONTHLY CAIDI AND SAIFI GRAPHS

The following graphs show the monthly CAIDI and SAIFI for the Central Region for 2025 (Excluding Major Storms).

Regional CAIDI exceeded the PSC threshold of 1.899 hours in January (2.10), February (2.40), June (2.29) and October (2.01). CAIDI in January, February and June was influenced by tree interruptions. CAIDI in October was influenced by weather on the 19th and 20th (other regions qualified for a PSC storm).

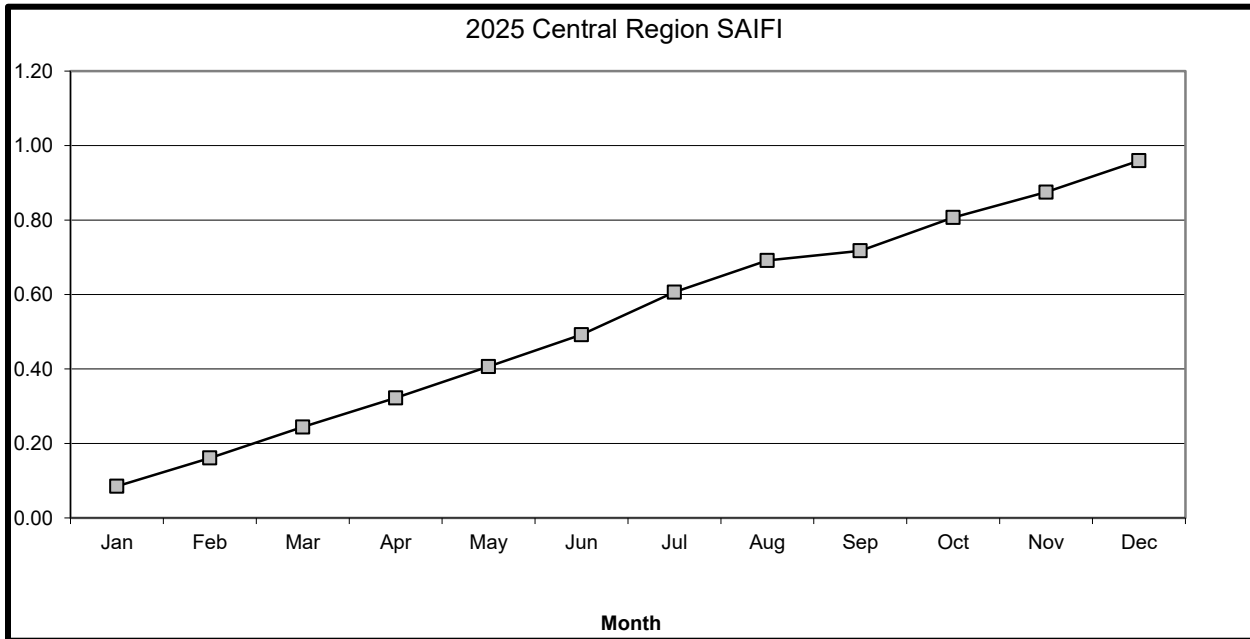
Regional SAIFI was above the monthly thresholds in July (0.11). July's SAIFI was impacted by a weather event July 7th.

GRAPH OF MONTHLY CAIDI AND SAIFI FOR CENTRAL REGION



PSC CAIDI Goal:	
Threshold	1.899
2025 Actual	1.81

PSC SAIFI Goal:	
Threshold	1.226
2025 Actual	0.96



d. PSC CAUSE CODES

1) Number of Events by Cause – Historical

IDS Info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	673	975	-	235	157	143
02 Tree Contacts	700	678	661	682	781	528
03 Overloads	16	23	6	11	10	56
04 Operator Error	5	6	12	17	9	13
05 Equipment	806	718	695	776	774	667
06 Accidents	440	440	426	470	395	455
07 Prearranged	129	118	101	94	125	108
08 Customer Equip.	-	1	-	-	-	1
09 Lightning	32	22	58	97	129	24
10 Unknown	218	232	292	267	256	252
Total	3,019	3,213	2,251	2,649	2,636	2,246

2) Customers Interrupted by Cause – Historical

IDS Info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	133,329	131,023	-	29,242	21,494	30,121
02 Tree Contacts	114,742	110,128	100,441	113,048	171,635	92,186
03 Overloads	184	1,708	72	413	144	4,730
04 Operator Error	1,356	5,980	1,604	4,953	2,231	7,025
05 Equipment	78,253	74,172	88,161	133,946	110,069	98,212
06 Accidents	57,741	48,319	68,953	51,917	80,899	54,427
07 Prearranged	8,952	24,639	12,088	6,678	20,632	11,617
08 Customer Equip.	-	2	-	-	-	18
09 Lightning	3,463	1,668	3,462	4,841	5,963	2,691
10 Unknown	15,666	11,142	17,176	18,003	14,911	30,298
Total	413,686	408,781	291,957	363,041	427,978	331,280

3) Customer-Hours Interrupted by Cause – Historical

IDS Info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	388,038	462,679	-	119,036	77,026	92,052
02 Tree Contacts	219,516	224,818	169,047	230,936	325,960	150,754
03 Overloads	559	1,235	159	996	438	18,050
04 Operator Error	755	3,545	1,506	3,544	3,628	8,345
05 Equipment	145,653	121,711	158,809	242,778	171,910	186,351
06 Accidents	97,522	74,150	91,431	86,826	126,879	72,988
07 Prearranged	11,002	18,105	32,098	7,653	20,260	11,309
08 Customer Equip.	-	7	-	-	-	26
09 Lightning	5,322	3,290	4,058	10,669	15,302	3,628
10 Unknown	28,003	24,616	31,148	30,022	25,950	44,063
Total	896,370	934,154	488,254	732,460	767,354	587,495

4) Interruptions, Customers Interrupted and Customer-Hours Interrupted - 2025

Cause Code	Interruptions		Customers Interrupted		Customer-Hours Interrupted	
	Number	% Total	Number	% Total	Number	% Total
01 Major Storms	673	22.3%	133,329	32.2%	388,038	43.3%
02 Tree Contacts	700	23.2%	114,742	27.7%	219,516	24.5%
03 Overloads	16	0.5%	184	0.0%	559	0.1%
04 Operator Error	5	0.2%	1,356	0.3%	755	0.1%
05 Equipment	806	26.7%	78,253	18.9%	145,653	16.2%
06 Accidents	440	14.6%	57,741	14.0%	97,522	10.9%
07 Prearranged	129	4.3%	8,952	2.2%	11,002	1.2%
08 Customer Equip.	0	0.0%	0	0.0%	0	0.0%
09 Lightning	32	1.1%	3,463	0.8%	5,322	0.6%
10 Unknown	218	7.2%	15,666	3.8%	28,003	3.1%
Total	3,019	100.0%	413,686	100.0%	896,370	100.0%

e. **INTERRUPTION REVIEW BY PSC CAUSE CODES**

Cause Code 01 - Major Storms

In 2025, Major Storms accounted for 22% of interruptions, 32% of customers interrupted, and 43% of Customer-Hours Interrupted.

Interruptions due to Major Storm were down 31% from 2024, and up 123% over the 5-year average. Customers interrupted due to Major Storms were up 2% from 2024, and up 215% over the 5-year average. Customer-Hours interrupted were down 16% from 2024 and up 158% over the 5-year average.

The remaining PSC code descriptions do not include Major Storms in the percentages.

Cause Code 02 - Tree Contacts

In 2025, Tree Contacts accounted for 30% of interruptions, 41% of customers interrupted, and 43% of Customer-Hours Interrupted.

Interruptions due to Tree Contacts were up 3% from 2024, and up 6% over the 5-year average. Customers interrupted due to Tree Contacts were up 4% from 2024, and down 2% over the 5-year average. Customer-Hours interrupted were down 2% from 2024 and up 0% over the 5-year average.

Tree Contacts were the 2nd largest cause of interruptions in 2025.

Cause Code 03 - Overloads

In 2025, Overloads accounted for 1% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Overloads were down 30% from 2024, and down 24% over the 5-year average. Customers interrupted due to Overloads were down 89% from 2024, and down 87% over the 5-year average. Customer-Hours interrupted were down 55% from 2024 and down 87% over the 5-year average.

Overloads were the 7th largest cause of interruptions in 2025.

Cause Code 04 - Operator Error

In 2025, Operator Error accounted for 0% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Operator Error were down 17% from 2024, and down 55% over the 5-year average. Customers interrupted due to Operator Error were down 77% from 2024, and down 69% over the 5-year average. Customer-Hours interrupted were down 79% from 2024 and down 82% over the 5-year average.

Operator Error was the 8th largest cause of interruptions in 2025.

Cause Code 05 - Equipment Failure

In 2025, Equipment Failures accounted for 34% of interruptions, 28% of customers interrupted, and 29% of Customer-Hours Interrupted.

Interruptions due to Equipment Failure were up 12% from 2024, and up 11% over the 5-year average. Customers interrupted due to Equipment Failure were up 6% from 2024, and down 22% over the 5-year average. Customer-Hours interrupted were up 20% from 2024 and down 17% over the 5-year average.

Equipment Failures were the largest cause of interruptions in 2025.

Cause Code 06 - Accidents

In 2025, Accidents accounted for 19% of interruptions, 21% of customers interrupted, and 19% of Customer-Hours Interrupted.

Interruptions due to Accidents were flat at 0% from 2024, and up 1% over the 5-year average. Customers interrupted due to Accidents were up 19% from 2024, and down 5% over the 5-year average. Customer-Hours interrupted were up 32% from 2024 and up 8% over the 5-year average.

Accidents were the 3rd largest cause of interruptions in 2025.

Cause Code 07 - Prearranged

In 2025, Prearranged accounted for 5% of interruptions, 3% of customers interrupted, and 2% of Customer-Hours Interrupted.

Interruptions due to Prearranged were up 9% from 2024, and up 18% over the 5-year average. Customers interrupted due to Prearranged were down 64% from 2024, and down 41% over the 5-year average. Customer-Hours interrupted were down 39% from 2024 and down 38% over the 5-year average.

Prearranged was the 5th largest cause of interruptions in 2025.

Cause Code 08 - Customer Equipment

There were no Customer Equipment interruptions in 2025.

Cause Code 09 - Lightning

In 2025, Lightning accounted for 1% of interruptions, 1% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Lightning were up 45% from 2024, and down 52% over the 5-year average. Customers interrupted due to Lightning were up 108% from 2024, and down 7% over the 5-year average. Customer-Hours interrupted were up 62% from 2024 and down 28% over the 5-year average.

Lightning was the 6th largest cause of interruptions in 2025.

Cause Code 10 - Unknown

In 2025, Unknown causes accounted for 9% of interruptions, 6% of customers interrupted, and 6% of Customer-Hours Interrupted.

Interruptions due to Unknown causes were down 6% from 2024, and down 17% over the 5-year average. Customers interrupted due to Unknown causes were up 41% from 2024, and down 17% over the 5-year average. Customer-Hours interrupted were up 14% from 2024 and down 14% over the 5-year average.

Unknown causes were the 4th largest cause of interruptions in 2025.

f. DISCUSSION OF REGIONAL CAPEX PROJECTS WITH 2024/25 SPENDS

The Company continues to work on capital projects in the Central Region in order to maintain customer satisfaction and future reliability. Some specific projects that were constructed in either CY25 or will be constructed in CY26 are listed below. Additional descriptions of other major infrastructure projects will follow.

There are several projects where lines are being rebuilt or reconductored. These projects are either the result of engineering reliability reviews (ERRs) conducted on the Worst Performing Circuits or are the responses to customer inquiries via the Quick Resolution System (QRS). There are several sub-transmission line rebuild projects and a number of distribution line rebuild projects in progress.

There are additional load relief projects scheduled to be completed throughout the region. Most of these load relief projects are ratio transformer replacements or voltage conversions. Line reconductoring is also included in the voltage conversions, where appropriate.

There are also a number of substation projects that were completed, are underway or slated to begin in 2025. All are load relief projects. These projects include constructing new feeders to retire old 5kV substations. These projects include rebuilding Fayette St and Galeville, a new Cicero Substation, Sorrell Hill expansion, Pine Grove Metalclad replacements and Milton Ave (to retire Hinsdale and Camillus).

Major Capital Projects for Central Region:

Region	Project Name	Project Type	Fin Sys Project No.	Finish	Total Spend
Central	NYCD DIST VERIZON DISCONNECT FY23 - Bridgeport Sub - C090012	Dist Sub	C090012	04-29-25	\$1,444,000
Central	Dewitt - 345kV CB R220 DF	Trans Sub	C089388	11-06-25	\$1,030,000
Central	Varick-Bristol Hill 202-34.5kV	SubT Line	C046460	10-22-25	\$1,535,750
Central	Axa, Equatible Towers Vault Rebuild	Dist Sub	C093513	11-21-25	\$2,000,000
Central	32651 Reconductor Johnson Rd	Dist Line	C096671	09-11-25	\$1,783,954
Central	M9000 - PHOENIX HYDRO M9000 - C069437	Trans Sub	C069437	10-31-25	\$2,400,000
Central	DEWITT - REPLACE 345KV CB R130 - C093056	Trans Sub	C093056	04-18-25	\$2,792,000
Central	CORTLAND STATION - ARP BREAKER REPLACEMENTS (R10/R20/R180/R8105) (FY23 ENG, FY25 CONST) - C032253	Trans Sub	C032253	11-21-25	\$1,200,000

g. DISCUSSION OF REGIONAL PERFORMANCE OF LVAC (LOW VOLTAGE AC) NETWORK DISTRIBUTION SYSTEM(S)

City of Syracuse - Ash Street LVAC Network

The Ash Street LVAC Network serves the northern downtown area and James Street of the City of Syracuse. This system is supplied by ten 11.5kV feeders that originate from the Ash Street substation. This system serves approximately 2090 customer accounts and experienced a peak load of approximately 22,074 MVA in 2025.

The table below lists the breaker operations in 2025 that were a result of a fault and/or failure.

Substation	Feeder Number	Breaker Number	Breaker Number	# Breaker Operations from Failures
Ash Street	22340	R400	R4505	1
Ash Street	22341	R410	R4175	0
Ash Street	22342	R420	R4265	0
Ash Street	22343	R430	R4315	0
Ash Street	22344	R440	R4485	0
Ash Street	22345	R450	R4505	0
Ash Street	22346	R460	R4265	0
Ash Street	22347	R470	R4175	0
Ash Street	22348	R480	R4485	0
Ash Street	22349	R490	R4295	1

As shown above, the Ash Street LVAC Network experienced two feeder outages in 2025. At no time was this network operated beyond its double contingency (N-2) design criteria.

The two major events at the Ash Street station:

- 1) 06/29/2025 – There was a cable fault in MH3-7 Jefferson & Salina st. Causing the R400 & R4505 to open. No customers lost power.
- 2) 08/03/2025 - There was a cable fault between MH24 & MH25 on Salina near Herald place. Causing the R490 & R4295 to open. No customers lost power.

Major equipment replacements in 2025 consisted of 4 network transformers and 7 network protectors. Annual maintenance consisted of manhole and vault inspections, network protector and transformer inspections, and network protector operation checks.

There following major project being designed and/or under construction:

- 1) National Grid is planning to rebuild 3 customer owned spot network vaults at the Barclay Damon building. This project is expected to begin this year.

City of Syracuse – Temple Street LVAC Network

The Temple Street LVAC Network serves the southern downtown area of the City of Syracuse with several spot network services in the northern area. This network is supplied by seven 13.2kV feeders that originate from the Temple Street substation. This system serves approximately 500 customer accounts and experienced a peak load of approximately 15.052 MVA in 2025.

The table below lists the breaker operations in 2025 that were a result of a fault and/or failure.

Substation	Feeder	Breaker	Breaker	# Breaker Operations from Failures
Temple Street	24349	R490	R4895	0
Temple Street	24350	R500	R5015	1
Temple Street	24353	R530	R5235	0
Temple Street	24354	R540	R5455	0
Temple Street	24356	R560	R5675	0
Temple Street	24357	R570	R5675	0
Temple Street	24358	R580	R5895	0

As shown above the Temple Street LVAC Network experienced 1 feeder outage in 2025. At no time was this network operated beyond its double contingency (N-2) design criteria.

The one major events at the Temple Street station:

- 1) 05/25/2025 – There was a trip on the Temple 51 breaker; Suspected slow breaker on the “half” breaker R5015 causing R510 to open as well, no cause found No customers lost power.

Major equipment replacements in 2025 consisted of 6 network transformers and 6 network protectors. Annual maintenance consisted of manhole and vault inspections, network protector and transformer inspections, and network protector operation checks.

There following major project being designed and/or under construction:

- 1) Replace the two metalclad switchgear where one of the two metalclad switchgear supplies the seven feeders of the LVAC Network system. The project started in FY2022, most of the radial feeders were cutover in 2025 and the 7 Network feeders are expected to be cut over this year.
- 2) National Grid has completed the rebuild of 6 customer-owned spot network vaults at Equitable Towers aka Axa Towers. This project was completed in December 2025.

City of Cortland LVAC Network

The Cortland LVAC Network serves the downtown area of the City of Cortland along Main Street from Lincoln Avenue to Port Watson Street. This network is supplied by three 4.8kV feeders: two feeders from the Cortland Substation and one feeder from the Miller Street Substation. This system serves approximately 377 customer accounts and experienced a peak load of approximately 1.584 MVA in 2025.

The table below lists the breaker operations in 2025 that were a result of a fault and/or failure.

Substation	Feeder Number	Breaker Number	# Breaker Operations from Failures
Cortland	50201	R010	0
Cortland	50204	R040	0
Miller Street	11705	R050	1

As shown above the Cortland LVAC Network experienced 1 feeder outages in 2025. There were no customer interruptions. At no time was this network operated beyond its single contingency (N-1) design criteria.

The one major events at the Cortlan Network:

- 1) Due to storm, we experience a tree down on the SubT wires that feed the Miller Street station. The whole station was dropped. No customers lost power.

Major equipment replacements in 2025 consisted of 0 network transformers and 2 network protectors. Annual maintenance consisted of manhole and vault inspections, network protector and transformer inspections, and network protector operation checks.

At this time, the following major project is going to begin design this year and scheduled to begin construction in 2028.

- 1) The Company has decided to transform this LVAC Network system into a LVAC Radial system.

2. OPERATING CIRCUIT LISTS

The next three (3) tables will provide the following information for the Central Region.

- a. Worst Performing Circuit List
- b. Worst Performing Circuits with 3 Year History for CAIDI and SAIFI Indices
- c. Worst Performing Circuits by # of Momentary Interruptions

a. NATIONAL GRID WORST PERFORMING CIRCUIT LIST

CENTRAL REGION

FEEDER #	A CUST. SERVED	B TOTAL INTER.	C # CUST. INTER.	D CUST. HRS. INTER.	C/A SAIFI	D/A SAIDI	D/C CAIDI	NUMBER OF MOMENTARIES
WEST CLEVELAND 32651	1,118	52	5,085	15,523	4.55	13.88	3.05	2
LIGHTHOUSE HILL 6144	2,370	59	9,186	25,723	3.88	10.85	2.8	0
GILBERT MILLS 24751	2,285	33	9,725	15,504	4.26	6.79	1.59	3
COLOSSE 32151	2,421	84	6,566	19,359	2.71	8	2.95	5
WEST MONROE 27451	2,047	42	6,408	11,162	3.13	5.45	1.74	1
GRANBY CENTER 29351	1,846	22	6,690	11,777	3.62	6.38	1.76	0
NEW HAVEN 25652	1,668	29	4,927	8,649	2.95	5.19	1.76	0
MILTON AVE 26656	1,647	21	5,068	9,932	3.08	6.03	1.96	2
BALLINA 22151	1,205	24	4,450	6,390	3.69	5.3	1.44	3
SOUTHWOOD 24453	2,694	21	7,047	13,655	2.62	5.07	1.94	3
PALOMA (FULTON) 25456	1,883	26	4,063	7,926	2.16	4.21	1.95	0
CLEVELAND 1166	980	27	2,256	4,278	2.3	4.36	1.9	0
SANDY CREEK 6652	1,742	25	4,724	5,500	2.71	3.16	1.16	3
PEBBLE HILL 29056	2,051	21	4,828	6,885	2.35	3.36	1.43	4

Regional Goals:

CAIDI 1.899

SAIFI 1.226

b. NATIONAL GRID WORST PERFORMING CIRCUITS WITH 3 YEAR HISTORY FOR CAIDI AND SAIFI INDICES

CENTRAL REGION

FEEDER #	2025 CAIDI	2024 CAIDI	2023 CAIDI	2022 CAIDI	2025 SAIFI	2024 SAIFI	2023 SAIFI	2022 SAIFI
WEST CLEVELAND 32651	3.05	2.65	3.02	1.71	4.55	1.70	3.95	6.84
LIGHTHOUSE HILL 6144	2.8	1.87	2.48	4.38	3.88	3.22	2.10	1.80
GILBERT MILLS 24751	1.59	1.93	1.65	2.66	4.26	0.40	2.32	1.70
COLOSSE 32151	2.95	1.31	2.87	1.35	2.71	1.75	1.85	4.76
WEST MONROE 27451	1.74	1.54	2.28	0.97	3.13	1.42	4.47	6.87
GRANBY CENTER 29351	1.76	2.48	2.79	3.62	3.62	2.84	1.11	1.08
NEW HAVEN 25652	1.76	1.69	2.53	2.28	2.95	2.69	1.00	2.51
MILTON AVE 26656	1.96	2.03	0.94	5.87	3.08	0.37	1.58	1.44
BALLINA 22151	1.44	1.58	1.42	0.94	3.69	1.30	1.70	1.68
SOUTHWOOD 24453	1.94	2.81	2.80	1.09	2.62	2.44	0.40	0.37
PALOMA (FULTON) 25456	1.95	1.91	2.14	1.78	2.16	1.89	0.26	1.95
CLEVELAND 1166	1.9	1.91	3.33	2.80	2.3	2.15	3.01	4.18
SANDY CREEK 6652	1.16	2.54	2.04	2.91	2.71	0.59	1.51	2.12
PEBBLE HILL 29056	1.43	2.13	1.59	0.94	2.35	0.19	0.58	1.17

Regional Goals:
 CAIDI 1.899
 SAIFI 1.226

c. NATIONAL GRID WORST PERFORMING CIRCUITS BY # OF MOMENTARY INTERRUPTIONS

CENTRAL REGION

Feeders			Customer Momentaries				Ranks		
Volts (kV)	Station Name	Ckt/F No.	Substation	Transmission	Distribution	Total	Within Region	Within System	Reliability Ranking
No circuits experienced 10 or more momentary interruptions in 2025.									

d. WORST PERFORMING CIRCUIT ANALYSIS

This year, the Central Region is required to analyze and report on fourteen of the worst performing circuits. The list consists of Twelve 13.2kV circuits, one 12kV and one 4.8kV circuits.

The reliability performance thresholds for the Central Region are 1.899 hours for CAIDI and 1.226 interruptions for SAIFI.

1. WEST CLEVELAND 32651 - 13.2kV

Profile: 1,118 Customers, 53.0 Circuit Miles
Indices: CAIDI = 3.05, SAIFI = 4.55

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	33	63.46%	3,685	72.47%	11,599	74.72%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	11.54%	290	5.70%	947	6.10%
6	ACCIDENTS	2	3.85%	56	1.10%	196	1.26%
7	PREARRANGED	2	3.85%	274	5.39%	222	1.43%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	9	17.31%	780	15.34%	2,558	16.48%
Totals		52	100.00%	5,085	100.00%	15,523	100.00%

Problem Analysis:

- There were 42 interruptions on the West Cleveland 32651 in 2025.
 - There was 1 transmission interruption.
 - This Transmission interruption occurred on July 17, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 22% of the total customers interrupted (1,114 of 5,085), and 1% of the total customer-hours interrupted (149 of 15,523). Tree fell between structures 301 and 302 on Lighthouse Hill-Clay #7 Line (115kV).
 - There were no substation interruptions.
 - The remaining 41 events occurred at the distribution level.
 - The distribution circuit breaker for the West Cleveland 32651 experienced 0 momentary operation in 2025.
 - The distribution circuit breaker for the West Cleveland 32651 experienced 0 sustained operation (lockout) in 2025.
 - Trees were the leading cause of interruptions on the West Cleveland 32651 in 2025, accounting for 33% of total interruptions (33 of 52). Unknown were the 2nd leading cause of interruptions, accounting for 17% of total interruptions (9 of 52). Equipment Failures were the 3rd leading cause of interruptions, accounting for 12% of total interruptions (6 of 52).
 - Trees were the leading cause of customers interrupted (CI) on the West Cleveland 32651 in 2025, accounting for 72% of total customers interrupted (3,685 of 5,085). Unknown were the 2nd leading cause of customers interrupted, accounting for 15% of total customers interrupted (780 of 5,085). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 6% of total customers interrupted (290 of 5,085).

- Trees were the leading cause of customer-hours interrupted (CHI) on the West Cleveland 32651 in 2025, accounting for 73% of total customer-hours interrupted (11,599 of 15,523). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 16% of total customer-hours interrupted (2,558 of 15,523). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (947 of 15,523).
- Of the 42 interruptions on this circuit, 15 affected 10 customers or less, with 10 being single customer outages.

Action Taken:

- The I&M inspection (foot patrol) of the feeder was completed in 2025.

Action Plan:

- Distribution Forestry cycle pruned the feeder in FY2028.
- Distribution forestry to review feeder for hazard trees in 2026.
- Complete all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2026.
- Complete all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2028.

2. LIGHTHOUSE HILL 6144 - 12kV

Profile: 2,370 Customers, 160.2 Circuit Miles
 Indices: CAIDI = 2.80, SAIFI = 3.88

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	24	40.68%	4,901	53.35%	12,417	48.27%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	15	25.42%	715	7.78%	1,159	4.51%
6	ACCIDENTS	8	13.56%	3,359	36.57%	11,404	44.34%
7	PREARRANGED	1	1.69%	1	0.01%	2	0.01%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	1.69%	28	0.30%	73	0.28%
10	UNKNOWN	10	16.95%	182	1.98%	668	2.60%
Totals		59	100.00%	9,186	100.00%	25,723	100.00%

Problem Analysis:

- There were 59 interruptions on the Lighthouse Hill 6144 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 59 events occurred at the distribution level.
- The distribution circuit breaker for the Lighthouse Hill 6144 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Lighthouse Hill 6144 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 26% of the total amount of customers interrupted (2,364 out of 9,186) and 17% of the total amount of the customer-hours interrupted (4,274 out of 25,723).
 - This lockout occurred on July 17, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 26% of the total customers interrupted (2,364 of 9,186), and 17% of the total customer-hours interrupted (4,274 of 25,723).
 - Tree took conductor down on Tubbs Rd.
- Trees were the leading cause of interruptions on the Lighthouse Hill 6144 in 2025, accounting for 41% of total interruptions (24 of 59). Equipment Failures were the 2nd leading cause of interruptions, accounting for 25% of total interruptions (15 of 59). Unknown were the 3rd leading cause of interruptions, accounting for 17% of total interruptions (10 of 59).
- Trees were the leading cause of customers interrupted (CI) on the Lighthouse Hill 6144 in 2025, accounting for 53% of total customers interrupted (4,901 of 9,186). Accidents were the 2nd leading cause of customers interrupted, accounting for 37% of total customers interrupted (3,359 of 9,186). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 8% of total customers interrupted (715 of 9,186).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Lighthouse Hill 6144 in 2025, accounting for 48% of total customer-hours interrupted (12,417 of 25,723). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 44% of total customer-hours interrupted (11,404 of 25,723). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 5% of total customer-hours interrupted (1,159 of 25,723).
- Of the 59 interruptions on this circuit, 23 affected 10 customers or less, with 12 being single customer outages.

Action Taken:

- The I&M inspection (foot patrol) of the feeder was completed in 2025.
- Distribution Forestry cycle pruned the feeder in FY2025.

Action Plan:

- Complete all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder in 2026.
- Complete all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder in 2028.
- Distribution forestry to review feeder for hazard trees in 2026.

3. GILBERT MILLS 24751 – 13.2kV

Profile: 2,285 Customers, 79.3 Circuit Miles
 Indices: CAIDI = 1.59, SAIFI = 4.26

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	17	51.52%	4,976	51.17%	10,885	70.21%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	7	21.21%	4,245	43.65%	3,640	23.48%
6	ACCIDENTS	5	15.15%	350	3.60%	346	2.23%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	12.12%	154	1.58%	633	4.08%
Totals		33	100.00%	9,725	100.00%	15,504	100.00%

Problem Analysis:

- There were 33 interruptions on the Gilbert Mills 24751 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 33 events occurred at the distribution level.
- The distribution circuit breaker for the Gilbert Mills 24751 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Gilbert Mills 24751 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 42% of the total amount of customers interrupted (4,103 out of 9,725) and 58% of the total amount of the customer-hours interrupted (8,934 out of 15,504).
 - The first lockout occurred on January 29, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 24% of the total customers interrupted (2,291 of 9,725), and 41% of the total customer-hours interrupted (6,411 of 15,504). Tree broke pole Corner of CR-10 and Evans Rd.
 - The second lockout occurred on March 18, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 19% of the total customers interrupted (1,812 of 9,725), and 16% of the total customer-hours interrupted (2,523 of 15,504). Insulator failed and two phases were on crossarm at P81 CR-10.
- Trees were the leading cause of interruptions on the Gilbert Mills 24751 in 2025, accounting for 52% of total interruptions (17 of 33). Equipment Failures were the 2nd leading cause of interruptions, accounting for 21% of total interruptions (7 of 33). Accidents were the 3rd leading cause of interruptions, accounting for 15% of total interruptions (5 of 33).

- Trees were the leading cause of customers interrupted (CI) on the Gilbert Mills 24751 in 2025, accounting for 51% of total customers interrupted (4,976 of 9,725). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 44% of total customers interrupted (4,245 of 9,725). Accidents were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (350 of 9,725).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Gilbert Mills 24751 in 2025, accounting for 70% of total customer-hours interrupted (10,885 of 15,504). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 23% of total customer-hours interrupted (3,640 of 15,504). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (633 of 15,504).
- Of the 33 interruptions on this circuit, 16 affected 10 customers or less, with 4 being single customer outages.

Action Taken:

- Completed all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2025.
- Distribution Forestry cycle pruned the feeder in FY2022.

Action Plan:

- The I&M inspection (foot patrol) of the feeder to completed in 2027.
- Routine tree trimming/pruning is planned to be completed in FY2028.
- Distribution forestry to review feeder for hazard trees in 2026.

4. COLOSSE 32151 – 13.2kV

Profile: 2,421 Customers, 127.0 Circuit Miles
 Indices: CAIDI = 2.95, SAIFI = 2.71

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	41	48.81%	5,393	82.14%	16,002	82.66%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	13	15.48%	270	4.11%	713	3.69%
6	ACCIDENTS	7	8.33%	145	2.21%	136	0.70%
7	PREARRANGED	6	7.14%	58	0.88%	74	0.38%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	1.19%	10	0.15%	33	0.17%
10	UNKNOWN	16	19.05%	690	10.51%	2,401	12.40%
Totals		84	100.00%	6,566	100.00%	19,359	100.00%

Problem Analysis:

- There were 84 interruptions on the Colosse 32151 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 84 events occurred at the distribution level.
- The distribution circuit breaker for the Colosse 32151 experienced 5 momentary operations in 2025.
- The distribution circuit breaker for the Colosse 32151 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Colosse 32151 in 2025, accounting for 49% of total interruptions (41 of 84). Unknown were the 2nd leading cause of interruptions, accounting for 19% of total interruptions (16 of 84). Equipment Failures were the 3rd leading cause of interruptions, accounting for 15% of total interruptions (13 of 84).
- Trees were the leading cause of customers interrupted (CI) on the Colosse 32151 in 2025, accounting for 82% of total customers interrupted (5,393 of 6,566). Unknown were the 2nd leading cause of customers interrupted, accounting for 11% of total customers interrupted (690 of 6,566). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (270 of 6,566).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Colosse 32151 in 2025, accounting for 83% of total customer-hours interrupted (16,002 of 19,359). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 12% of total customer-hours interrupted (2,401 of 19,359). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (713 of 19,359).

- Of the 84 interruptions on this circuit, 33 affected 10 customers or less, with 14 being single customer outages.

Action Taken:

- Distribution Forestry cycle pruned the feeder in FY2023.

Action Plan:

- The I&M inspection (foot patrol) of the feeder to be completed in 2026.
- Complete all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2027.
- Routine tree trimming/pruning is planned to be completed in FY2028.

5. WEST MONROE 27451 – 13.2 kV

Profile: 2,047 Customers, 87.1 Circuit Miles
 Indices: CAIDI = 1.74, SAIFI = 3.13

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	21	50.00%	5,059	78.95%	8,463	75.82%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	8	19.05%	434	6.77%	783	7.01%
6	ACCIDENTS	7	16.67%	590	9.21%	1,780	15.95%
7	PREARRANGED	3	7.14%	311	4.85%	115	1.03%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	7.14%	14	0.22%	22	0.19%
Totals		42	100.00%	6,408	100.00%	11,162	100.00%

Problem Analysis:

- There were 42 interruptions on the West Monroe 27451 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on July 17, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 32% of the total customers interrupted (2,042 of 6,408), and 2% of the total customer-hours interrupted (272 of 11,162). Tree fell between structures 301 and 302 on Lighthouse Hill-Clay #7 Line (115kV).
- There were no substation interruptions.
- The remaining 41 events occurred at the distribution level.
- The distribution circuit breaker for the West Monroe 27451 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the West Monroe 27451 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 25% of the total amount of customers interrupted (1,602 out of 6,408) and 14% of the total amount of the customer-hours interrupted (1,602 out of 11,162).
 - This lockout occurred on January 31, 2025, coded as a cause of tree - broken limb (PSC cause code 02). This lockout accounted for 25% of the total customers interrupted (1,602 of 6,408), and 14% of the total customer-hours interrupted (1,602 of 11,162). Tree limb was across all 3 phases at the intersection of Peach St and CR-11.

- Trees were the leading cause of interruptions on the West Monroe 27451 in 2025, accounting for 50% of total interruptions (21 of 42). Equipment Failures were the 2nd leading cause of interruptions, accounting for 19% of total interruptions (8 of 42). Accidents were the 3rd leading cause of interruptions, accounting for 17% of total interruptions (7 of 42).
- Trees were the leading cause of customers interrupted (CI) on the West Monroe 27451 in 2025, accounting for 79% of total customers interrupted (5,059 of 6,408). Accidents were the 2nd leading cause of customers interrupted, accounting for 9% of total customers interrupted (590 of 6,408). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 7% of total customers interrupted (434 of 6,408).
- Trees were the leading cause of customer-hours interrupted (CHI) on the West Monroe 27451 in 2025, accounting for 76% of total customer-hours interrupted (8,463 of 11,162). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 16% of total customer-hours interrupted (1,780 of 11,162). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (783 of 11,162).
- Of the 42 interruptions on this circuit, 15 affected 10 customers or less, with 10 being single customer outages.

Action Taken:

- Completed all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2024.

Action Plan:

- Routine tree trimming/pruning is planned to be completed in FY2027.
- Complete all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2026.

6. GRANBY CENTER 29351 – 13.2kV

Profile: 1,846 Customers, 68.3 Circuit Miles
 Indices: CAIDI = 1.76, SAIFI = 3.62

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	9	40.91%	3,581	53.53%	6,530	55.44%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	27.27%	226	3.38%	451	3.83%
6	ACCIDENTS	4	18.18%	2,267	33.89%	3,398	28.85%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	4.55%	107	1.60%	225	1.91%
10	UNKNOWN	2	9.09%	509	7.61%	1,174	9.96%
Totals		22	100.00%	6,690	100.00%	11,777	100.00%

Problem Analysis:

- There were 22 interruptions on the Granby Center 29351 in 2025.
- There were 2 transmission interruptions.
 - The first Transmission interruption occurred on February 27, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 28% of the total customers interrupted (1,865 of 6,690), and 21% of the total customer-hours interrupted (2,495 of 11,777). Tree fell on the Birdseye tap of the Curtis-Bristol Hill 28 Line.
 - The second Transmission interruption occurred on December 04, 2025, coded as a cause of animal (PSC cause code 06). This lockout accounted for 27% of the total customers interrupted (1,800 of 6,690), and 18% of the total customer-hours interrupted (2,100 of 11,777). Beaver dropped tree on the Birdseye tap.
- There were no substation interruptions.
- The remaining 20 events occurred at the distribution level.
- The distribution circuit breaker for the Granby Center 29351 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Granby Center 29351 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Granby Center 29351 in 2025, accounting for 41% of total interruptions (9 of 22). Equipment Failures were the 2nd leading cause of interruptions, accounting for 27% of total interruptions (6 of 22). Accidents were the 3rd leading cause of interruptions, accounting for 18% of total interruptions (4 of 22).

- Trees were the leading cause of customers interrupted (CI) on the Granby Center 29351 in 2025, accounting for 54% of total customers interrupted (3,581 of 6,690). Accidents were the 2nd leading cause of customers interrupted, accounting for 34% of total customers interrupted (2,267 of 6,690). Unknown were the 3rd leading cause of customers interrupted, accounting for 8% of total customers interrupted (509 of 6,690).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Granby Center 29351 in 2025, accounting for 55% of total customer-hours interrupted (6,530 of 11,777). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 29% of total customer-hours interrupted (3,398 of 11,777). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 10% of total customer-hours interrupted (1,174 of 11,777).
- Of the 22 interruptions on this circuit, 8 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- Distribution Forestry cycle pruned the feeder in FY2024.
- The I&M inspection (foot patrol) of the feeder was completed in 2024.
- Complete all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2025.

Action Plan:

- Routine tree trimming/pruning is planned to be completed in FY2030.
- Distribution forestry to perform a hazard tree review in 2026.
- Complete all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2027.

7. NEW HAVEN 25652 – 13.2kV

Profile: 1,668 Customers, 85.3 Circuit Miles
Indices: CAIDI = 1.76, SAIFI = 2.95

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	14	48.28%	2,881	58.47%	5,508	63.69%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	2	6.90%	3	0.06%	17	0.20%
6	ACCIDENTS	9	31.03%	1,951	39.60%	2,637	30.49%
7	PREARRANGED	1	3.45%	7	0.14%	2	0.02%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	10.34%	85	1.73%	485	5.61%
Totals		29	100.00%	4,927	100.00%	8,649	100.00%

Problem Analysis:

- There were 29 interruptions on the New Haven 25652 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 29 events occurred at the distribution level.
- The distribution circuit breaker for the New Haven 25652 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the New Haven 25652 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 34% of the total amount of customers interrupted (1,669 out of 4,927) and 23% of the total amount of the customer-hours interrupted (1,954 out of 8,649).
 - This lockout occurred on April 25, 2025, coded as a cause of vehicle (PSC cause code 06). This lockout accounted for 34% of the total customers interrupted (1,669 of 4,927), and 23% of the total customer-hours interrupted (1,954 of 8,649). Car hit and broke pole on CR-64 resulting in down conductors.
- Trees were the leading cause of interruptions on the New Haven 25652 in 2025, accounting for 48% of total interruptions (14 of 29). Accidents were the 2nd leading cause of interruptions, accounting for 31% of total interruptions (9 of 29). Unknown were the 3rd leading cause of interruptions, accounting for 10% of total interruptions (3 of 29).
- Trees were the leading cause of customers interrupted (CI) on the New Haven 25652 in 2025, accounting for 58% of total customers interrupted (2,881 of 4,927). Accidents were the 2nd leading cause of customers interrupted, accounting for 40% of total customers interrupted (1,951 of 4,927). Unknown were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (85 of 4,927).

- Trees were the leading cause of customer-hours interrupted (CHI) on the New Haven 25652 in 2025, accounting for 64% of total customer-hours interrupted (5,508 of 8,649). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 30% of total customer-hours interrupted (2,637 of 8,649). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (485 of 8,649).
- Of the 29 interruptions on this circuit, 12 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- Complete all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2024.

Action Plan:

- Routine tree trimming/pruning to be completed in FY2027.
- Complete all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2026.

8. MILTON AVE 26656 – 13.2kV

Profile: 1,647 Customers, 61.7 Circuit Miles
 Indices: CAIDI = 1.96, SAIFI = 3.08

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	7	33.33%	2,163	42.68%	3,528	35.52%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	28.57%	1,909	37.67%	3,955	39.82%
6	ACCIDENTS	8	38.10%	996	19.65%	2,449	24.66%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	0	0.00%	0	0.00%	0	0.00%
Totals		21	100.00%	5,068	100.00%	9,932	100.00%

Problem Analysis:

- There were 21 interruptions on the Milton Ave 26656 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 21 events occurred at the distribution level.
- The distribution circuit breaker for the Milton Ave 26656 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Milton Ave 26656 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 1% of the total amount of customers interrupted (40 out of 5,068) and 0% of the total amount of the customer-hours interrupted (25 out of 9,932).
 - This lockout occurred on March 11, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 1% of the total customers interrupted (40 of 5,068), and 0% of the total customer-hours interrupted (25 of 9,932).
 - This was due to a burnt tap on P34 Milton Ave.
- Accidents were the leading cause of interruptions on the Milton Ave 26656 in 2025, accounting for 38% of total interruptions (8 of 21). Trees were the 2nd leading cause of interruptions, accounting for 33% of total interruptions (7 of 21). Equipment Failures were the 3rd leading cause of interruptions, accounting for 29% of total interruptions (6 of 21).
- Trees were the leading cause of customers interrupted (CI) on the Milton Ave 26656 in 2025, accounting for 43% of total customers interrupted (2,163 of 5,068). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 38% of total customers interrupted (1,909 of 5,068). Accidents were the 3rd leading cause of customers interrupted, accounting for 20% of total customers interrupted (996 of 5,068).

- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Milton Ave 26656 in 2025, accounting for 40% of total customer-hours interrupted (3,955 of 9,932). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 36% of total customer-hours interrupted (3,528 of 9,932). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 25% of total customer-hours interrupted (2,449 of 9,932).
- Of the 21 interruptions on this circuit, 9 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- The I&M inspection (foot patrol) of the feeder was completed in 2025.
- Distribution Forestry cycle pruned the feeder in FY2024.

Action Plan:

- Distribution forestry to review the feeder for danger trees in 2026.
- Complete all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2026.
- Complete all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2028.

9. BALLINA 22151 – 13.2kV

Profile: 1,285 Customers, 63.83 Circuit Miles
 Indices: CAIDI = 1.44, SAIFI = 3.69

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	8	33.33%	3,067	68.92%	4,778	74.77%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	8	33.33%	987	22.18%	1,040	16.27%
6	ACCIDENTS	3	12.50%	131	2.94%	251	3.93%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	4.17%	1	0.02%	4	0.06%
10	UNKNOWN	4	16.67%	264	5.93%	318	4.97%
Totals		24	100.00%	4,450	100.00%	6,390	100.00%

Problem Analysis:

- There were 24 interruptions on the Ballina 22151 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 24 events occurred at the distribution level.
- The distribution circuit breaker for the Ballina 22151 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Ballina 22151 experienced 3 sustained operations (lockouts) in 2025. These interruptions accounted for 57% of the total amount of customers interrupted (2,519 out of 4,450) and 54% of the total amount of the customer-hours interrupted (3,466 out of 6,390).
 - The first lockout occurred on July 20, 2025, coded as a cause of tree - broken limb (PSC cause code 02). This lockout accounted for 15% of the total customers interrupted (654 of 4,450), and 16% of the total customer-hours interrupted (1,025 of 6,390). This was caused by a falling tree limb along pole 38 on number nine road less than a circuit mile from the station. Flisr operated reenergizing ~538 customers under 5 minutes.

- The second lockout occurred on November 07, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 15% of the total customers interrupted (654 of 4,450), and 10% of the total customer-hours interrupted (655 of 6,390). This was caused deterioration conductor on P6 Stone Quarry Rd. Flisr operated reenergizing ~553 customers under 5 minutes.
- The third lockout occurred on December 29, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 27% of the total customers interrupted (1,211 of 4,450), and 28% of the total customer-hours interrupted (1,786 of 6,390). This was caused by a falling tree along all three phases near pole 56 on Ballina rd less than a circuit mile from the station.
- Trees were the leading cause of interruptions on the Ballina 22151 in 2025, accounting for 33% of total interruptions (8 of 24). Equipment Failures were the 2nd leading cause of interruptions, accounting for 33% of total interruptions (8 of 24). Unknown were the 3rd leading cause of interruptions, accounting for 17% of total interruptions (4 of 24).
- Trees were the leading cause of customers interrupted (CI) on the Ballina 22151 in 2025, accounting for 69% of total customers interrupted (3,067 of 4,450). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 22% of total customers interrupted (987 of 4,450). Unknown were the 3rd leading cause of customers interrupted, accounting for 6% of total customers interrupted (264 of 4,450).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Ballina 22151 in 2025, accounting for 75% of total customer-hours interrupted (4,778 of 6,390). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 16% of total customer-hours interrupted (1,040 of 6,390). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 5% of total customer-hours interrupted (318 of 6,390).
- Of the 24 interruptions on this circuit, 12 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- Completed FLISR installation Between Ballina 51 and Duguid 52 in FY 2026.

Action

- Routine tree trimming/pruning to be completed in FY2027.
- Completed mid-cycle hazard tree review in FY 2027.

10. SOUTHWOOD 24453 – 13.2kV

Profile: 2,694 Customers, 56.6 Circuit Miles
 Indices: CAIDI = 1.94, SAIFI = 2.62

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	10	47.62%	3,480	49.38%	8,533	62.49%
3	OVERLOADS	1	4.76%	5	0.07%	24	0.17%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	7	33.33%	3,489	49.51%	4,963	36.34%
6	ACCIDENTS	2	9.52%	70	0.99%	123	0.90%
7	PREARRANGED	1	4.76%	3	0.04%	13	0.10%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	0	0.00%	0	0.00%	0	0.00%
Totals		21	100.00%	7,047	100.00%	13,655	100.00%

Problem Analysis:

- There were 21 interruptions on the Southwood 24453 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 21 events occurred at the distribution level.
- The distribution circuit breaker for the Southwood 24453 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Southwood 24453 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 77% of the total amount of customers interrupted (5,398 out of 7,047) and 66% of the total amount of the customer-hours interrupted (9,076 out of 13,655).
 - The first lockout occurred on January 02, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 38% of the total customers interrupted (2,707 of 7,047), and 21% of the total customer-hours interrupted (2,839 of 13,655). Conductor was down on Barker Hill Rd.
 - The second lockout occurred on July 07, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 38% of the total customers interrupted (2,691 of 7,047), and 46% of the total customer-hours interrupted (6,237 of 13,655). Tree fell, broke pole and took conductor down On Seneca Tpke.
- Trees were the leading cause of interruptions on the Southwood 24453 in 2025, accounting for 48% of total interruptions (10 of 21). Equipment Failures were the 2nd leading cause of interruptions, accounting for 33% of total interruptions (7 of 21). Accidents were the 3rd leading cause of interruptions, accounting for 10% of total interruptions (2 of 21).

- Equipment Failures were the leading cause of customers interrupted (CI) on the Southwood 24453 in 2025, accounting for 50% of total customers interrupted (3,489 of 7,047). Trees were the 2nd leading cause of customers interrupted, accounting for 49% of total customers interrupted (3,480 of 7,047). Accidents were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (70 of 7,047).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Southwood 24453 in 2025, accounting for 62% of total customer-hours interrupted (8,533 of 13,655). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 36% of total customer-hours interrupted (4,963 of 13,655). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (123 of 13,655).
- Of the 21 interruptions on this circuit, 9 affected 10 customers or less, with 3 being single customer outages.

Action Taken:

- Completed all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2024.
- Distribution Forestry cycle pruned the feeder in FY2023.

Action Plan:

- Routine tree trimming/pruning to be completed in FY2028.
- Distribution forestry to monitor the feeder in 2026.
- Complete all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2027

11. PALOMA (FULTON) 25456 – 13.2kV

Profile: 1,883 Customers, 80.2 Circuit Miles
 Indices: CAIDI = 1.95, SAIFI = 2.16

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	9	34.62%	1,065	26.21%	2,956	37.29%
3	OVERLOADS	1	3.85%	1	0.02%	2	0.03%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	11	42.31%	2,686	66.11%	4,383	55.29%
6	ACCIDENTS	4	15.38%	296	7.29%	567	7.15%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	3.85%	15	0.37%	19	0.24%
Totals		26	100.00%	4,063	100.00%	7,926	100.00%

Problem Analysis:

- There were 26 interruptions on the Paloma (Fulton) 25456 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 26 events occurred at the distribution level.
- The distribution circuit breaker for the Paloma (Fulton) 25456 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Paloma (Fulton) 25456 experienced 0 sustained operations (lockouts) in 2025.
- Equipment Failures were the leading cause of interruptions on the Paloma (Fulton) 25456 in 2025, accounting for 42% of total interruptions (11 of 26). Trees were the 2nd leading cause of interruptions, accounting for 35% of total interruptions (9 of 26). Accidents were the 3rd leading cause of interruptions, accounting for 15% of total interruptions (4 of 26).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Paloma (Fulton) 25456 in 2025, accounting for 66% of total customers interrupted (2,686 of 4,063). Trees were the 2nd leading cause of customers interrupted, accounting for 26% of total customers interrupted (1,065 of 4,063). Accidents were the 3rd leading cause of customers interrupted, accounting for 7% of total customers interrupted (296 of 4,063).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Paloma (Fulton) 25456 in 2025, accounting for 55% of total customer-hours interrupted (4,383 of 7,926). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 37% of total customer-hours interrupted (2,956 of 7,926). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (567 of 7,926).

- Of the 26 interruptions on this circuit, 11 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- Distribution Forestry cycle pruned the feeder in FY2024.
- Completed all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2025.

Action Plan:

- Complete all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2027.

12. CLEVELAND 1166 – 4.8kV

Profile: 980 Customers, 35.4 Circuit Miles

Indices: CAIDI = 1.90, SAIFI = 2.30

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	23	85.19%	2,156	95.57%	4,057	94.85%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	0	0.00%	0	0.00%	0	0.00%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	3.70%	3	0.13%	26	0.62%
10	UNKNOWN	3	11.11%	97	4.30%	194	4.54%
Totals		27	100.00%	2,256	100.00%	4,278	100.00%

Problem Analysis:

- There were 42 interruptions on the Cleveland 1166 in 2025.
 - There was 1 transmission interruption.
 - This Transmission interruption occurred on July 17, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 43% of the total customers interrupted (979 of 2,256), and 3% of the total customer-hours interrupted (131 of 4,278). Tree fell between structures 301 and 302 on Lighthouse Hill-Clay #7 Line (115kV).
 - There were no substation interruptions.
 - The remaining 41 events occurred at the distribution level.
 - The distribution circuit breaker for the Cleveland 1166 experienced 0 momentary operation in 2025.
 - The distribution circuit breaker for the Cleveland 1166 experienced 0 sustained operation (lockout) in 2025.
 - Trees were the leading cause of interruptions on the Cleveland 1166 in 2025, accounting for 85% of total interruptions (23 of 27). Unknown was the 2nd leading cause of interruptions, accounting for 11% of total interruptions (3 of 27). Lightning was the 3rd leading cause of interruptions, accounting for 4% of total interruptions (1 of 27).
 - Trees were the leading cause of customers interrupted (CI) on the Cleveland 1166 in 2025, accounting for 96% of total customers interrupted (2,156 of 2,256). Unknown were the 2nd leading cause of customers interrupted, accounting for 4% of total customers interrupted (97 of 2,256). Lightning were the 3rd leading cause of customers interrupted, accounting for 0% of total customers interrupted (3 of 2,256).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Cleveland 1166 in 2025, accounting for 95% of total customer-hours interrupted (4,057 of 4,278). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (194 of 4,278). Lightning were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (26 of 4,278).
- Of the 27 interruptions on this circuit, 5 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- Distribution Forestry cycle pruned the feeder in FY2022.

Action Plan:

- Routine tree trimming/pruning to be completed in FY2028.

13. SANDY CREEK 6652 – 13.2kV

Profile: 1,742 Customers, 57.2 Circuit Miles
 Indices: CAIDI = 1.16, SAIFI = 2.71

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	14	56.00%	2,736	57.92%	3,096	56.30%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	12.00%	1,753	37.11%	1,866	33.92%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	8	32.00%	235	4.97%	538	9.78%
Totals		25	100.00%	4,724	100.00%	5,500	100.00%

Problem Analysis:

- There were 25 interruptions on the Sandy Creek 6652 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 25 events occurred at the distribution level.
- The distribution circuit breaker for the Sandy Creek 6652 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Sandy Creek 6652 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 74% of the total amount of customers interrupted (3,488 out of 4,724) and 60% of the total amount of the customer-hours interrupted (3,284 out of 5,500).
 - The first lockout occurred on December 29, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 37% of the total customers interrupted (1,744 of 4,724), and 27% of the total customer-hours interrupted (1,483 of 5,500). Tree was across all 3 phases.
 - The second lockout occurred on December 30, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 37% of the total customers interrupted (1,744 of 4,724), and 33% of the total customer-hours interrupted (1,801 of 5,500). Connections came apart on NYS Route 3.
- Trees were the leading cause of interruptions on the Sandy Creek 6652 in 2025, accounting for 56% of total interruptions (14 of 25). Unknown were the 2nd leading cause of interruptions, accounting for 32% of total interruptions (8 of 25). Equipment Failures were the 3rd leading cause of interruptions, accounting for 12% of total interruptions (3 of 25).

- Trees were the leading cause of customers interrupted (CI) on the Sandy Creek 6652 in 2025, accounting for 58% of total customers interrupted (2,736 of 4,724). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 37% of total customers interrupted (1,753 of 4,724). Unknown were the 3rd leading cause of customers interrupted, accounting for 5% of total customers interrupted (235 of 4,724).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Sandy Creek 6652 in 2025, accounting for 56% of total customer-hours interrupted (3,096 of 5,500). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 34% of total customer-hours interrupted (1,866 of 5,500). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 10% of total customer-hours interrupted (538 of 5,500).
- Of the 25 interruptions on this circuit, 14 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- The I&M inspection (foot patrol) of the feeder was completed in 2024.
- Completed all level 2 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2025.
- Distribution Forestry cycle pruned the feeder in FY2023.

Action Plan:

- Complete all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2027.

14. PEBBLE HILL 29056 – 13.2kV

Profile: 2,051 Customers, 16.4 Circuit Miles
 Indices: CAIDI = 1.43, SAIFI = 2.35

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	6	28.57%	751	15.56%	1,693	24.58%
3	OVERLOADS	2	9.52%	18	0.37%	37	0.54%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	23.81%	1,824	37.78%	748	10.86%
6	ACCIDENTS	2	9.52%	53	1.10%	47	0.68%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	6	28.57%	2,182	45.19%	4,361	63.33%
Totals		21	100.00%	4,828	100.00%	6,885	100.00%

Problem Analysis:

- There were 21 interruptions on the Pebble Hill 29056 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 21 events occurred at the distribution level.
- The distribution circuit breaker for the Pebble Hill 29056 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 42% of the total amount of customers interrupted (2,047 out of 4,828) and 16% of the total amount of the customer-hours interrupted (1,136 out of 6,885).
 - This lockout occurred on March 12, 2025, coded as unknown (PSC cause code 10). This lockout accounted for 42% of the total customers interrupted (2,047 of 4,828), and 16% of the total customer-hours interrupted (1,136 of 6,885).
- Trees were the leading cause of interruptions on the Pebble Hill 29056 in 2025, accounting for 29% of total interruptions (6 of 21). Unknown were the 2nd leading cause of interruptions, accounting for 29% of total interruptions (6 of 21). Equipment failures were the 3rd leading cause of interruptions, accounting for 24% of total interruptions (5 of 21).
- Unknown were the leading cause of customers interrupted (CI) on the Pebble Hill 29056 in 2025, accounting for 45% of total customers interrupted (2,182 of 4,828). Equipment failures were the 2nd leading cause of customers interrupted, accounting for 38% of total customers interrupted (1,824 of 4,828). Trees were the 3rd leading cause of customers interrupted, accounting for 16% of total customers interrupted (751 of 4,828).

- Unknown were the leading cause of customer-hours interrupted (CHI) on the Pebble Hill 29056 in 2025, accounting for 63% of total customer-hours interrupted (4,361 of 6,885). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 25% of total customer-hours interrupted (1,693 of 6,885). Equipment failures were the 3rd leading cause of customer-hours interrupted, accounting for 11% of total customer-hours interrupted (748 of 6,885).
- Of the 21 interruptions on this circuit, 6 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- Completed all level 3 maintenance work that was identified by the I&M inspection (foot patrol) on the feeder by 2025.
- Distribution Forestry cycle pruned the feeder in FY2024.

Action Plan:

- Routine tree trimming/pruning to be completed in FY2029.
- The I&M inspection (foot patrol) of the feeder to be completed in 2027.
- Hazard tree review in 2026.

3. ACTION PLAN SUMMARIES

a. SUMMARY OF ACTION PLANS FOR 2025 WORST PERFORMING CIRCUITS

Station	Feeder	Report Year	Action Plan	Estimated Completion Date	Comments
West Cleveland	32651	2025	Level 2 maintenance	2026	
West Cleveland	32651	2025	Routine trimming	03/2028	
West Cleveland	32651	2025	Level 3 maintenance	2028	
West Cleveland	32651	2025	Hazard tree review	2026	
Lighthouse Hill	6144	2025	Hazard tree review	2026	
Lighthouse Hill	6144	2025	Level 2 maintenance	2026	
Lighthouse Hill	6144	2025	Level 3 maintenance	2028	
Gilbert Mills	24751	2025	Hazard tree review	2026	
Gilbert Mills	24751	2025	The I&M inspection (foot patrol)	2027	
Gilbert Mills	24751	2025	Routine tree trimming/pruning	03/2028	
Colosse	32151	2025	Level 2 maintenance	2027	
Colosse	32151	2025	Routine tree trimming/pruning	03/2028	
Colosse	32151	2025	The I&M inspection (foot patrol)	2026	
West Monroe	27451	2025	Routine tree trimming/pruning	03/2027	
West Monroe	27451	2025	Level 3 maintenance	2026	
Granby Center	29351	2025	Level 3 maintenance	2027	
Granby Center	29351	2025	Hazard tree review	2026	
Granby Center	29351	2025	Routine trimming	03/2030	
New Haven	25652	2025	Routine tree trimming/pruning	03/2027	
New Haven	25652	2025	Level 3 maintenance	2026	
Milton Ave	26656	2025	Hazard tree review	2026	
Milton Ave	26656	2025	Level 2 maintenance	2026	
Milton Ave	26656	2025	Level 3 maintenance	2028	
Ballina	22151	2025	Hazard tree review	03/2027	
Ballina	22151	2025	Routine trimming	03/2027	
Southwood	24453	2025	Routine trimming	03/2028	
Southwood	24453	2025	Distribution Forestry to monitor feeder	2026	
Southwood	24453	2025	Level 2 maintenance	2027	
Paloma	25456	2025	Level 3 maintenance	2027	
Cleveland	1166	2025	Routine tree trimming/pruning	03/2028	
Sandy Creek	6652	2025	Level 3 maintenance	2027	
Pebble Hill	29056	2025	Routine trimming	03/2029	
Pebble Hill	29056	2025	The I&M inspection (foot patrol)	2027	
Pebble Hill	29056	2025	Hazard tree review	2026	

b. STATUS OF ACTION PLANS FOR 2023 WORST PERFORMING CIRCUITS

Station	Feeder	Report Year	Action Plan	Actual Completion Date	Comments
Tully Center	27853	2024	Routine tree trimming/pruning	03/2027	
Tully Center	27853	2024	Level 2 maintenance	2026	
Lighthouse Hill	6144	2024	Level 2 maintenance	2026	
Lighthouse Hill	6144	2024	The I&M inspection (foot patrol)	2025	
Lighthouse Hill	6144	2024	Routine tree trimming/pruning	03/2027	
Granby Center	29351	2024	Level 2 maintenance	2025	
Granby Center	29351	2024	Level 3 maintenance	2027	
Jewett Road	29155	2024	Level 2 maintenance	2025	
Jewett Road	29155	2024	Level 3 maintenance	2027	
New Haven	25652	2024	Routine tree trimming/pruning	03/2026	
New Haven	25652	2024	Level 3 maintenance	2026	
Delphi	26253	2024	Routine tree trimming/pruning	03/2029	
Southwood	24453	2024	The I&M inspection (foot patrol)	2026	
Southwood	24453	2024	Routine tree trimming/pruning	03/2028	
Southwood	24453	2024	Hazard tree review	2025	
Southwood	24453	2024	Install FLISR on feeder	03/2026	
Fairdale	13564	2024	The I&M inspection (foot patrol)	2025	
Fairdale	13564	2024	Routine trimming	03/2026	
Tully Center	27851	2024	Routine tree trimming/pruning	03/2026	
Tully Center	27851	2024	Level 3 maintenance	2026	
Ridge Road	21964	2024	Routine trimming	12/2026	
Ridge Road	21964	2024	Level 2 maintenance	2026	
Ridge Road	21964	2024	The I&M inspection (foot patrol)	2025	
Bridgeport	16853	2024	The I&M inspection (foot patrol)	2026	
Bridgeport	16853	2024	Forestry to monitor feeder	2025	
Bridgeport	16853	2024	Routine trimming	03/2029	
Paloma	25456	2024	Level 2 maintenance	2025	
Paloma	25456	2024	Level 3 maintenance	2027	
Paloma	25456	2024	Routine tree trimming/pruning	03/2026	
Cleveland	1166	2024	Routine tree trimming/pruning	03/2028	
Lake Road #2	29951	2024	The I&M inspection (foot patrol)	2026	
Starr Road	33452	2024	Level 3 maintenance	2026	
Starr Road	33452	2024	Routine trimming	03/2026	
Bridgeport	16854	2024	Level 2 maintenance	2025	
Bridgeport	16854	2024	Level 3 maintenance	2027	
Bridgeport	16854	2024	Routine trimming	03/2029	
West Cleveland	32651	2024	Level 2 maintenance	2026	
West Cleveland	32651	2024	Routine trimming	03/2028	
West Cleveland	32651	2024	Level 3 maintenance	2028	

Station	Feeder	Report Year	Action Plan	Actual Completion Date	Comments
West Cleveland	32651	2024	Rebuild Johnson Road	03/2026	
West Cleveland	32651	2024	The I&M inspection (foot patrol)	2025	
Starr Road	33454	2024	Routine trimming	03/2026	
Starr Road	33454	2024	Level 3 maintenance	2026	

E. FRONTIER REGION

1. OPERATING REGIONAL PERFORMANCE

a. HISTORIC CAIDI AND SAIFI INDICES

IDS Info:

	2025	2024	2023	2022	2021	2020
CAIDI (Threshold 1.869)	1.81	1.82	2.14	1.97	1.63	2.58
SAIFI (Threshold 0.480)	0.35	0.50	0.40	0.33	0.43	0.52
SAIDI	0.64	0.90	0.86	0.66	0.70	1.34
Interruptions	1,404	1,532	1,333	1,355	1,325	1,650
Customers Interrupted	117,730	165,913	133,872	111,047	144,137	171,231
Customer-Hours Interrupted	12,991	301,740	286,529	218,658	234,433	441,958
Customers Served	334,972	334,001	331,867	332,562	332,602	330,590
Customers Per Interruption	83.85	108.30	100.43	81.95	108.78	103.78
Availability Index	99.9927	99.9897	99.9901	99.9925	99.9920	99.9848
Interruptions/1000 customers	4.19	4.59	4.02	4.07	3.98	4.99

b. DISCUSSION OF REGIONAL PERFORMANCE

In 2025, the Frontier Region met its CAIDI reliability target and met its SAIFI reliability target as set forth by the New York Public Service Commission (PSC). The final System Average Interruption Frequency Index (SAIFI) result was 0.35 interruptions, 27% below the PSC goal of 0.480 interruptions. As shown in the table above, the Customer Average Interruption Duration index (CAIDI) was 1.81 in 2025, 3% below the PSC's regional target of 1.869 hours.

The 2025 CAIDI result was 1% below the 2024 result of 1.82 hours, and 11% below the previous 5-year average of 2.04 hours. The 2025 SAIFI was 30% below the 2024 result of 0.5 interruptions, and 20% below the previous 5-year average of 0.44 interruptions.

In 2025, excluding major storms, the Frontier Region experienced 7 transmission interruptions. These interruptions accounted for 0.5% of the region's total interruptions (7 of 1,404), 6% of the region's total customers interrupted (CI), (7,623 of 117,730), and 3% (5,891 of 212,989) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of .77 hours, and a SAIFI of 0.02 interruptions.

The number of transmission-related interruptions remained the same from 7 in 2024 to 7 in 2025 (no change). The number of customers interrupted decreased from 36,151 in 2024, to 7,623 in 2025 (a decrease of 79%), while the customer-hours interrupted decreased from 66,443 in 2024, to 5,891 in 2025 (a decrease of 91%).

In 2025, excluding major storms, the Frontier Region experienced 3 substation interruptions. These interruptions accounted for 0.2% of the region's total interruptions (3 of 1,404), 4% of the region's total customers interrupted, (4,662 of 117,730), and 4% (9,497 of 212,989) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 2.04 hours, and a SAIFI of 0.01 interruptions.

The number of substation-related interruptions decreased from 8 to 3 from 2024 to 2025 (a decrease of 63%). The number of customers interrupted decreased from 13,221 in 2024, to 4,662 in 2025 (a decrease of 65%), while the customer-hours interrupted decreased from 19,769 in 2024, to 9,497 in 2025 (a decrease of 52%).

In 2025, excluding major storms, the Frontier Region experienced 1,394 distribution interruptions. These interruptions accounted for 99% of the region's total interruptions (1,394 of 1,404), 90% of the region's total customers interrupted, (105,445 of 117,730), and 93% (197,601 of 212,989) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 1.87 hours, and a SAIFI of 0.31 interruptions.

The number of distribution-related interruptions decreased from 1,517 to 1,394 from 2024 to 2025 (a decrease of 8%). The number of customers interrupted decreased from 116,541 in 2024, to 105,445 in 2025 (a decrease of 10%), while the customer-hours interrupted decreased from 215,527 in 2024, to 197,601 in 2025 (a decrease of 8%).

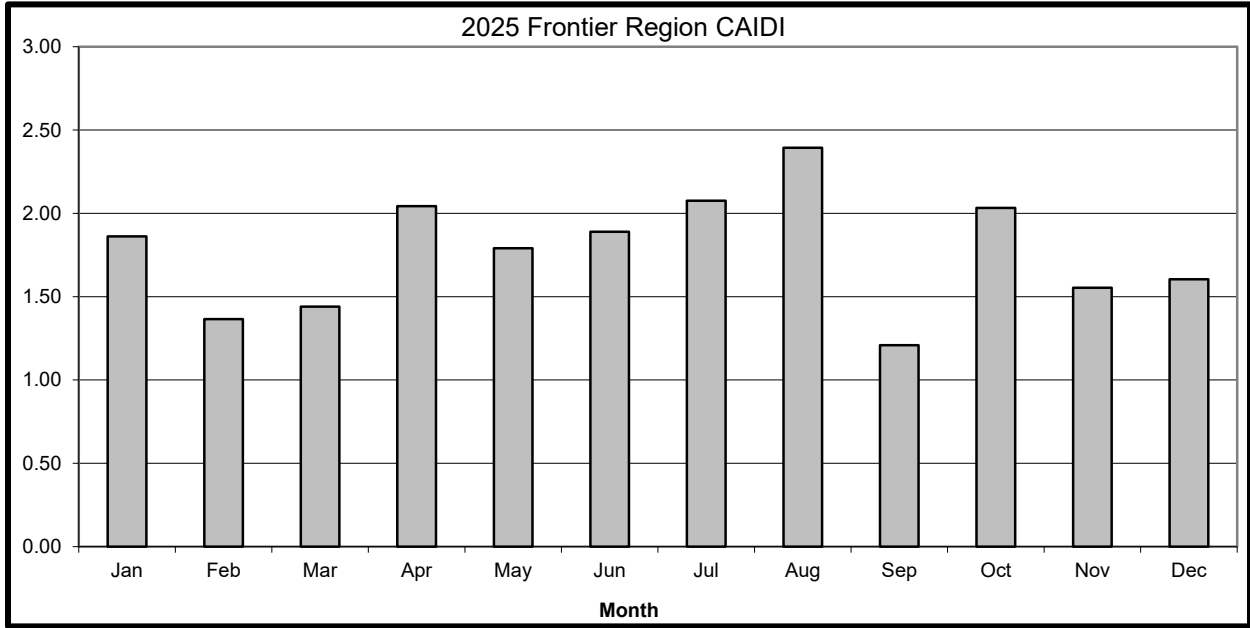
c. MONTHLY CAIDI AND SAIFI GRAPHS

The following graphs show the monthly CAIDI and SAIFI for the Frontier Region for 2025 (Excluding Major Storms).

The months of June (0.06), August (0.04), and September (0.04) were the highest contributors to SAIFI for 2025, with 40% of the Frontier Region's SAIFI occurring during these three months. The best five months for SAIFI were February (0.01), November (0.01), January (0.02), March (0.02), and July (0.02). The interruptions that occurred during these five months contributed to 23% of the Frontier Region's SAIFI.

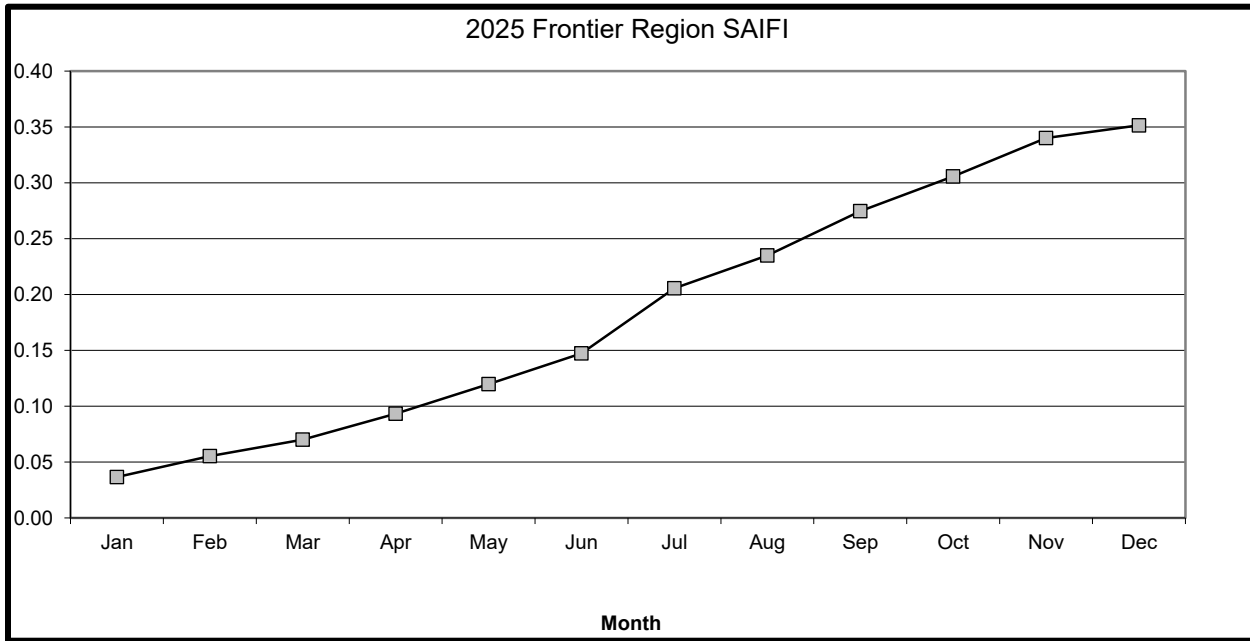
Monthly CAIDI was at or below the 2025 PSC threshold of 1.869, a total of seven months, with the best five months being February (1.36), March (1.44), September (1.21), November (1.55), and December (1.60). The five months that exceeded the threshold were April (2.04), June (1.89), July (2.08), August (2.39), and October (2.03).

GRAPH OF MONTHLY CAIDI AND SAIFI FOR FRONTIER REGION



PSC CAIDI Goal:	
Threshold	1.869
2025 Actual	1.81

PSC SAIFI Goal:	
Threshold	0.48
2025 Actual	0.35



d. PSC CAUSE CODES

1) Number of Events by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	536	60	-	1,004	546	413
02 Tree Contacts	383	485	340	323	321	369
03 Overloads	61	27	20	23	33	117
04 Operator Error	6	10	23	8	19	9
05 Equipment	587	602	560	558	502	650
06 Accidents	180	220	186	239	208	222
07 Prearranged	81	68	76	80	123	88
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	12	23	18	33	29	35
10 Unknown	94	97	110	91	90	160
Total	1,940	1,592	1,333	2,359	1,871	2,063

2) Customers Interrupted by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	48,140	1,993	-	66,967	52,775	25,654
02 Tree Contacts	39,939	36,962	26,284	32,577	37,791	32,063
03 Overloads	1,563	18,998	3,234	857	1,824	3,934
04 Operator Error	652	4,687	1,858	1,292	3,231	3,033
05 Equipment	42,092	73,618	60,776	47,510	60,217	58,370
06 Accidents	16,039	14,206	22,437	16,599	19,799	18,857
07 Prearranged	5,877	7,266	6,417	5,865	8,850	6,181
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	1,544	3,992	4,125	1,456	5,602	7,685
10 Unknown	10,024	6,184	8,741	4,891	6,823	41,108
Total	165,870	167,906	133,872	178,014	196,912	196,885

3) Customer-Hours Interrupted by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	202,381	8,004	-	1,731,846	426,393	146,111
02 Tree Contacts	62,316	73,170	47,078	51,618	62,174	90,952
03 Overloads	3,253	29,036	4,687	1,260	3,235	27,504
04 Operator Error	794	8,604	3,270	366	3,424	941
05 Equipment	83,902	139,816	99,683	116,205	104,948	197,045
06 Accidents	26,827	25,383	104,309	32,090	30,826	27,380
07 Prearranged	13,007	8,789	8,552	9,484	13,614	9,613
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	3,495	6,477	3,509	2,118	8,201	10,414
10 Unknown	19,395	10,465	15,441	5,517	8,010	78,110
Total	415,370	309,743	286,528	1,950,504	660,825	588,069

4) Interruptions, Customers Interrupted, and Customer-Hours Interrupted – 2025

Cause Code	Interruptions		Customers Interrupted		Customer-Hours Interrupted	
	Number	% Total	Number	% Total	Number	% Total
01 Major Storms	536	27.6%	48,140	29.0%	202,381	48.7%
02 Tree Contacts	383	19.7%	39,939	24.1%	62,316	15.0%
03 Overloads	61	3.1%	1,563	0.9%	3,253	0.8%
04 Operator Error	6	0.3%	652	0.4%	794	0.2%
05 Equipment	587	30.3%	42,092	25.4%	83,902	20.2%
06 Accidents	180	9.3%	16,039	9.7%	26,827	6.5%
07 Prearranged	81	4.2%	5,877	3.5%	13,007	3.1%
08 Customer Equip.	0	0.0%	0	0.0%	0	0.0%
09 Lightning	12	0.6%	1,544	0.9%	3,495	0.8%
10 Unknown	94	4.8%	10,024	6.0%	19,395	4.7%
Total	1,940	100.0%	165,870	100.0%	415,370	100.0%

e. **INTERRUPTION REVIEW BY PSC CAUSE CODES**

Cause Code 01 - Major Storms

In 2025, Major Storms accounted for 28% of interruptions, 29% of customers interrupted, and 49% of Customer-Hours Interrupted.

Interruptions due to Major Storm were up 793% from 2024, and up 32% over the 5-year average. Customers interrupted due to Major Storms were up 2315% from 2024, and up 63% over the 5-year average. Customer-Hours interrupted were up 2429% from 2024 and down 56% over the 5-year average.

The remaining PSC code descriptions do not include Major Storms in the percentages.

Cause Code 02 - Tree Contacts

In 2025, Tree Contacts accounted for 27% of interruptions, 34% of customers interrupted, and 29% of Customer-Hours Interrupted.

Interruptions due to Tree Contacts were down 21% from 2024, and up 6% over the 5-year average. Customers interrupted due to Tree Contacts were up 8% from 2024, and up 24% over the 5-year average. Customer-Hours interrupted were down 15% from 2024 and down 1% over the 5-year average.

Tree Contacts were the 2nd largest cause of interruptions in 2025.

Cause Code 03 - Overloads

In 2025, Overloads accounted for 4% of interruptions, 1% of customers interrupted, and 2% of Customer-Hours Interrupted.

Interruptions due to Overloads were up 126% from 2024, and up 39% over the 5-year average. Customers interrupted due to Overloads were down 92% from 2024, and down 73% over the 5-year average. Customer-Hours interrupted were down 89% from 2024 and down 75% over the 5-year average.

Overloads were the 6th largest cause of interruptions in 2025.

Cause Code 04 - Operator Error

In 2025, Operator Error accounted for 0% of interruptions, 1% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Operator Error were down 40% from 2024, and down 57% over the 5-year average. Customers interrupted due to Operator Error were down 86% from 2024, and down 77% over the 5-year average. Customer-Hours interrupted were down 91% from 2024 and down 76% over the 5-year average.

Operator Error was the 8th largest cause of interruptions in 2025.

Cause Code 05 - Equipment Failure

In 2025, Equipment Failures accounted for 42% of interruptions, 36% of customers interrupted, and 39% of Customer-Hours Interrupted.

Interruptions due to Equipment Failure were down 2% from 2024, and up 2% over the 5-year average. Customers interrupted due to Equipment Failure were down 43% from 2024, and down 30% over the 5-year average. Customer-Hours interrupted were down 40% from 2024 and down 36% over the 5-year average.

Equipment Failures were the largest cause of interruptions in 2025.

Cause Code 06 - Accidents

In 2025, Accidents accounted for 13% of interruptions, 14% of customers interrupted, and 13% of Customer-Hours Interrupted.

Interruptions due to Accidents were down 18% from 2024, and down 17% over the 5-year average. Customers interrupted due to Accidents were up 13% from 2024, and down 13% over the 5-year average. Customer-Hours interrupted were up 6% from 2024 and down 39% over the 5-year average.

Accidents were the 3rd largest cause of interruptions in 2025.

Cause Code 07 - Prearranged

In 2025, Prearranged accounted for 6% of interruptions, 5% of customers interrupted, and 6% of Customer-Hours Interrupted.

Interruptions due to Prearranged were up 19% from 2024, and down 7% over the 5-year average. Customers interrupted due to Prearranged were down 19% from 2024, and down 15% over the 5-year average. Customer-Hours interrupted were up 48% from 2024 and up 30% over the 5-year average.

Prearranged was the 5th largest cause of interruptions in 2025.

Cause Code 08 - Customer Equipment

There were no Customer Equipment interruptions in 2025.

Cause Code 09 - Lightning

In 2025, Lightning accounted for 1% of interruptions, 1% of customers interrupted, and 2% of Customer-Hours Interrupted.

Interruptions due to Lightning were down 48% from 2024, and down 57% over the 5-year average. Customers interrupted due to Lightning were down 61% from 2024, and down 66% over the 5-year average. Customer-Hours interrupted were down 46% from 2024 and down 43% over the 5-year average.

Lightning was the 7th largest cause of interruptions in 2025.

Cause Code 10 - Unknown

In 2025, Unknown causes accounted for 7% of interruptions, 9% of customers interrupted, and 9% of Customer-Hours Interrupted.

Interruptions due to Unknown causes were down 3% from 2024, and down 18% over the 5-year average. Customers interrupted due to Unknown causes were up 62% from 2024, and down 31% over the 5-year average. Customer-Hours interrupted were up 85% from 2024 and down 25% over the 5-year average.

Unknown causes were the 4th largest cause of interruptions in 2025.

f. DISCUSSION OF REGIONAL CAPEX PROJECTS WITH 2025/26 SPENDS :

The Company continues to work on capital-related projects in the Frontier Region to maintain customer satisfaction and future reliability. Some specific projects that were constructed in 2025 or will be constructed in 2026 are discussed below. An additional table of major infrastructure projects completed in 2025 follows. This includes distribution, sub-transmission, and transmission-related projects.

A number of ongoing projects are related to the program for reconstructing indoor Buffalo substations. This work is being done to upgrade the aging infrastructure within the Buffalo system, much of which is made up of 1920-30's vintage equipment that is at or beyond the end of its expected lifecycle. This effort is in place to maintain reliability and the ability to serve our customers in the City of Buffalo. Design efforts and construction continue for the rebuild of substations 32, 38 and 31. These efforts represent projects completed in recent years, those now in progress, and those planned to start in the upcoming year or are in design phase.

There are also numerous distribution projects to rebuild or reconductor lines. These projects are the result of reliability reviews, responses to QRS inquiries, the result of implementing an asset strategy, or load-related issues.

Some specific reliability-related projects in the Frontier Region follow below:

Welch Ave Substation

The installation of a new 13.2kV/4.16kV substation with 5 feeders located in Niagara Falls, New York is currently in progress. This substation will replace the current 4.16 kV station 83. The Welch Ave Station Project is expected to be completed in the 1st quarter of FY28.

Eighth St Substation

The installation of a new 13.2kV/4.16kV substation with 4 feeders located in Niagara Falls, New York is currently in progress. This substation will replace the current 4.16 kV station 80. The Eighth St Station Project is expected to be completed in the 4th quarter of FY28.

Station 3012 Substation

The installation of a new 23kV/13.2kV substation with 4 feeders located in Buffalo, New York is currently in progress. This substation will replace the existing pad-mounted Station 2738. This Station Project is expected to be completed in the 2nd quarter of FY28.

Major Capital Projects for Frontier Region:

Region	Project Name	Project Type	Fin Sys Proj. No.	Finish	Total Spend
Frontier	Niagara-Lockport 101L Reinsulating C094300	Trans	C094300	01/03/25	\$2,240,000
Frontier	Adams - Packard 187/188 Re-Insulate	Trans	C090604	02/21/25	\$5,871,000
Frontier	Cable 33S extension	Sub Trans	C089210	03/21/25	\$1,104,000
Frontier	Amazon Lockport (Project formely known as Fi Fi)	Sub Trans	C090116	06/20/25	\$1,065,034
Frontier	Station 122 Rebuild - DLine - CD00779	Dist	CD00779	07/24/25	\$3,753,000
Frontier	Perry Homes Service Extension - C094790	Dist	C094790	05/21/25	\$3,751,000
Frontier	SENECA TERMINAL STATION TB #5 - REPLACE TRANSFORMER (EMERG / D/F) - C069427	Trans Sub	C069427	09/08/25	\$3,850,000
Frontier	NY 115kV MOBILE CAP BANK - C081351	Trans Sub	C081351	03/10/25	\$1,500,000
Frontier	DSCADA - STATION 217 - WALMORE RD - DSCADA (REPLACE CPU & DUAL PORT) - C081809	Trans Sub	C081809	03/28/25	\$2,190,000
Frontier	HARPER SPARE 115-34.5KV 50MVA DY TRF - C090950	Trans Sub	C090950	09/19/25	\$1,608,333
Frontier	M9000 - MODEL CITY ENERGY LLCM9000 - TRANSMISSION - C069437	Trans Sub	C069437	10/31/25	\$1,870,000
Frontier	PURCHASE: MOBILE 12W/13W (50 MVA) - C090264	Trans Sub	C090264	10/31/25	\$5,454,000
Frontier	STATION 122 (BUFFALO) REBUILD - CD00782	Dist Sub	CD00782	07/16/25	\$10,216,000
Frontier	STATION 162 - METALCLAD REPLACEMENT - C052706	Dist Sub	C052706	12/12/25	\$8,266,000
Frontier	SENECA TS 34.5-4.8KV SPARE TRF - C090852	Dist Sub	C090852	07/16/25	\$1,439,603
Frontier	FLISR Buffalo Ave 54, 55, 56- Lockport Rd 50	FLISR	C080090	03/18/25	\$647,420
Frontier	FLISR Swann Rd 51-Swann Rd 52	FLISR	C080090	02/07/25	\$436,216
Frontier	FLISR Military Rd 53-Walmore 52	FLISR	C080090	01/14/25	\$303,514
Frontier	FLISR Walmore 51 - Lockport Rd 51	FLISR	C080090	03/14/25	\$361,498

g. DISCUSSION OF REGIONAL PERFORMANCE OF LVAC NETWORK DISTRIBUTION SYSTEM(S)

Buffalo LVAC Network

Background

The Elm Street Terminal Station supplies the Downtown Buffalo LVAC Network, which consists of four (4) existing transformer banks with a new bank installation currently in construction to increase capacity. Three (3) banks have a rating of 60 MVA and one (1) bank has a rating of 50 MVA. The station operates with a primary voltage of 230 kV (fed from two (2) transmission lines) and a secondary voltage of 23 kV. Elm Street Terminal Station's design follows a Breaker and a Half configuration, which includes eight (8) bus sections, twenty-two (22) bus-tie breakers, and twenty (20) feeder breakers. Each feeder breaker supplies a 23 kV cable, resulting in a total of twenty (20) feeder cables (E Cables) that supply 288 network vaults, including 141 spot network transformers and 147 general network transformers.

Sixteen (16) of the Elm (E) cables supply only General and/or Spot Network loads (Network Feeders), while four (4) cables (11E, 12E, 14E, and 15E) are allocated exclusively to the hospital corridor in Downtown Buffalo. Additionally, out of the sixteen (16) network feeders, eight (8) cables serve six (6) 23 kV primary customers, twelve (12) of the sixteen (16) cables supply seven (7) National Grid distribution substations, and only five (5) serve both 23 kV primary customers and National Grid distribution substations. The hospital cable group supplies four (4) 23kV primary customers and has cables ties at one National Grid substation (Station 34, Best Street) as back up supply.

General Network transformers serve >1,170 National Grid customers. Spot network vaults serve ~375 commercial customers.

Performance

Elm Street Terminal Station peaked at 113.55 MVA on July 7th, 2025. The peak on the sixteen (16) Network Feeders in 2025 was 85.03 MVA on July 7th, 2025, with an average load of 5.94 MVA per cable.

The table below lists the breaker operations at Elm Street in 2025. The operations are separated by breaker operation performed for maintenance/testing vs operations that were a result of a primary cable fault, Elm Street Station damage failure, or network equipment failure:

2025 ELM ST 23KVNETWORK PERFORMANCE						
STATION	CABLE	BKR	BKR	# OF OPERATIONS	# OF OPERATIONS	CUSTOMERS
				DUE TO FAILURES	DUE TO MAINTENECE	AFFECTED
ELM	1E	R122	R125	3	2	0
ELM	2E	R222	R225	2	4	0
ELM	3E	R335	R338	0	5	1
ELM	4E	R435	R438	0	0	0
ELM	5E	R145	R148	4	0	0
ELM	6E	R332	R335	0	6	1
ELM	7E	R125	R128	6	6	0
ELM	8E	R225	R228	3	8	1
ELM	9E	R325	R238	1	0	0
ELM	10E	R432	R435	0	6	1
ELM	11E	R322	R325	0	2	0
ELM	12E	R325	R328	0	0	0
ELM	14E	R422	R425	0	0	0
ELM	15E	R425	R428	0	0	0
ELM	16E	R142	R145	4	0	0
ELM	17E	R242	R245	2	0	0
ELM	18E	R232	R235	2	0	0
ELM	23E	R248	R245	1	1	0
ELM	27E	R132	R135	2	0	0
ELM	35E	R138	R135	0	0	0

Improvements

In 2025 New York West replaced or repaired the high voltage switches, network transformers and network protectors in the following vaults:

- V8-124 (Damage Failure equipment changeout)
- V8-151 (Damage Failure equipment changeout)
- 7-58 (Damage Failure equipment changeout)
- V1-155 (Damage Failure equipment changeout)
- V2-82 (Damage Failure equipment changeout)
- V3-126 (Customer Requirement)

National Grid’s operation & maintenance group identified this equipment as in need of replacement via the I&M process, or it failed in service. The National Grid program to replace approximately 8,000 feet of LVAC secondary cable per year will continue in 2026.

3. OPERATING CIRCUIT LISTS

The next three tables will provide the following information for the Frontier Region.

- a. Worst Performing Circuit List
- b. Worst Performing Circuits with 3 Year History for CAIDI and SAIFI Indices
- c. Worst Performing Circuits by # of Momentary Interruptions

a. NATIONAL GRID WORST PERFORMING CIRCUIT LIST

FRONTIER REGION

	A	B	C	D				
FEEDER #	CUST. SERVED	TOTAL INTER.	# CUST. INTER.	CUST. HRS. INTER.	C/A SAIFI	D/A SAIDI	D/C CAIDI	NUMBER OF MOMENTARIES
SHAWNEE RD 7652	2,052	22	5,096	10,488	2.48	5.11	2.06	0

Regional Goals:
 CAIDI 1.869
 SAIFI 0.48

b. NATIONAL GRID WORST PERFORMING CIRCUITS WITH 3 YEAR HISTORY FOR CAIDI AND SAIFI INDICES

FRONTIER REGION

FEEDER #	2025 CAIDI	2024 CAIDI	2023 CAIDI	2022 CAIDI	2025 SAIFI	2024 SAIFI	2023 SAIFI	2022 SAIFI
SHAWNEE RD 7652	2.06	0.96	4.23	1.79	2.48	2.10	0.11	0.48

Regional Goals:
 CAIDI 1.869
 SAIFI 0.48

c. NATIONAL GRID WORST PERFORMING CIRCUITS BY # OF MOMENTARY INTERRUPTIONS

FRONTIER REGION

Feeders			Customer Momentaries				Ranks		
Volts (kV)	Station Name	Ckt/F No.	Substation	Transmission	Distribution	Total	Within Region	Within System	Reliability Ranking
No circuits experienced 10 or more momentary interruptions in 2025.									

d. WORST PERFORMING CIRCUIT ANALYSIS

This year, the Frontier Region's list of Worst Feeders consists of one 13.2 kV feeders.

For the Frontier Region, the CAIDI performance threshold is 1.869 and SAIFI performance threshold is 0.48.

1. SHAWNEE RD 7652 – 13.2 kV

Profile: 2,052 Customers, 61.99 Circuit Miles
Indices: CAIDI = 2.06, SAIFI = 2.48

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	8	36.36%	2,503	49.12%	3,715	35.42%
3	OVERLOADS	1	4.55%	12	0.24%	36	0.35%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	4	18.18%	34	0.67%	78	0.74%
6	ACCIDENTS	7	31.82%	148	2.90%	90	0.85%
7	PREARRANGED	1	4.55%	354	6.95%	1,116	10.64%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	4.55%	2,045	40.13%	5,453	52.00%
Totals		22	100.00%	5,096	100.00%	10,488	100.00%

Problem Analysis:

- There were 22 interruptions on the Shawnee Rd 7652 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption.
 - This Substation interruption occurred on January 28, 2025, coded as a cause of unknown (PSC cause code 10). This lockout accounted for 40% of the total customers interrupted (2,045 of 5,096), and 52% of the total customer-hours interrupted (5,453 of 10,488). The substation outage was a result of a fault on the Shawnee 7652 feeder tripping the entire upstream bus. The resulting investigation determined the R520 feeder breaker was degrading and beginning to operate slower, causing the upstream protective device to trip.
- The remaining 21 events occurred at the distribution level.
- The distribution circuit breaker for the Shawnee Rd 7652 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Shawnee Rd 7652 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 40% of the total amount of customers interrupted (2,056 out of 4,279) and 23% of the total amount of the customer-hours interrupted (2,364 out of 4,093).
 - This lockout occurred on September 05, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 40% of the total customers interrupted (2,056 of 5,096), and 23% of the total customer-hours interrupted (2,364 of 10,488). This feeder lockout was a result of a fault on the Shawnee 7652 feeder breaker degrading and failing to coordinate with protective equipment. As a result of this

outage, all feeders have been temporarily transferred off TB1 to prevent future outages until replacement projects are completed.

- Trees were the leading cause of interruptions on the Shawnee Rd 7652 in 2025, accounting for 29% of total interruptions (4 of 14). Accidents were the 2nd leading cause of interruptions, accounting for 29% of total interruptions (4 of 14). Equipment Failures were the 3rd leading cause of interruptions, accounting for 21% of total interruptions (3 of 14).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Shawnee Rd 7652 in 2025, accounting for 78% of total customers interrupted (3,341 of 4,279). Trees were the 2nd leading cause of customers interrupted, accounting for 16% of total customers interrupted (665 of 4,279). Accidents were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (150 of 4,279).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Shawnee Rd 7652 in 2025, accounting for 55% of total customer-hours interrupted (2,264 of 4,093). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 23% of total customer-hours interrupted (928 of 4,093). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 14% of total customer-hours interrupted (577 of 4,093).
- Of the 22 interruptions on this circuit, 12 affected 10 customers or less, with 9 being single customer outages.

Actions Taken:

- Tree trimming and a hazard tree review was completed on the Shawnee 7652 in 2026.
- All identified level 2 and 3 maintenance items were completed on the Shawnee 7652 in 2026.

Action Plan:

- A maintenance foot patrol is scheduled to be performed on the Shawnee 7652 in 2028.

3. ACTION PLAN SUMMARIES

a. SUMMARY OF ACTION ITEM PLANS FOR 2025 WORST PERFORMING CIRCUITS

Station	Feeder	Report Year	Action Plan	Estimated Completion Date	Comments
Shawnee	7652	2025	Maintenance foot patrol.	3/2028	

b. STATUS OF ACTION PLANS FOR 2024 WORST PERFORMING CIRCUITS

Station	Feeder	Report Year	Action Plan	Estimated Completion Date	Comments
Lockport Rd	21652	2024	Tree trimming and hazard tree review.	3/2026	Complete.
Lockport Rd	21652	2024	Complete level 3 maintenance.	3/2026	On Schedule.
Lockport Rd	21651	2024	Tree trimming and hazard tree review.	3/2026	Complete.
Lockport Rd	21651	2024	Complete level 3 maintenance.	3/2026	Complete.
Lockport Rd	21651	2024	Build FLISR scheme between Lockport Rd 21651 and Walmore 21751.	3/2027	On Schedule.

F. GENESEE REGION

1. OPERATING REGIONAL PERFORMANCE

a. HISTORIC CAIDI AND SAIFI INDICES

IDS Info:

	2025	2024	2023	2022	2021	2020
CAIDI (Threshold 2.049)	1.73	2.16	1.77	1.53	1.75	1.53
SAIFI (Threshold 1.037)	1.29	1.14	0.99	1.00	0.98	1.20
SAIDI	2.23	2.46	1.76	1.52	1.72	1.84
Interruptions	1,389	1,153	1,066	1,019	933	928
Customers Interrupted	131,261	115,997	100,427	100,413	98,675	120,597
Customer-Hours Interrupted	227,301	250,003	177,910	153,606	172,991	184,711
Customers Served	101,957	101,562	101,030	100,877	100,536	100,210
Customers Per Interruption	94.50	100.60	94.21	98.54	105.76	129.95
Availability Index	99.9746	99.9720	99.9799	99.9826	99.9804	99.9790
Interruptions/1000Customers	13.62	11.35	10.55	10.10	9.28	9.26

b. DISCUSSION OF REGIONAL PERFORMANCE

In 2025, the Genesee Region met its CAIDI reliability target and did not meet its SAIFI reliability target as set forth by the New York Public Service Commission (PSC). The final System Average Interruption Frequency Index (SAIFI) result was 1.29 interruptions, 24% above the PSC goal of 1.037 interruptions. As shown in the table above, the Customer Average Interruption Duration index (CAIDI) was 1.73 in 2025, 16% below the PSC's regional target of 2.049 hours.

The 2025 CAIDI result was 20% below the 2024 result of 2.16 hours, and 1% below the previous 5-year average of 1.75 hours. The 2025 SAIFI was 13% above the 2024 result of 1.14 interruptions, and 22% above the previous 5-year average of 1.06 interruptions.

In 2025, excluding major storms, the Genesee Region experienced 8 transmission interruptions. These interruptions accounted for 1% of the region's total interruptions (8 of 1,389), 8% of the region's total customers interrupted (CI), (9,920 of 131,261), and 6% (14,344 of 227,301) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of 1.45 hours, and a SAIFI of 0.1 interruptions.

The number of transmission-related interruptions decreased from 9 in 2024 to 8 in 2025 (a decrease of 11%). The number of customers interrupted decreased from 22,543 in 2024, to 9,920 in 2025 (a decrease of 56%), while the customer-hours interrupted decreased from 78,416 in 2024, to 14,344 in 2025 (a decrease of 82%).

In 2025, excluding major storms, the Genesee Region experienced 4 substation interruptions. These interruptions accounted for 0.3% of the region's total interruptions (4 of 1,389), 3% of the region's total customers interrupted, (4,340 of 131,261), and 2% (4,524 of 227,301) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 1.04 hours, and a SAIFI of 0.04 interruptions.

The number of substation-related interruptions decreased from 10 to 4 from 2024 to 2025 (a decrease of 60%). The number of customers interrupted decreased from 16,664 in 2024, to 4,340 in 2025 (a decrease of 74%), while the customer-hours interrupted decreased from 28,153 in 2024, to 4,524 in 2025 (a decrease of 84%).

In 2025, excluding major storms, the Genesee Region experienced 1,377 distribution interruptions. These interruptions accounted for 99% of the region's total interruptions (1,377 of 1,389), 89% of the region's total customers interrupted, (117,001 of 131,261), and 92% (208,433 of 227,301) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 1.78 hours, and a SAIFI of 1.15 interruptions.

The number of distribution-related interruptions increased from 1,134 to 1,377 from 2024 to 2025 (an increase of 21%). The number of customers interrupted increased from 76,790 in 2024, to 117,001 in 2025 (an increase of 52%), while the customer-hours interrupted increased from 143,432 in 2024, to 208,433 in 2025 (an increase of 45%).

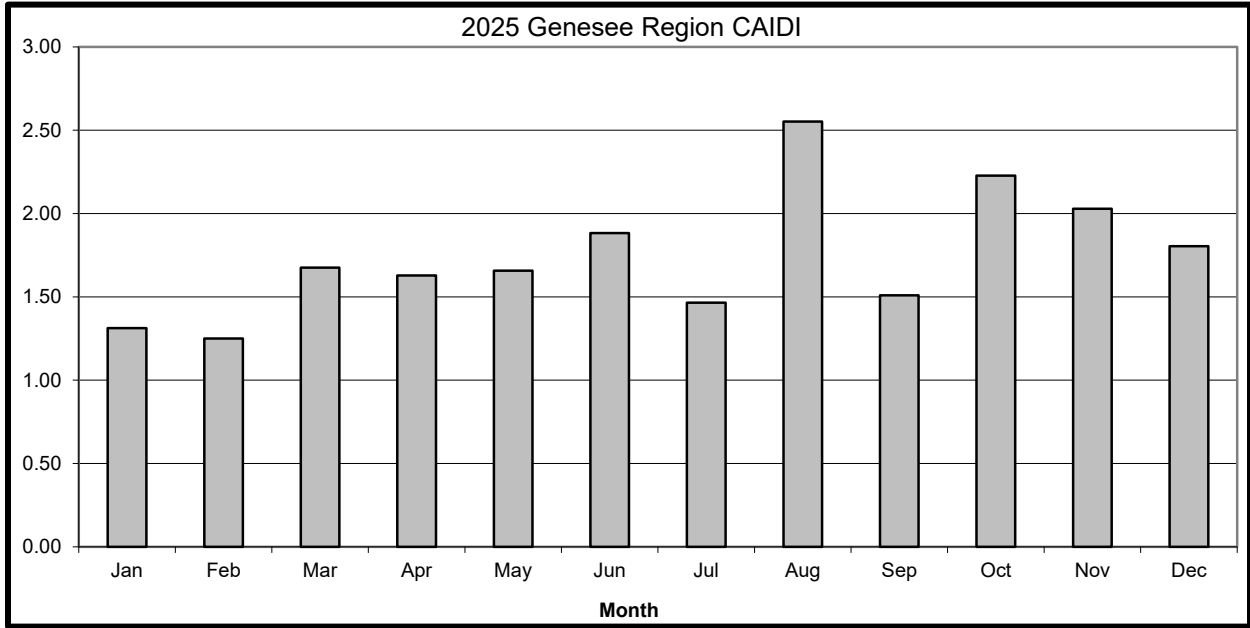
c. MONTHLY CAIDI AND SAIFI GRAPHS

The following graphs show the monthly CAIDI and SAIFI for the Genesee Region for 2025 (Excluding Major Storms).

CAIDI was below the PSC threshold of 2.049, a total of ten months in 2025, with the best three months being January (1.31), February (1.25) and July (1.47). The two months that exceeded the threshold were August (2.55) and October (2.23).

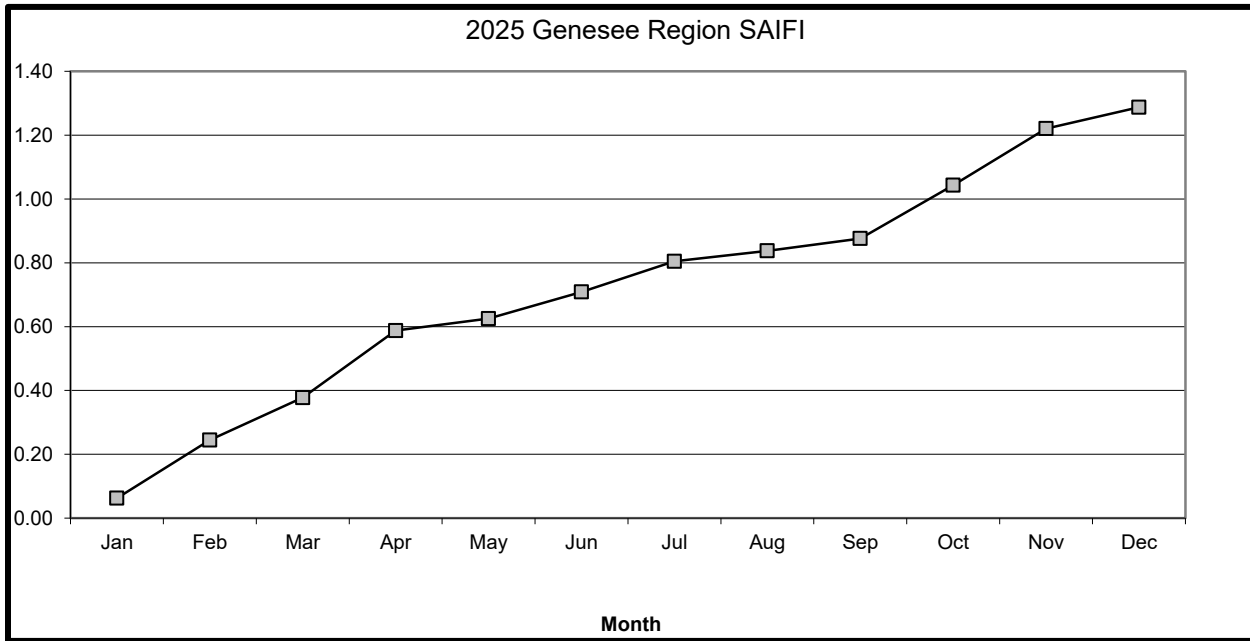
SAIFI was above the PSC threshold of 1.037 in 2025 and showed the greatest increase during the months of February (0.18), April (0.21), October (0.16) and November (0.18). These four months accounted for 57% of Genesee Region's annual SAIFI metric. In contrast, the months of May (0.04), August (0.04), and September (0.04) were the best three months and contributed only 9% to the Region's SAIFI.

GRAPH OF MONTHLY CAIDI AND SAIFI FOR THE GENESSEE REGION



PSC CAIDI Goal:	
Threshold	2.049
2025 Actual	1.73

PSC SAIFI Goal:	
Threshold	1.037
2025 Actual	1.29



d. PSC CAUSE CODES

1) Number of Events by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	550	392	99	550	523	206
02 Tree Contacts	623	448	348	272	242	220
03 Overloads	22	10	2	7	7	12
04 Operator Error	3	7	5	3	5	4
05 Equipment	297	266	282	262	258	288
06 Accidents	222	244	211	275	216	212
07 Prearranged	35	24	17	15	33	30
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	20	20	41	40	35	30
10 Unknown	167	134	160	145	137	132
Total	1,939	1,545	1,165	1,569	1,456	1,134

2) Customers Interrupted by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	60,815	55,006	8,580	45,384	43,905	18,068
02 Tree Contacts	64,718	43,281	35,942	28,848	18,768	26,188
03 Overloads	333	1,136	7	62	1,794	7,751
04 Operator Error	42	8,986	87	3,195	95	184
05 Equipment	31,118	28,150	32,935	29,675	33,304	48,964
06 Accidents	23,757	25,545	18,727	20,400	20,143	14,946
07 Prearranged	3,808	5,005	1,645	2,211	6,378	7,373
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	777	255	3,974	5,740	5,931	2,085
10 Unknown	6,708	3,639	7,110	10,282	12,262	13,106
Total	192,076	171,003	109,007	145,797	142,580	138,665

3) Customer-Hours Interrupted by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	253,482	198,383	64,313	436,544	727,571	76,176
02 Tree Contacts	129,472	97,082	72,644	43,395	42,526	40,476
03 Overloads	741	843	18	109	1,821	2,790
04 Operator Error	17	46,597	68	435	127	77
05 Equipment	45,387	43,737	61,845	47,442	46,209	85,436
06 Accidents	30,882	49,651	22,999	31,586	38,028	28,769
07 Prearranged	4,093	4,309	890	1,878	11,271	4,654
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	1,051	1,219	3,925	15,120	15,004	2,394
10 Unknown	15,657	6,562	15,522	13,643	18,004	20,115
Total	480,784	448,384	242,223	590,151	900,562	260,886

4) Interruptions, Customers Interrupted and Customer-Hours Interrupted – 2025

Cause Code	Interruptions		Customers Interrupted		Customer Hours Interrupted	
	Number	% Total	Number	% Total	Number	% Total
01 Major Storms	550	28.4%	60,815	31.7%	253,482	52.7%
02 Tree Contacts	623	32.1%	64,718	33.7%	129,472	26.9%
03 Overloads	22	1.1%	333	0.2%	741	0.2%
04 Operator Error	3	0.2%	42	0.0%	17	0.0%
05 Equipment	297	15.3%	31,118	16.2%	45,387	9.4%
06 Accidents	222	11.4%	23,757	12.4%	30,882	6.4%
07 Prearranged	35	1.8%	3,808	2.0%	4,093	0.9%
08 Customer Equip.	0	0.0%	0	0.0%	0	0.0%
09 Lightning	20	1.0%	777	0.4%	1,051	0.2%
10 Unknown	167	8.6%	6,708	3.5%	15,657	3.3%
Total	1,939	100.0%	192,076	100.0%	480,784	100.0%

e. **INTERRUPTION REVIEW BY PSC CAUSE CODES**

Cause Code 01 - Major Storms

In 2025, Major Storms accounted for 28% of interruptions, 32% of customers interrupted, and 53% of Customer-Hours Interrupted.

Interruptions due to Major Storm were up 40% from 2024, and up 55% over the 5-year average. Customers interrupted due to Major Storms were up 11% from 2024, and up 78% over the 5-year average. Customer-Hours interrupted were up 28% from 2024 and down 16% over the 5-year average.

The remaining PSC code descriptions do not include Major Storms in the percentages.

Cause Code 02 - Tree Contacts

In 2025, Tree Contacts accounted for 45% of interruptions, 49% of customers interrupted, and 57% of Customer-Hours Interrupted.

Interruptions due to Tree Contacts were up 39% from 2024, and up 106% over the 5-year average. Customers interrupted due to Tree Contacts were up 50% from 2024, and up 112% over the 5-year average. Customer-Hours interrupted were up 33% from 2024 and up 120% over the 5-year average.

Tree Contacts were the largest cause of interruptions in 2025.

Cause Code 03 - Overloads

In 2025, Overloads accounted for 2% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Overloads were up 120% from 2024, and up 175% over the 5-year average. Customers interrupted due to Overloads were down 71% from 2024, and down 85% over the 5-year average. Customer-Hours interrupted were down 12% from 2024 and down 34% over the 5-year average.

Overloads were the 6th largest cause of interruptions in 2025.

Cause Code 04 - Operator Error

In 2025, Operator Error accounted for 0% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Operator Error were down 57% from 2024, and down 40% over the 5-year average. Customers interrupted due to Operator Error were down 100% from 2024, and down 98% over the 5-year average. Customer-Hours interrupted were down 100% from 2024 and down 100% over the 5-year average.

Operator Error was the 8th largest cause of interruptions in 2025.

Cause Code 05 - Equipment Failure

In 2025, Equipment Failures accounted for 21% of interruptions, 24% of customers interrupted, and 20% of Customer-Hours Interrupted.

Interruptions due to Equipment Failure were up 12% from 2024, and up 10% over the 5-year average. Customers interrupted due to Equipment Failure were up 11% from 2024, and down 10% over the 5-year average. Customer-Hours interrupted were up 4% from 2024 and down 20% over the 5-year average.

Equipment Failures were the 2nd largest cause of interruptions in 2025.

Cause Code 06 - Accidents

In 2025, Accidents accounted for 16% of interruptions, 18% of customers interrupted, and 14% of Customer-Hours Interrupted.

Interruptions due to Accidents were down 9% from 2024, and down 4% over the 5-year average. Customers interrupted due to Accidents were down 7% from 2024, and up 19% over the 5-year average. Customer-Hours interrupted were down 38% from 2024 and down 10% over the 5-year average.

Accidents were the 3rd largest cause of interruptions in 2025.

Cause Code 07 - Prearranged

In 2025, Prearranged accounted for 3% of interruptions, 3% of customers interrupted, and 2% of Customer-Hours Interrupted.

Interruptions due to Prearranged were up 46% from 2024, and up 46% over the 5-year average. Customers interrupted due to Prearranged were down 24% from 2024, and down 16% over the 5-year average. Customer-Hours interrupted were down 5% from 2024 and down 11% over the 5-year average.

Prearranged was the 5th largest cause of interruptions in 2025.

Cause Code 08 - Customer Equipment

There were no Customer Equipment interruptions in 2025.

Cause Code 09 - Lightning

In 2025, Lightning accounted for 1% of interruptions, 1% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Lightning were flat at 0% from 2024, and down 39% over the 5-year average. Customers interrupted due to Lightning were up 205% from 2024, and down 78% over the 5-year average. Customer-Hours interrupted were down 14% from 2024 and down 86% over the 5-year average.

Lightning was the 7th largest cause of interruptions in 2025.

Cause Code 10 - Unknown

In 2025, Unknown causes accounted for 12% of interruptions, 5% of customers interrupted, and 7% of Customer-Hours Interrupted.

Interruptions due to Unknown causes were up 25% from 2024, and up 15% over the 5-year average. Customers interrupted due to Unknown causes were up 84% from 2024, and down 29% over the 5-year average. Customer-Hours interrupted were up 139% from 2024 and up 4% over the 5-year average.

Unknown causes were the 4th largest cause of interruptions in 2025.

f. DISCUSSION OF REGIONAL CAPEX PROJECTS WITH 2024/25 SPENDS :

The Company continues to work on capital projects in the Genesee Region to maintain customer satisfaction and maintain future reliability. Some specific projects that were either constructed in 2025 or planned for construction in 2026 are discussed below. An additional table of major infrastructure projects completed in 2025 follows. This includes distribution, transmission, and substation-related projects.

Some projects on the list or discussed below are substation-related projects located throughout the Region to address loading concerns or equipment condition issues, including Sonora Way 4381.

Some specific reliability-related projects in the Genesee Region follow below:

Sonora Way Substation 4381

Sonora Way Substation is a 115kV/13.2kV substation installed in 2015 with two new feeders to allow for the removal of Mobile 7W and to provide load relief for Lakeville Substation 40 and Geneseo Substation 55. Overall, the plan is to install new switchgear and three new feeders from Sonora Way substation to retire Lakeville Substation 40 and provide relief for Livonia Substation 37. The new feeders will also improve reliability and service by providing load relief, future feeder ties, operational flexibility and allow for additional hosting capacity.

Waterport 63 to Eagle Harbor 61 Feeder Tie

Waterport and Eagle Harbor are both 34.5/4.8 kV substations with Waterport having three distribution feeders and Eagle Harbor having two distribution feeders. The Albion region is rural and is bordered by Lake Ontario on the north and the edge of National Grid's service territory on the east. These geographical constraints result in limited feeder ties in the area. Therefore, National Grid has a capital project to reconductor approximately two miles of overhead distribution on Waterport to 3-phase.

Genesee FLISR

In 2025 two FLISR schemes in the Genesee region were constructed. One was between the East Golah 52 and East Golah 56 feeders and the other was between the Knapp Road 52 and Knapp Road 53. These are both 13.2 kV FLISR schemes and involved the installation and programming of reclosers, regulators, voltage monitors, and capacitor banks. These FLISR schemes will improve reliability by allowing for customers to be automatically transferred to another feeder in the event of an outage improving National Grid's reliability metrics.

Sub-Transmission Infrastructure Projects

The 34.5kV system in the Genesee Region consists of several very long loops which traverse rural territory in the Western Division. There were several projects completed in 2025 or are planned for 2026, that will maintain and upgrade the system, including projects to replace insulators, install Reclosers, and implement FLISR schemes on sub-transmission lines 216, 301, 304, 308 and 312 in the Genesee Region in FY2025/2026. The Reclosers and FLISR scheme will improve reliability by automatically sectionalizing portions of the lines during interruptions. Additionally, insulator replacements will prevent unplanned outages.

Major Capital Projects for Genesee Region:

Region	Project Name	Project Type	Fin Sys Proj No.	Finish	Total Spend
Genesee	Attica Relay Upgrades – R65, R75, and R85	D Line	C094424	12/19/2025	\$1,028,261
Genesee	North Lakeville Relay Upgrade – R292, R302, R342, and R372	T Line	C094425	8/14/2025	\$1,371,014
Genesee	Waterport 63 to Eagle Harbor 61 Feeder Tie	D Line	C082094	10/23/2025	\$1,453,001
Genesee	Knapp Road 52 – Knapp Road 53 FLISR	D Line	C080090	10/6/2025	\$1,184,792

2. OPERATING CIRCUIT LISTS

The next three tables will provide the following information for the Genesee Region.

- a. Worst Performing Circuit List
- b. Worst Performing Circuits with 3 Year History for CAIDI and SAIFI Indices
- c. Worst Performing Circuits by # of Momentary Interruptions

a. NATIONAL GRID WORST PERFORMING CIRCUIT LIST

GENESEE REGION

FEEDER #	A CUST. SERVED	B TOTAL INTER.	C # CUST. INTER.	D CUST. HRS. INTER.	C/A SAIFI	D/A SAIDI	D/C CAIDI	NUMBER OF MOMENTARIES
BROCKPORT STA 74 7452	2,338	55	7,804	19,773	3.34	8.46	2.53	3
W HAMLIN 8254	2,154	75	5,530	10,991	2.57	5.1	1.99	0
LEROY 0456	2,450	38	6,198	13,079	2.53	5.34	2.11	0
BROCKPORT STA 74 7459	1,388	24	6,177	6,338	4.45	4.57	1.03	3
W HAMLIN 8252	514	14	3,036	6,205	5.91	12.07	2.04	4
W HAMLIN 8256	2,115	25	5,871	8,299	2.78	3.92	1.41	3
SOUTHLAND STA 84 8462	764	13	2,586	5,565	3.38	7.28	2.15	11
WATERPORT STA 73 7362	650	16	2,285	3,738	3.52	5.75	1.64	0
KNAPP ROAD 22653	1,774	18	4,109	7,027	2.32	3.96	1.71	1

Regional Goals:
CAIDI 2.049
SAIFI 1.037

b. NATIONAL GRID WORST PERFORMING CIRCUITS WITH A 3 YEAR HISTORY FOR CAIDI AND SAIFI INDICES

GENESEE REGION

FEEDER #	2025 CAIDI	2024 CAIDI	2023 CAIDI	2022 CAIDI	2025 SAIFI	2024 SAIFI	2023 SAIFI	2022 SAIFI
BROCKPORT STA 74 7452	2.53	1.82	0.97	0.65	3.34	1.54	1.90	1.32
W HAMLIN 8254	1.99	2.10	1.54	2.07	2.57	2.31	4.77	1.41
LEROY 0456	2.11	0.76	3.26	3.59	2.53	0.61	0.85	0.19
BROCKPORT STA 74 7459	1.03	1.96	6.40	1.08	4.45	0.68	0.22	1.26
W HAMLIN 8252	2.04	1.94	1.32	1.47	5.91	1.35	0.80	0.30
W HAMLIN 8256	1.41	1.76	1.19	2.37	2.78	0.69	1.34	0.39
SOUTHLAND STA 84 8462	2.15	2.26	0.57	1.14	3.38	4.48	1.36	3.63
WATERPORT STA 73 7362	1.64	4.82	2.18	1.38	3.52	0.29	1.55	0.22
KNAPP ROAD 22653	1.71	1.62	1.08	2.17	2.32	0.17	0.13	0.88

Regional Goals:
 CAIDI 2.049
 SAIFI 1.037

c. NATIONAL GRID WORST PERFORMING CIRCUITS BY # OF MOMENTARY INTERRUPTIONS

GENESEE REGION

Feeders			Customer Momentaries				Ranks		
Volts (kV)	Station Name	Ckt/F No.	Substation	Transmission	Distribution	Total	Within Region	Within System	Reliability Ranking
4.8	SOUTHLAND STA 84 8462	06-8462	0	11	0	11	1	2	89

d. WORST PERFORMING CIRCUIT ANALYSIS

For 2025, the Company is reporting on the nine worst performing feeders in the Genesee Region. The list consists of seven 13.2kV feeders and two 4.8kV feeders.

For the Genesee Region, the CAIDI threshold is 2.049 and the SAIFI threshold is 1.037.

1. BROCKPORT STA 74 7452 - 13.2kV

Profile: 2,338 Customers, 116.3 Circuit Miles
 Indices: CAIDI = 2.53, SAIFI = 3.34

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	38	69.09%	7,040	90.21%	17,901	90.53%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	9.09%	291	3.73%	699	3.53%
6	ACCIDENTS	1	1.82%	13	0.17%	102	0.52%
7	PREARRANGED	1	1.82%	4	0.05%	4	0.02%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	10	18.18%	456	5.84%	1,067	5.39%
Totals		55	100.00%	7,804	100.00%	19,773	100.00%

Problem Analysis:

- There were 55 interruptions on the Brockport Sta 74 7452 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 55 events occurred at the distribution level.
- The distribution circuit breaker for the Brockport Sta 74 7452 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Brockport Sta 74 7452 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 60% of the total amount of customers interrupted (4,682 out of 7,804) and 66% of the total amount of the customer-hours interrupted (13,134 out of 19,773).
 - The first lockout occurred on October 31, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 30% of the total customers interrupted (2,342 of 7,804), and 45% of the total customer-hours interrupted (8,900 of 19,773). A tree fell on overhead primary wire at pole 16465 on Fourth Section Road, resulting in an interruption of 3.8 hours.
 - The second lockout occurred on November 05, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 30% of the total customers interrupted (2,340 of 7,804), and 21% of the total customer-hours interrupted (4,234 of 19,773). A tree fell on overhead primary wire at pole 4864 Hartshorn Road which locked out breaker R520, resulting in an interruption of 1.82 hours.

- Trees were the leading cause of interruptions on the Brockport Sta 74 7452 in 2025, accounting for 69% of total interruptions (38 of 55). Unknown were the 2nd leading cause of interruptions, accounting for 18% of total interruptions (10 of 55). Equipment Failures were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (5 of 55).
- Trees were the leading cause of customers interrupted (CI) on the Brockport Sta 74 7452 in 2025, accounting for 90% of total customers interrupted (7,040 of 7,804). Unknown were the 2nd leading cause of customers interrupted, accounting for 6% of total customers interrupted (456 of 7,804). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (291 of 7,804).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Brockport Sta 74 7452 in 2025, accounting for 91% of total customer-hours interrupted (17,901 of 19,773). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 5% of total customer-hours interrupted (1,067 of 19,773). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (699 of 19,773).
- Of the 55 interruptions on this circuit, 15 affected 10 customers or less, with 6 being single customer outages.

Action Taken:

- Distribution line inspection was completed in April 2023. All Level 1, Level 2, and Level 3 maintenance have been completed.
- Distribution cycle tree trimming was completed in FY2025.

Action Plan:

- Distribution line inspections are scheduled for FY2028.
- Distribution cycle tree trimming is scheduled for FY2030.

2. W HAMLIN 8254 – 13.2kV

Profile: 2,154 Customers, 113.8 Circuit Miles
 Indices: CAIDI = 1.99, SAIFI = 2.57

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	43	57.33%	4,940	89.33%	9,608	87.41%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	12	16.00%	29	0.52%	92	0.83%
6	ACCIDENTS	10	13.33%	352	6.37%	707	6.43%
7	PREARRANGED	1	1.33%	4	0.07%	6	0.05%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	1.33%	2	0.04%	3	0.03%
10	UNKNOWN	8	10.67%	203	3.67%	576	5.24%
Totals		75	100.00%	5,530	100.00%	10,992	100.00%

Problem Analysis:

- There were 75 interruptions on the W Hamlin 8254 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 75 events occurred at the distribution level.
- The distribution circuit breaker for the W Hamlin 8254 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the W Hamlin 8254 experienced 3 sustained operations (lockouts) in 2025. These interruptions accounted for 59% of the total amount of customers interrupted (3,264 out of 5,530) and 46% of the total amount of the customer-hours interrupted (5,048 out of 10,992).
 - The first lockout occurred on June 12, 2025, coded as a cause of vehicle (PSC cause code 06). This lockout accounted for 2% of the total customers interrupted (136 of 5,530), and 3% of the total customer-hours interrupted (358 of 10,991). There was a motor vehicle accident on Park Avenue which resulted in pole 13917 Park Avenue being broken. This interruption was 2.63 hours.
 - The second lockout occurred on July 07, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 18% of the total customers interrupted (991 of 5,530), and 17% of the total customer-hours interrupted (1,914 of 10,991). A tree fell on overhead primary and taking down A and C phases between poles 11 and 12 on Kendall Road, resulting in an interruption of 2.30 hours.

- The third blackout occurred on November 27, 2025, coded as a cause of tree - broken limb (PSC cause code 02). This blackout accounted for 39% of the total customers interrupted (2,137 of 5,530), and 25% of the total customer-hours interrupted (2,776 of 10,991). A tree limb on primary at pole 30 Redman Road, resulting in an interruption of 1.28 hours.
- Trees were the leading cause of interruptions on the W Hamlin 8254 in 2025, accounting for 57% of total interruptions (43 of 75). Equipment Failures were the 2nd leading cause of interruptions, accounting for 16% of total interruptions (12 of 75). Accidents were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (10 of 75).
- Trees were the leading cause of customers interrupted (CI) on the W Hamlin 8254 in 2025, accounting for 89% of total customers interrupted (4,940 of 5,530). Accidents were the 2nd leading cause of customers interrupted, accounting for 6% of total customers interrupted (352 of 5,530). Unknown were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (203 of 5,530).
- Trees were the leading cause of customer-hours interrupted (CHI) on the W Hamlin 8254 in 2025, accounting for 87% of total customer-hours interrupted (9,608 of 10,992). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (707 of 10,992). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 5% of total customer-hours interrupted (576 of 10,992).
- Of the 75 interruptions on this circuit, 31 affected 10 customers or less, with 17 being single customer outages.

Action Taken:

- Distribution cycle tree trimming was completed in FY2022.
- Distribution line inspection was completed in October 2023. All Level 1 and Level 2 maintenance have been completed.

Action Plan:

- Distribution cycle tree trimming is scheduled for FY2027.
- Complete Level 3 Distribution Line Inspection work due in 2027.

3. LEROY 0456 – 13.2kV

Profile: 2,450 Customers, 82.0 Circuit Miles
 Indices: CAIDI = 2.11, SAIFI = 2.53

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	24	63.16%	3,294	53.15%	8,728	66.74%
3	OVERLOADS	1	2.63%	10	0.16%	15	0.12%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	4	10.53%	301	4.86%	590	4.51%
6	ACCIDENTS	3	7.89%	2,493	40.22%	3,519	26.91%
7	PREARRANGED	1	2.63%	19	0.31%	45	0.34%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	5	13.16%	81	1.31%	181	1.38%
Totals		38	100.00%	6,198	100.00%	13,079	100.00%

Problem Analysis:

- There were 38 interruptions on the Leroy 0456 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 38 events occurred at the distribution level.
- The distribution circuit breaker for the Leroy 0456 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Leroy 0456 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 78% of the total amount of customers interrupted (4,858 out of 6,198) and 78% of the total amount of the customer-hours interrupted (10,176 out of 13,079).
 - The first lockout occurred on March 07, 2025, coded as a cause of vehicle (PSC cause code 06). This lockout accounted for 40% of the total customers interrupted (2,456 of 6,198), and 26% of the total customer-hours interrupted (3,438 of 13,079). A tractor trailer truck took down primary wires on Pole 10-1 Seneca Street, locking out the feeder causing an outage for 1.4 hours.
 - The second lockout occurred on April 15, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 39% of the total customers interrupted (2,402 of 6,198), and 52% of the total customer-hours interrupted (6,737 of 13,079). A tree fell taking down primary wires at Pole 75 Lake Street causing the feeder to lockout. Most customers were restored within 2.8 hours after switching was performed. However, the remaining 75 customers experienced a 13.3-hour outage.

- Trees were the leading cause of interruptions on the Leroy 0456 in 2025, accounting for 63% of total interruptions (24 of 38). Unknown were the 2nd leading cause of interruptions, accounting for 13% of total interruptions (5 of 38). Equipment Failures were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (4 of 38).
- Trees were the leading cause of customers interrupted (CI) on the Leroy 0456 in 2025, accounting for 53% of total customers interrupted (3,294 of 6,198). Accidents were the 2nd leading cause of customers interrupted, accounting for 40% of total customers interrupted (2,493 of 6,198). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 5% of total customers interrupted (301 of 6,198).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Leroy 0456 in 2025, accounting for 67% of total customer-hours interrupted (8,728 of 13,079). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 27% of total customer-hours interrupted (3,519 of 13,079). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 5% of total customer-hours interrupted (590 of 13,079).
- Of the 38 interruptions on this circuit, 11 affected 10 customers or less, with 3 being single customer outages.

Action Taken:

- Distribution line inspection was completed in April 2024. All Level 1 & Level 2 maintenance has been completed.
- Distribution cycle tree trimming was completed in FY2025.

Action Plan:

- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming is scheduled for FY2030.

4. BROCKPORT STA 74 7459 – 13.2kV

Profile: 1,388 Customers, 60.6 Circuit Miles
 Indices: CAIDI = 1.03, SAIFI = 4.45

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	11	45.83%	5,212	84.38%	5,492	86.66%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	12.50%	41	0.66%	64	1.01%
6	ACCIDENTS	4	16.67%	793	12.84%	730	11.52%
7	PREARRANGED	3	12.50%	127	2.06%	41	0.64%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	12.50%	4	0.06%	11	0.18%
Totals		24	100.00%	6,177	100.00%	6,338	100.00%

Problem Analysis:

- There were 24 interruptions on the Brockport Sta 74 7459 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 24 events occurred at the distribution level.
- The distribution circuit breaker for the Brockport Sta 74 7459 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Brockport Sta 74 7459 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 23% of the total amount of customers interrupted (1,392 out of 6,177) and 20% of the total amount of the customer-hours interrupted (1,237 out of 6,338).
 - This lockout occurred on April 05, 2025, coded as a cause of tree - broken limb (PSC cause code 02). This lockout accounted for 23% of the total customers interrupted (1,392 of 6,177), and 20% of the total customer-hours interrupted (1,237 of 6,338). A tree limb on primary at pole 4 Hartshorn Place, resulting in an interruption of 0.90 hours.
- Trees were the leading cause of interruptions on the Brockport Sta 74 7459 in 2025, accounting for 46% of total interruptions (11 of 24). Accidents were the 2nd leading cause of interruptions, accounting for 17% of total interruptions (4 of 24). Equipment Failures were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (3 of 24).

- Trees were the leading cause of customers interrupted (CI) on the Brockport Sta 74 7459 in 2025, accounting for 84% of total customers interrupted (5,212 of 6,177). Accidents were the 2nd leading cause of customers interrupted, accounting for 13% of total customers interrupted (793 of 6,177). Prearranged were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (127 of 6,177).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Brockport Sta 74 7459 in 2025, accounting for 87% of total customer-hours interrupted (5,492 of 6,338). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 12% of total customer-hours interrupted (730 of 6,338). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (64 of 6,338).
- Of the 24 interruptions on this circuit, 14 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- Distribution cycle tree trimming was completed in FY2025.
- Distribution line inspection was completed in February 2021. All Level 1, Level 2, and Level 3 maintenance has been completed.

Action Plan:

- Distribution line inspection due in 2026.
- Distribution cycle tree trimming is scheduled for FY2030.

5. W HAMLIN 8252 – 13.2kV

Profile: 514 Customers, 22.6 Circuit Miles
 Indices: CAIDI = 2.04, SAIFI = 5.91

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	8	57.14%	1,996	65.74%	4,529	72.98%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	21.43%	519	17.09%	781	12.58%
6	ACCIDENTS	2	14.29%	520	17.13%	891	14.36%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	7.14%	1	0.03%	5	0.07%
Totals		14	100.00%	3,036	100.00%	6,205	100.00%

Problem Analysis:

- There were 14 interruptions on the W Hamlin 8252 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 14 events occurred at the distribution level.
- The distribution circuit breaker for the W Hamlin 8252 experienced 4 momentary operations in 2025.
- The distribution circuit breaker for the W Hamlin 8252 experienced 4 sustained operations (lockouts) in 2025. These interruptions accounted for 68% of the total amount of customers interrupted (2,058 out of 3,036) and 47% of the total amount of the customer-hours interrupted (2,947 out of 6,205).
 - The first lockout occurred on June 20, 2025, coded as a cause of non-company activities (PSC cause code 06). This lockout accounted for 17% of the total customers interrupted (514 of 3,036), and 14% of the total customer-hours interrupted (874 of 6,205). This West Hamlin 52 lockout occurred due to a DG site that is interconnected to this feeder resulting in an interruption of 1.70 hours.
 - The second lockout occurred on October 08, 2025, coded as a cause of tree - broken limb (PSC cause code 02). This lockout accounted for 17% of the total customers interrupted (513 of 3,036), and 14% of the total customer-hours interrupted (878 of 6,205). A tree took down primary between poles 3651 and 3660-50 on Roosevelt Highway resulting in an interruption of 1.72 hours.

- The third lockout occurred on November 28, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 17% of the total customers interrupted (514 of 3,036), and 7% of the total customer-hours interrupted (420 of 6,205). This lockout occurred due to a tree on primary at pole 41 Redman Road resulting in an interruption of 0.82 hours.
- The fourth lockout occurred on April 23, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 17% of the total customers interrupted (517 of 3,036), and 12% of the total customer-hours interrupted (776 of 6,205). This lockout occurred because breaker R520 was opened because emergency repairs needed to be made to the tap at pole 3764 Roosevelt Highway resulting in an interruption of 1.50 hours..
- Trees were the leading cause of interruptions on the W Hamlin 8252 in 2025, accounting for 57% of total interruptions (8 of 14). Equipment Failures were the 2nd leading cause of interruptions, accounting for 21% of total interruptions (3 of 14). Accidents were the 3rd leading cause of interruptions, accounting for 14% of total interruptions (2 of 14).
- Trees were the leading cause of customers interrupted (CI) on the W Hamlin 8252 in 2025, accounting for 66% of total customers interrupted (1,996 of 3,036). Accidents were the 2nd leading cause of customers interrupted, accounting for 17% of total customers interrupted (520 of 3,036). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 17% of total customers interrupted (519 of 3,036).
- Trees were the leading cause of customer-hours interrupted (CHI) on the W Hamlin 8252 in 2025, accounting for 73% of total customer-hours interrupted (4,529 of 6,205). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 14% of total customer-hours interrupted (891 of 6,205). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 13% of total customer-hours interrupted (781 of 6,205).
- Of the 14 interruptions on this circuit, 5 affected 10 customers or less, with 3 being single customer outages.

Action Taken:

- Distribution cycle tree trimming was completed in FY2022.
- Distribution line inspection was completed in February 2023. All Level 1 and Level 2 maintenance has been completed.

Action Plan:

- Complete Level 3 maintenance work due in 2026.
- Distribution cycle tree trimming is scheduled for FY2027.

6. W HAMLIN 8256 – 13.2kV

Profile: 2,115 Customers, 42.0 Circuit Miles
 Indices: CAIDI = 1.41, SAIFI = 2.78

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	13	52.00%	2,743	46.72%	5,974	71.99%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	7	28.00%	360	6.13%	795	9.58%
6	ACCIDENTS	2	8.00%	2,121	36.13%	709	8.55%
7	PREARRANGED	2	8.00%	15	0.26%	20	0.25%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	4.00%	632	10.76%	801	9.65%
10	UNKNOWN	0	0.00%	0	0.00%	0	0.00%
Totals		25	100.00%	5,871	100.00%	8,299	100.00%

Problem Analysis:

- There were 25 interruptions on the W Hamlin 8256 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 25 events occurred at the distribution level.
- The distribution circuit breaker for the W Hamlin 8256 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the W Hamlin 8256 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 36% of the total amount of customers interrupted (2,120 out of 5,871) and 9% of the total amount of the customer-hours interrupted (707 out of 8,299).
 - This lockout occurred on February 06, 2025, coded as a cause of vehicle (PSC cause code 06). This lockout accounted for 36% of the total customers interrupted (2,120 of 5,871), and 9% of the total customer-hours interrupted (707 of 8,299). This lockout occurred due to a motor vehicle accident causing a broken pole. Crews made repairs and then reenergized. This event resulted in an interruption of 0.33 hours.
- Trees were the leading cause of interruptions on the W Hamlin 8256 in 2025, accounting for 52% of total interruptions (13 of 25). Equipment Failures were the 2nd leading cause of interruptions, accounting for 28% of total interruptions (7 of 25). Accidents were the 3rd leading cause of interruptions, accounting for 8% of total interruptions (2 of 25).

- Trees were the leading cause of customers interrupted (CI) on the W Hamlin 8256 in 2025, accounting for 47% of total customers interrupted (2,743 of 5,871). Accidents were the 2nd leading cause of customers interrupted, accounting for 36% of total customers interrupted (2,121 of 5,871). Lightning were the 3rd leading cause of customers interrupted, accounting for 11% of total customers interrupted (632 of 5,871).
- Trees were the leading cause of customer-hours interrupted (CHI) on the W Hamlin 8256 in 2025, accounting for 72% of total customer-hours interrupted (5,974 of 8,299). Lightning were the 2nd leading cause of customer-hours interrupted, accounting for 10% of total customer-hours interrupted (801 of 8,299). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 10% of total customer-hours interrupted (795 of 8,299).
- Of the 25 interruptions on this circuit, 10 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- Distribution cycle tree trimming was completed in FY2022.
- Distribution line inspection was completed in February 2023. All Level 1 and Level 2 maintenance have been completed.

Action Plan:

- Complete Level 3 maintenance work due in 2026.
- Distribution cycle tree trimming is scheduled for FY2027.

7. SOUTHLAND STA 84 8462 – 4.8V

Profile: 764 Customers, 37.1 Circuit Miles
 Indices: CAIDI = 2.15, SAIFI = 3.38

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	11	84.62%	1,818	70.30%	4,870	87.50%
3	OVERLOADS	1	7.69%	2	0.08%	6	0.11%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	1	7.69%	766	29.62%	689	12.39%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	0	0.00%	0	0.00%	0	0.00%
Totals		13	100.00%	2,586	100.00%	5,565	100.00%

Problem Analysis:

- There were 13 interruptions on the Southland Sta 84 8462 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on February 16, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 30% of the total customers interrupted (766 of 2,586), and 12% of the total customer-hours interrupted (689 of 5,565). A leaning pole caused phases to slap together at pole 485 on the Phillips – Medina 301 sub-T line, resulting in an interruption of 0.90 hours.
- There were no substation interruptions.
- The remaining 12 events occurred at the distribution level.
- The distribution circuit breaker for the Southland Sta 84 8462 experienced 11 momentary operations in 2025.
- The distribution circuit breaker for the Southland Sta 84 8462 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 30% of the total amount of customers interrupted (766 out of 2,586) and 29% of the total amount of the customer-hours interrupted (1,595 out of 5,565).
 - This lockout occurred on May 03, 2025, coded as a cause of tree - broken limb (PSC cause code 02). This lockout accounted for 30% of the total customers interrupted (766 of 2,586), and 29% of the total customer-hours interrupted (1,595 of 5,565). A tree fell taking down primary at pole 53 Quaker Road which locked out station breaker R520, resulting in an interruption of 2.07 hours.

- Trees were the leading cause of interruptions on the Southland Sta 84 8462 in 2025, accounting for 85% of total interruptions (11 of 13). Overloads were the 2nd leading cause of interruptions, accounting for 8% of total interruptions (1 of 13). Equipment Failures were the 3rd leading cause of interruptions, accounting for 8% of total interruptions (1 of 13).
- Trees were the leading cause of customers interrupted (CI) on the Southland Sta 84 8462 in 2025, accounting for 70% of total customers interrupted (1,818 of 2,586). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 30% of total customers interrupted (766 of 2,586). Overloads were the 3rd leading cause of customers interrupted, accounting for 0% of total customers interrupted (2 of 2,586).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Southland Sta 84 8462 in 2025, accounting for 88% of total customer-hours interrupted (4,870 of 5,565). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 12% of total customer-hours interrupted (689 of 5,565). Overloads were the 3rd leading cause of customer-hours interrupted, accounting for 0% of total customer-hours interrupted (6 of 5,565).
- Of the 13 interruptions on this circuit, 2 affected 10 customers or less, with 1 being single customer outages.

Action Taken:

- Distribution cycle tree trimming was completed in FY2022.
- Distribution line inspection was completed in October 2024. All Level 1 & Level 2 maintenance has been completed.
- Sub-T Line 301 Inspection was completed in FY2026.

Action Plan:

- Sub-T hazard tree removal on Line 301 is scheduled for FY2027.
- Sub-T cycle tree trimming on Line 301 is scheduled for FY2027.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming is scheduled for FY2027.

8. WATERPORT STA 73 7362 – 4.8kV

Profile: 650 Customers, 29.7 Circuit Miles
 Indices: CAIDI = 1.64, SAIFI = 3.52

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	9	56.25%	1,250	54.70%	1,652	44.20%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	2	12.50%	128	5.60%	360	9.62%
6	ACCIDENTS	2	12.50%	743	32.52%	1,272	34.03%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	18.75%	164	7.18%	454	12.16%
Totals		16	100.00%	2,285	100.00%	3,738	100.00%

Problem Analysis:

- There were 16 interruptions on the Waterport Sta 73 7362 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 16 events occurred at the distribution level.
- The distribution circuit breaker for the Waterport Sta 73 7362 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Waterport Sta 73 7362 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 57% of the total amount of customers interrupted (1,301 out of 2,285) and 32% of the total amount of the customer-hours interrupted (1,178 out of 3,738).
 - The first lockout occurred on June 12, 2025, coded as a cause of vehicle (PSC cause code 06). This lockout accounted for 28% of the total customers interrupted (650 of 2,285), and 29% of the total customer-hours interrupted (1,088 of 3,738). A motor vehicle accident broke pole 13917 Park Avenue. Outage was isolated at the switch at pole 14319 Park Avenue which restored most of the customer with 1.11 hours. However, the remaining 68 customers experienced a 6.53-hour outage.
 - The second lockout occurred on November 17, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 28% of the total customers interrupted (651 of 2,285), and 2% of the total customer-hours interrupted (90 of 3,738). A tree fell on primary at pole 13939 Park Street, resulting in an interruption of 0.13 hours.

- Trees were the leading cause of interruptions on the Waterport Sta 73 7362 in 2025, accounting for 56% of total interruptions (9 of 16). Unknown were the 2nd leading cause of interruptions, accounting for 19% of total interruptions (3 of 16). Equipment Failures were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (2 of 16).
- Trees were the leading cause of customers interrupted (CI) on the Waterport Sta 73 7362 in 2025, accounting for 55% of total customers interrupted (1,250 of 2,285). Accidents were the 2nd leading cause of customers interrupted, accounting for 33% of total customers interrupted (743 of 2,285). Unknown were the 3rd leading cause of customers interrupted, accounting for 7% of total customers interrupted (164 of 2,285).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Waterport Sta 73 7362 in 2025, accounting for 44% of total customer-hours interrupted (1,652 of 3,738). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 34% of total customer-hours interrupted (1,272 of 3,738). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 12% of total customer-hours interrupted (454 of 3,738).
- Of the 16 interruptions on this circuit, 5 affected 10 customers or less, with 0 being single customer outages.

Action Taken:

- Distribution cycle tree trimming was completed in FY2024.
- Distribution line inspection was completed in June 2025. All Level 1 maintenance has been completed.
- Sub-T Line 301 Inspection was completed in FY2026.

Action Plan:

- Sub-T hazard tree removal on Line 301 is scheduled for FY2027.
- Sub-T cycle tree trimming on Line 301 is scheduled for FY2027.
- Distribution cycle tree trimming is scheduled for FY2032.
- Complete Level 2 maintenance work due in 2026.
- Complete Level 3 maintenance work due in 2027.

9. KNAPP ROAD 22653 – 13.2kV

Profile: 1,774 Customers, 62.4 Circuit Miles
 Indices: CAIDI = 1.71, SAIFI = 2.32

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	4	22.22%	1,658	40.35%	1,366	19.44%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	27.78%	16	0.39%	76	1.08%
6	ACCIDENTS	5	27.78%	2,080	50.62%	5,498	78.24%
7	PREARRANGED	1	5.56%	347	8.44%	35	0.49%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	16.67%	8	0.19%	52	0.75%
Totals		18	100.00%	4,109	100.00%	7,027	100.00%

Problem Analysis:

- There were 18 interruptions on the Knapp Road 22653 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 18 events occurred at the distribution level.
- The distribution circuit breaker for the Knapp Road 22653 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Knapp Road 22653 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 43% of the total amount of customers interrupted (1,772 out of 4,109) and 71% of the total amount of the customer-hours interrupted (4,999 out of 7,027).
 - This lockout occurred on February 22, 2025, coded as a cause of vehicle (PSC cause code 06). This lockout accounted for 43% of the total customers interrupted (1,772 of 4,109), and 71% of the total customer-hours interrupted (4,999 of 7,027). This event was caused by a motor vehicle breaking a pole, locking out the feeder, resulting in an outage for 6.6 hours.
- Equipment Failures were the leading cause of interruptions on the Knapp Road 22653 in 2025, accounting for 28% of total interruptions (5 of 18). Accidents were the 2nd leading cause of interruptions, accounting for 28% of total interruptions (5 of 18). Trees were the 3rd leading cause of interruptions, accounting for 22% of total interruptions (4 of 18).
- Accidents were the leading cause of customers interrupted (CI) on the Knapp Road 22653 in 2025, accounting for 51% of total customers interrupted (2,080 of 4,109). Trees were the 2nd leading cause of customers interrupted, accounting for 40% of total customers interrupted (1,658 of 4,109). Prearranged were the 3rd leading cause of customers interrupted, accounting for 8% of total customers interrupted (347 of 4,109).

- Accidents were the leading cause of customer-hours interrupted (CHI) on the Knapp Road 22653 in 2025, accounting for 78% of total customer-hours interrupted (5,498 of 7,027). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 19% of total customer-hours interrupted (1,366 of 7,027). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (76 of 7,027).
- Of the 18 interruptions on this circuit, 11 affected 10 customers or less, with 4 being single customer outages.

Action Taken:

- Distribution cycle tree trimming was completed in FY2026.
- Distribution line inspection was completed in September 2022. All Level 1, Level 2 & Level 3 maintenance has been completed.

Action Plan:

- Monitor for distribution cycle trimming completed in FY2026.
- Distribution Line Inspection due in 2027.
- Distribution cycle tree trimming is scheduled for FY2033.

3. ACTION PLAN SUMMARIES

a. SUMMARY OF ACTION PLANS FOR 2025 WORST PERFORMING CIRCUITS

Station	Feeder	Report Year	Action Plan	Estimated Completion Date	Comments
Brockport	7452	2025	Distribution Line Inspection	2028	
Brockport	7452	2025	Distribution Cycle Tree Trimming	2030	
West Hamlin	8254	2025	Distribution Cycle Tree Trimming	2027	
West Hamlin	8254	2025	Complete Level 3 maintenance work	2027	
Leroy	0456	2025	Complete Level 3 maintenance work	2026	
Leroy	0456	2025	Distribution Cycle Tree Trimming	2030	
Brockport	7459	2025	Distribution Line Inspection	2026	
Brockport	7459	2025	Distribution Cycle Tree Trimming	2030	
West Hamlin	8252	2025	Complete Level 3 maintenance work	2026	
West Hamlin	8252	2025	Distribution Cycle Tree Trimming	2027	
West Hamlin	8256	2025	Complete Level 3 maintenance work	2026	
West Hamlin	8256	2025	Distribution Cycle Tree Trimming	2027	
Southland	8462	2025	Sub-T Line 301 Inspection	2026	
Southland	8462	2025	Sub-T hazard tree removal on Line 301	2027	
Southland	8462	2025	Sub-T cycle tree trimming on Line 301	2027	
Southland	8462	2025	Complete Level 3 maintenance work	2026	
Southland	8462	2025	Distribution Cycle Tree Trimming	2027	
Waterport	7362	2025	Sub-T Line 301 Inspection	2026	
Waterport	7362	2025	Sub-T hazard tree removal on Line 301	2027	
Waterport	7362	2025	Sub-T cycle tree trimming on Line 301	2027	
Waterport	7362	2025	Distribution Cycle Tree Trimming	2032	
Waterport	7362	2025	Complete Level 2 maintenance work	2026	
Waterport	7362	2025	Complete Level 3 maintenance work	2027	
Knapp Road	22653	2025	Monitor for distribution cycle trimming completed	2026	
Knapp Road	22653	2025	Distribution Line Inspection	2027	
Knapp Road	22653	2025	Distribution Cycle Tree Trimming	2033	

b. STATUS OF ACTION PLANS FOR 2024 WORST PERFORMING CIRCUITS

Station	Feeder	Report Year	Action Plan	Estimated Completion Date	Comments
Geneseo	5552	2024	Distribution Cycle Tree Trimming	FY2027	
Geneseo	5552	2024	Complete Level 3 maintenance work	2025	Complete
Geneseo	5552	2024	Sub-T Line 218 Hazard Tree Removal	2026	
Geneseo	5552	2024	Sub-T Line 218 Inspection	2027	
Southland	8462	2024	Distribution Cycle Tree Trimming	FY2028	
Southland	8462	2024	Complete Level 2 maintenance work	2025	Complete
Southland	8462	2024	Complete Level 3 maintenance work	2027	
W. Hamlin	8254	2024	Distribution Cycle Tree Trimming	FY2027	
W. Hamlin	8254	2024	Complete Level 2 maintenance work	2025	Complete
W. Hamlin	8254	2024	Complete Level 3 maintenance work	2027	
W. Hamlin	8253	2024	Distribution Cycle Tree Trimming	2027	
W. Hamlin	8253	2024	Distribution Line Inspection	2026	
W. Hamlin	8253	2024	Complete Level 3 maintenance work	2027	
Royalton	9863	2024	Distribution Cycle Tree Trimming	FY2027	
Royalton	9863	2024	Distribution Line Inspection	2026	
Barker	7861	2024	Distribution Cycle Tree Trimming	FY2028	
Barker	7861	2024	Complete Level 2 maintenance work	2025	Complete
Barker	7861	2024	Complete Level 3 maintenance work	2027	
Barker	7861	2024	Sub-T Line 301 Hazard Tree Removal	2027	
Barker	7861	2024	Sub-T Line 301 Inspection	2027	
Lyndonville	9561	2024	Distribution Cycle Tree Trimming	FY2027	
Lyndonville	9561	2024	Complete Level 3 maintenance work	2025	Complete
E. Golah	5156	2024	Distribution Cycle Tree Trimming	FY2029	
E. Golah	5156	2024	Distribution Line Inspection	2025	Complete
Sheppard	2952	2024	Distribution Cycle Tree Trimming	FY2028	
Sheppard	2952	2024	Distribution Line Inspection	2025	Complete
E. Golah	5153	2024	Distribution Cycle Tree Trimming	FY2029	
E. Golah	5153	2024	Distribution Line Inspection	2025	Complete

4. OPERATING REGION PERFORMANCE BELOW MINIMUM

a. MAINTENANCE HISTORY AND ANALYSIS OF FACTORS THAT CAUSED THE BELOW MINIMUM PERFORMANCE.

In 2025, the Genesee Region failed to meet the PSC minimum goal for SAIFI of 1.037 interruptions, ending the year with a total SAIFI of 1.29 interruptions. This was the second time in the past five (5) years that the region exceeded the PSC minimum SAIFI goal. This indicates that the frequency or number of times the region's customers experienced an interruption increased in 2025. Meanwhile, the Genesee Region did meet the annual CAIDI goal of 2.049 in 2025 with a CAIDI of 1.73.

The 2025 SAIFI was 13% above the 2024 result of 1.14 interruptions, and 19% above the previous 5-year average of 1.06 interruptions. The 2025 CAIDI was 20% below the 2024 result of 2.16 hours, and 1% below the previous 5-year average of 1.75 hours.

In 2025, excluding major storms, the Genesee Region experienced 1,389 interruptions. By nature of the system, most of these interruptions (99%) occurred at the distribution level, however, eight (8) occurred at the transmission level and four (4) occurred at the substation level.

The eight (8) transmission interruptions accounted for 0.6% of the region's total interruptions (8 of 1,389), 8% of the region's total customers interrupted (CI), (9,920 of 131,261), and 6% (14,344 of 227,301) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of 1.45 hours, and a SAIFI of 0.1 interruptions.

The four (4) substation interruptions accounted for 0.3% of the region's total interruptions (4 of 1,389), 3% of the region's total customers interrupted, (4,340 of 131,261), and 2% (4,524 of 227,301) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 1.04 hours, and a SAIFI of 0.04 interruptions.

The 1,377 distribution interruptions accounted for 99% of the region's total interruptions (1,377 of 1,389), 89% of the region's total customers interrupted, (117,001 of 131,261), and 92% (208,433 of 227,301) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 1.78 hours, and a SAIFI of 1.15 interruptions.

b. **PLANNED PROGRAMS OR PLANNED CORRECTIVE ACTIONS AND PROPOSED IMPROVEMENTS TO THE PERFORMANCE INDICES.**

The company is continuing its efforts in the Genesee Region to maintain reliability. These efforts include distribution patrols, maintenance programs, single phase and three phase line recloser installations, protection coordination studies, lightning protection installations, and tree trimming programs. All these programs and corrective actions not only will reduce the number of interruptions and/or customers interrupted but also the restoration times. The Company will continue to stay on schedule for tree trimming and believes that this maintained schedule for tree trimming and miles trimmed will reduce both the incidence and duration of tree-related interruptions.

In addition to the capital improvement work outlined in of each the Genesee Region Worst Performing Feeder's Action Plan, below are additional efforts to improve reliability and performance indices in the Genesee Region.

- On a monthly basis, the Western Division Reliability Team will continue to investigate and analyze outages that impact more than 2,500 customers or exceed 50,000 customer-minutes-interrupted (CMI). This effort continues to highlight interruptions with the greatest impact on CAIDI and SAIFI, helping to identify and implement mitigation measures that reduce outage duration or prevent the interruption from occurring in the first place.
- Review of suitable locations for the installation of additional 3-phase reclosers. These continue to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage as well as prevent sustained outages that, otherwise, would have been momentary in nature.
- Review of suitable locations for the installation of additional cutout-mounted reclosers. These continue to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage as well as prevent sustained outages that, otherwise, would have been momentary in nature.
- Review of suitable locations for the installation of switches which will offer significant operational flexibility, allowing additional opportunity to isolate faults, thereby significantly decreasing customer-hours interrupted in the event of a sustained outage.
- Review of protective device coordination to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage.

G. MOHAWK VALLEY REGION

1. OPERATING REGIONAL PERFORMANCE

a. HISTORIC CAIDI AND SAIFI INDICES

IDS info:

	2025	2024	2023	2022	2021	2020
CAIDI (Threshold 2.150)	1.85	1.90	2.07	2.20	1.94	2.35
SAIFI (Threshold 1.483)	1.05	1.03	1.06	1.49	1.34	1.34
SAIDI	1.95	1.95	2.20	3.27	2.60	3.15
Interruptions	1,529	1,265	1,307	1,459	1,381	1,349
Customers Interrupted	148,340	145,363	149,214	209,062	187,636	186,722
Customer-Hours Interrupted	274,424	276,030	308,940	459,360	363,296	438,515
Customers Served	140,982	141,252	140,605	140,458	139,837	139,367
Customers Per Interruption	97.02	114.91	114.17	143.29	135.87	138.42
Availability Index	99.9778	99.9778	99.9749	99.9627	99.9703	99.9642
Interruptions/1000 Customers	10.85	8.96	9.30	10.39	9.88	9.68

b. DISCUSSION OF REGIONAL PERFORMANCE

In 2025, the Mohawk Valley Region met its CAIDI reliability target and met its SAIFI reliability target as set forth by the New York Public Service Commission (PSC). The final System Average Interruption Frequency Index (SAIFI) result was 1.05 interruptions, 29% below the PSC goal of 1.483 interruptions. As shown in the table above, the Customer Average Interruption Duration index (CAIDI) was 1.85 in 2025, 14% below the PSC's regional target of 2.150 hours.

The 2025 CAIDI result was 3% below the 2024 result of 1.9 hours, and 12% below the previous 5-year average of 2.10 hours. The 2025 SAIFI was 2% above the 2024 result of 1.03 interruptions, and 16% below the previous 5-year average of 1.25 interruptions.

In 2025, excluding major storms, the Mohawk Valley Region experienced 14 transmission interruptions. These interruptions accounted for 0.09% of the region's total interruptions (14 of 15,129), 21% of the region's total customers interrupted (CI), (31,184 of 148,340), and 8% (21,951 of 274,423) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of .7 hours, and a SAIFI of 0.22 interruptions.

The number of transmission-related interruptions increased from 9 in 2024 to 14 in 2025 (an increase of 56%). The number of customers interrupted increased from 23,577 in 2024, to 31,184 in 2025 (an increase of 32%), while the customer-hours interrupted decreased from 53,307 in 2024, to 21,951 in 2025 (a decrease of 59%).

In 2025, excluding major storms, the Mohawk Valley Region experienced 4 substation interruptions. These interruptions accounted for 0.03% of the region's total interruptions (4 of 15,129), 5% of the region's total customers interrupted, (7,639 of 148,340), and 5% (12,783 of 274,423) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 1.67 hours, and a SAIFI of 0.05 interruptions.

The number of substation-related interruptions decreased from 6 to 4 from 2024 to 2025 (a decrease of 33%). The number of customers interrupted decreased from 14,603 in 2024, to 7,639 in 2025 (a decrease of 48%), while the customer-hours interrupted decreased from 19,003 in 2024, to 12,783 in 2025 (a decrease of 33%).

In 2025, excluding major storms, the Mohawk Valley Region experienced 15,111 distribution interruptions. These interruptions accounted for 100% of the region's total interruptions (15,111 of 15,129), 74% of the region's total customers interrupted, (109,517 of 148,340), and 87% (239,689 of 274,423) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 2.19 hours, and a SAIFI of 0.78 interruptions.

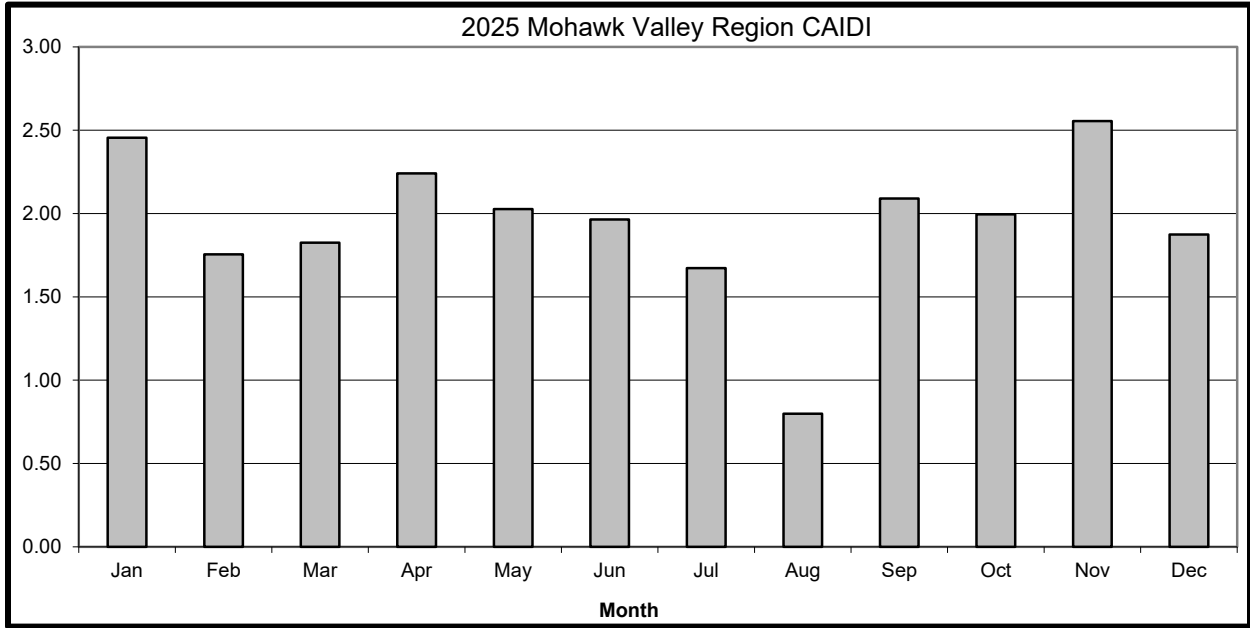
The number of distribution-related interruptions increased from 1,250 to 15,111 from 2024 to 2025 (an increase of 1,109%). The number of customers interrupted increased from 107,183 in 2024, to 109,517 in 2025 (an increase of 2%), while the customer-hours interrupted increased from 203,719 in 2024, to 239,689 in 2025 (an increase of 18%).

c. MONTHLY CAIDI AND SAIFI GRAPHS

The graphs on the following page show the monthly CAIDI and SAIFI for the Mohawk Valley Region for 2025 (Excluding Major Storms).

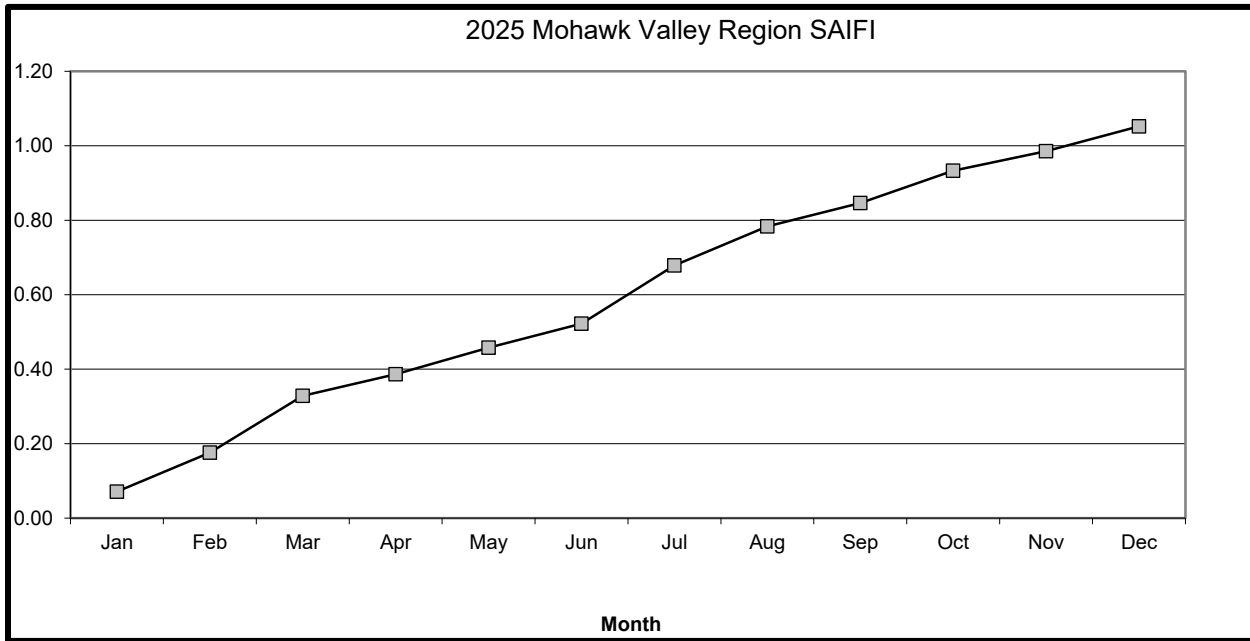
- The CAIDI graph shows the individual CAIDI by month for 2025. The Mohawk Valley Region was above the CAIDI threshold of 2.150 hours. January (2.46), April (2.24), and November (2.55). Both month's January and November were impacted by a volume of events related to down trees. April saw 90% of the impacted events during a two-day window 29th and 30th, due to weather conditions.
- Regional SAIFI was above the monthly thresholds in March (0.15) and in July (0.16). March's SAIFI was impacted by a recloser trip due to a vehicle collision with pole, along with a Transmission event, opening the station breaker on the 16th and 18th. July's SAIFI was impacted by a vehicle collision with pole 16th, and a breaker tripping due to device failure, on the 25th and 26th, due to a transmission event.

GRAPH OF MONTHLY CAIDI AND SAIFI FOR MOHAWK VALLEY REGION



PSC CAIDI Goal:	
Threshold	2.150
2025 Actual	1.85

PSC SAIFI Goal:	
Threshold	1.483
2025 Actual	1.05



d. PSC CAUSE CODES

1) Number of Events by Cause – Historical

IDS info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	829	1,024	33	418	378	529
02 Tree Contacts	626	415	453	490	507	430
03 Overloads	10	27	4	16	16	6
04 Operator Error	8	5	3	8	9	5
05 Equipment	409	371	375	443	370	405
06 Accidents	194	189	206	247	202	158
07 Prearranged	105	54	57	53	48	62
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	17	41	73	36	42	31
10 Unknown	160	163	136	166	187	186
Total	2,358	2,289	1,307	1,877	1,759	1,527

2) Customers Interrupted by Cause – Historical

IDS info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	131,187	150,553	4,247	54,610	54,789	52,904
02 Tree Contacts	64,547	40,380	43,804	49,992	61,727	79,647
03 Overloads	145	2,396	635	939	403	144
04 Operator Error	507	1,859	61	7,557	3,157	526
05 Equipment	46,695	49,868	58,919	104,771	58,880	62,802
06 Accidents	18,241	19,454	34,875	28,327	22,044	22,121
07 Prearranged	5,174	7,670	3,714	3,770	21,845	14,220
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	158	6,304	1,550	2,719	5,269	1,691
10 Unknown	12,873	17,432	5,656	10,987	14,311	16,444
Total	279,527	295,916	149,214	263,672	242,425	212,827

3) Customer-Hours Interrupted by Cause – Historical

IDS info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	1,497,866	1,488,581	13,294	698,288	229,494	337,565
02 Tree Contacts	135,012	96,856	121,400	140,280	163,328	177,014
03 Overloads	375	10,778	466	1,600	1,534	471
04 Operator Error	379	430	47	968	3,820	702
05 Equipment	76,412	92,519	123,960	219,448	115,089	111,307
06 Accidents	34,209	34,074	39,159	51,266	33,260	48,395
07 Prearranged	11,727	8,409	8,294	7,449	13,783	11,821
08 Customer Equip.	-	-	-	-	-	-
09 Lightning	304	11,526	3,370	14,405	10,706	5,112
10 Unknown	16,006	21,438	12,246	23,943	21,775	26,717
Total	1,772,289	1,764,609	322,235	1,157,647	592,790	648,907

4) Interruptions, Customers Interrupted, and Customer-Hours Interrupted – 2025

Cause Code	Interruptions		Customers Interrupted		Customer-Hours Interrupted	
	Number	% Total	Number	% Total	Number	% Total
01 Major Storms	829	35.2%	131,187	46.9%	1,497,866	84.5%
02 Tree Contacts	626	26.5%	64,547	23.1%	135,012	7.6%
03 Overloads	10	0.4%	145	0.1%	375	0.0%
04 Operator Error	8	0.3%	507	0.2%	379	0.0%
05 Equipment	409	17.3%	46,695	16.7%	76,412	4.3%
06 Accidents	194	8.2%	18,241	6.5%	34,209	1.9%
07 Prearranged	105	4.5%	5,174	1.9%	11,727	0.7%
08 Customer Equip.	0	0.0%	0	0.0%	0	0.0%
09 Lightning	17	0.7%	158	0.1%	304	0.0%
10 Unknown	160	6.8%	12,873	4.6%	16,006	0.9%
Total	2,358	100.0%	279,527	100.0%	1,772,289	100.0%

e. **INTERRUPTION REVIEW BY PSC CAUSE CODES**

Cause Code 01 - Major Storms

In 2025, Major Storms accounted for 35% of interruptions, 47% of customers interrupted, and 85% of Customer-Hours Interrupted.

Interruptions due to Major Storm were down 19% from 2024, and up 104% over the 5-year average. Customers interrupted due to Major Storms were down 13% from 2024, and up 126% over the 5-year average. Customer-Hours interrupted were up 1% from 2024 and up 184% over the 5-year average.

The remaining PSC code descriptions do not include Major Storms in the percentages.

Cause Code 02 - Tree Contacts

In 2025, Tree Contacts accounted for 41% of interruptions, 44% of customers interrupted, and 49% of Customer-Hours Interrupted.

Interruptions due to Tree Contacts were up 51% from 2024, and up 36% over the 5-year average. Customers interrupted due to Tree Contacts were up 60% from 2024, and up 23% over the 5-year average. Customer-Hours interrupted were up 39% from 2024 and down 6% over the 5-year average.

Tree Contacts were the largest cause of interruptions in 2025.

Cause Code 03 - Overloads

In 2025, Overloads accounted for 1% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Overloads were down 63% from 2024, and down 38% over the 5-year average. Customers interrupted due to Overloads were down 94% from 2024, and down 84% over the 5-year average. Customer-Hours interrupted were down 97% from 2024 and down 87% over the 5-year average.

Overloads were the 7th largest cause of interruptions in 2025.

Cause Code 04 - Operator Error

In 2025, Operator Error accounted for 1% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Operator Error were up 60% from 2024, and up 33% over the 5-year average. Customers interrupted due to Operator Error were down 73% from 2024, and down 82% over the 5-year average. Customer-Hours interrupted were down 12% from 2024 and down 71% over the 5-year average.

Operator Error was the 8th largest cause of interruptions in 2025.

Cause Code 05 - Equipment Failure

In 2025, Equipment Failures accounted for 27% of interruptions, 31% of customers interrupted, and 28% of Customer-Hours Interrupted.

Interruptions due to Equipment Failure were up 10% from 2024, and up 5% over the 5-year average. Customers interrupted due to Equipment Failure were down 6% from 2024, and down 31% over the 5-year average. Customer-Hours interrupted were down 17% from 2024 and down 47% over the 5-year average.

Equipment Failures were the 2nd largest cause of interruptions in 2025.

Cause Code 06 - Accidents

In 2025, Accidents accounted for 13% of interruptions, 12% of customers interrupted, and 12% of Customer-Hours Interrupted.

Interruptions due to Accidents were up 3% from 2024, and down 11% over the 5-year average. Customers interrupted due to Accidents were down 6% from 2024, and down 32% over the 5-year average. Customer-Hours interrupted were up 0% from 2024 and down 14% over the 5-year average.

Accidents were the 3rd largest cause of interruptions in 2025.

Cause Code 07 - Prearranged

In 2025, Prearranged accounted for 7% of interruptions, 3% of customers interrupted, and 4% of Customer-Hours Interrupted.

Interruptions due to Prearranged were up 94% from 2024, and up 94% over the 5-year average. Customers interrupted due to Prearranged were down 33% from 2024, and down 38% over the 5-year average. Customer-Hours interrupted were up 39% from 2024 and up 39% over the 5-year average.

Prearranged was the 5th largest cause of interruptions in 2025.

Cause Code 08 - Customer Equipment

There were no Customer Equipment interruptions in 2025.

Cause Code 09 - Lightning

In 2025, Lightning accounted for 1% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Lightning were down 59% from 2024, and down 59% over the 5-year average. Customers interrupted due to Lightning were down 97% from 2024, and down 95% over the 5-year average. Customer-Hours interrupted were down 97% from 2024 and down 96% over the 5-year average.

Lightning was the 6th largest cause of interruptions in 2025.

Cause Code 10 - Unknown

In 2025, Unknown causes accounted for 10% of interruptions, 9% of customers interrupted, and 6% of Customer-Hours Interrupted.

Interruptions due to Unknown causes were down 2% from 2024, and down 5% over the 5-year average. Customers interrupted due to Unknown causes were down 26% from 2024, and down 2% over the 5-year average. Customer-Hours interrupted were down 25% from 2024 and down 22% over the 5-year average.

Unknown causes were the 4th largest cause of interruptions in 2025.

f. DISCUSSION OF REGIONAL CAPEX PROJECTS WITH 2025/26 SPENDS:

The Mohawk Valley Region continues to work on capital projects in order to maintain customer satisfaction and future reliability. Some specific projects that were constructed in either CY25 or will be constructed in CY26 are listed below. Additional descriptions of other major infrastructure projects will follow.

There are several projects where lines are being rebuilt or recondored. These projects are either the result of engineering reliability reviews (ERRs) conducted on the Worst Performing Circuits or are the responses to customer inquiries via the Quick Resolution System (QRS). There are several sub-transmission line rebuild projects and a number of distribution line rebuild projects in progress.

There are additional load relief projects scheduled to be completed throughout the region. Most of these load relief projects are ratio transformer replacements or voltage conversions. Line reconditioning is also included in the voltage conversions, where appropriate.

There are also a number of substation projects that were completed, are underway or slated to begin in 2025. These projects are a combination of asset condition and load relief. These projects include Marshville, Rock City, Raquette Lake, Terminal, Deerfield and Yahnundasis substations. The Rock City rebuild includes a conversion from 5kV to 13.2kV.

Major Capital Projects for Mohawk Valley Region:

Region	Project Name	Project Type	Fin Sys Project No.	Finish	Total Spend
Mohawk Valley	Yahnundasis-Oneida Tie Part 1	Dist Line	C092395	08/20/2025	\$1,555,508
Mohawk Valley	Yahnundasis-Oneida Tie Part 2	Dist Line	C092396	10/09/2025	\$421,832
Mohawk Valley	Raquette Lake Sub - Recloser & Regs	Dist Line	C080904	10/1/2025	\$897,384
Mohawk Valley	Raquette Lake Pad-Mount Transformer	Sub-T Line	C082716	11/3/2025	\$1,969,828
Mohawk Valley	Raquette Lake Transformer Upgrade	Dist Sub	CD01139	12/10/2025	\$233,040
Mohawk Valley	Cleveland-Lehigh Part 1	Dist Line	C081845	2/6/2026	\$2,034,210

g. DISCUSSION OF REGIONAL PERFORMANCE OF LVAC (LOW VOLTAGE AC) NETWORK DISTRIBUTION SYSTEM(S):

City Of Utica – Terminal Street LVAC Network

The Utica LVAC Network serves the downtown area, mainly Genesee Street and Lafayette Street. This network is supplied by four 13.2kV feeders that originate from the Terminal Substation. This system serves approximately 659 customer accounts and experienced a peak load of approximately 6.217 MVA in 2025.

The table below lists the breaker operations in 2025 that were a result of a fault and/or failure.

Substation	Feeder Number	Breaker Number	Breaker Number	# Breaker Operations from Failures
Terminal	65144	R440	R815	0
Terminal	65145	R450	R825	0
Terminal	65146	R460	R825	0
Terminal	65147	R470	R845	0

As shown above the Utica LVAC Network experienced zero feeder outages in 2025. There were no customer interruptions. At no time was this network operated beyond its single contingency (N-1) design criteria.

There were no major events associated with the network in 2025.

Major equipment replacements in 2025 consisted of 1 network transformers and 1 network protectors. Annual maintenance consisted of manhole and vault inspections, network protector and transformer inspections, and network protector operation checks.

The following major projects were completed in 2025:

1. Rebuild of general network vault N0329. N0329 is a below-grade company-owned network transformer vault installed in the City of Utica in a public side walk on east-side of Genesee Street between Hopper Street & Bank Place.
2. Due to costly required maintenance in the three customer own spot network vaults at Kennedy Towers. The customer provided provisions for a pad mounted transformer which is fed by a radial source, ultimately removing them from the Network.

There following major projects are being planned for the LVAC network in Utica:

1. Relocation of the Terminal station which four of the eleven feeders supply to LVAC network.

This project is currently being planned Estimate start is FY2027

2. OPERATING CIRCUIT LIST

The next three tables will provide the following information for the Mohawk Valley Region.

- a. Worst Performing Circuit List
- b. Worst Performing Circuits with 3 Year History for CAIDI and SAIFI Indices
- c. Worst Performing Circuits by number of Momentary Interruptions

a. NATIONAL GRID WORST PERFORMING CIRCUIT LIST

MOHAWK VALLEY REGION

FEEDER #	A CUST. SERVED	B TOTAL INTER.	C # CUST. INTER.	D CUST. HRS. INTER.	C/A SAIFI	D/A SAIDI	D/C CAIDI	NUMBER OF MOMENTARIES
SALISBURY 67857	1,057	33	4,090	8,992	3.87	8.51	2.2	2
RAQUETTE LAKE 39861	526	21	3,206	12,214	6.1	23.22	3.81	3
LEHIGH 66953	2,200	84	4,918	13,851	2.24	6.3	2.82	0
SHERMAN 33351	1,434	33	4,768	7,055	3.32	4.92	1.48	2
OLD FORGE 38362	752	23	2,183	6,760	2.9	8.99	3.1	3
SHERMAN 33352	1,548	39	4,048	7,134	2.61	4.61	1.76	1
EAGLE BAY 38272	1,081	32	2,397	6,742	2.22	6.24	2.81	3
POLAND - UTICA 62257	1,625	33	3,237	9,547	1.99	5.88	2.95	3
LEHIGH 66954	789	30	1,477	4,116	1.87	5.22	2.79	0
SALISBURY 67856	1,569	17	3,263	8,093	2.08	5.16	2.48	2
TURIN RD 65356	1,323	41	2,812	4,424	2.13	3.34	1.57	2
POLAND - UTICA 62258	1,640	39	2,060	7,085	1.26	4.32	3.44	3
MIDDLEVILLE 66671	470	15	2,288	2,918	4.87	6.21	1.28	5

Regional Goals:

CAIDI 2.15

SAIFI 1.483

b. NATIONAL GRID WORST PERFORMING CIRCUITS WITH 3 YEAR HISTORY FOR CAIDI & SAIFI INDICES

MOHAWK VALLEY REGION

FEEDER #	2025 CAIDI	2024 CAIDI	2023 CAIDI	2022 CAIDI	2025 SAIFI	2024 SAIFI	2023 SAIFI	2022 SAIFI
SALISBURY 67857	2.2	3.76	1.68	2.14	3.87	1.06	5.97	1.67
RAQUETTE LAKE 39861	3.81	6.24	3.64	5.86	6.1	4.14	9.99	10.61
LEHIGH 66953	2.82	2.03	2.22	1.07	2.24	1.21	2.33	4.81
SHERMAN 33351	1.48	2.48	2.33	2.40	3.32	1.56	1.33	1.42
OLD FORGE 38362	3.1	5.77	2.54	3.81	2.9	0.26	5.29	5.20
SHERMAN 33352	1.76	3.82	2.29	3.52	2.61	2.97	2.66	0.76
EAGLE BAY 38272	2.81	3.75	2.53	4.51	2.22	2.56	6.34	6.68
POLAND - UTICA 62257	2.95	3.18	2.07	1.68	1.99	2.56	1.90	5.39
LEHIGH 66954	2.79	2.42	3.26	3.56	1.87	0.69	2.43	3.60
SALISBURY 67856	2.48	2.91	2.52	1.06	2.08	1.35	0.10	1.17
TURIN RD 65356	1.57	3.57	3.39	1.79	2.13	0.49	0.87	2.40
POLAND - UTICA 62258	3.44	3.61	3.82	4.36	1.26	3.41	1.30	3.55
MIDDLEVILLE 66671	1.28	1.76	2.14	1.16	4.87	2.00	0.32	1.16

Regional Goals:
 CAIDI 2.15
 SAIFI 1.483

c. NATIONAL GRID WORST PERFORMING CIRCUITS BY # OF MOMENTARY INTERRUPTIONS

MOHAWK VALLEY REGION

Feeders			Customer Momentaries				Ranks		
Volts (kV)	Station Name	Ckt/F No.	Substation	Transmission	Distribution	Total	Within Region	Within System	Reliability Ranking
No circuits experienced 10 or more momentary interruptions in 2025.									

d. WORST PERFORMING CIRCUIT ANALYSIS

This year, the Mohawk Valley Region is required to analyze and report on thirteen (13) of the worst performing circuits. The list consists of nine 13.2kV, three 4.8kV, and one 4.16kV circuits.

The reliability performance thresholds for the Mohawk Valley Region are 2.15 for CAIDI and 1.483 for SAIFI.

1. SALISBURY 67857 – 13.2kV

Profile: 1,057 Customers, 90.6 Circuit Miles
 Indices: CAIDI = 2.20, SAIFI = 3.87

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	16	48.48%	761	18.61%	4,207	46.79%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	9	27.27%	3,277	80.12%	4,652	51.74%
6	ACCIDENTS	3	9.09%	12	0.29%	48	0.53%
7	PREARRANGED	2	6.06%	23	0.56%	15	0.17%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	9.09%	17	0.42%	69	0.77%
Totals		33	100.00%	4,090	100.00%	8,992	100.00%

Problem Analysis:

- There were 33 interruptions on the Salisbury 67857 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 33 events occurred at the distribution level.
- The distribution circuit breaker for the Salisbury 67857 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Salisbury 67857 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 26% of the total amount of customers interrupted (1,061 out of 4,090) and 11% of the total amount of the customer-hours interrupted (998 out of 8,992).
 - This lockout occurred on February 16, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 26% of the total customers interrupted (1,061 of 4,090), and 11% of the total customer-hours interrupted (998 of 8,992). Switch SW6891 at P29 Burrell Rd., sustained a burnt tap. Feeder breaker was opened, thereby dropping customers, until feeder ties could be made, to restoring power while repairs were made to the affected equipment.
- Trees were the leading cause of interruptions on the Salisbury 67857 in 2025, accounting for 48% of total interruptions (16 of 33). Equipment Failures were the 2nd leading cause of interruptions, accounting for 27% of total interruptions (9 of 33). Accidents were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (3 of 33).

- Equipment Failures were the leading cause of customers interrupted (CI) on the Salisbury 67857 in 2025, accounting for 80% of total customers interrupted (3,277 of 4,090). Trees were the 2nd leading cause of customers interrupted, accounting for 19% of total customers interrupted (761 of 4,090). Prearranged were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (23 of 4,090).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Salisbury 67857 in 2025, accounting for 52% of total customer-hours interrupted (4,652 of 8,992). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 47% of total customer-hours interrupted (4,207 of 8,992). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (69 of 8,992).
- Of the 33 interruptions on this circuit, 15 affected 10 customers or less, with 6 being single customer outages.

Action Taken:

- Completed I&M Foot Patrol (Level 1) in 2025

Action Plan:

- Complete Cycle Tree Pruning in 2028
- Complete I&M Foot Patrol (Level 2) in 2026
- Complete I&M Foot Patrol (Level 3) in 2028

2. RAQUETTE LAKE 39861 – 4.8kV

Profile: 526 Customers, 37.3 Circuit Miles

Indices: CAIDI = 3.81, SAIFI = 6.10

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	4	19.05%	1,076	33.56%	3,246	26.58%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	11	52.38%	90	2.81%	1,197	9.80%
6	ACCIDENTS	3	14.29%	1,329	41.45%	5,464	44.73%
7	PREARRANGED	2	9.52%	710	22.15%	2,297	18.80%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	4.76%	1	0.03%	11	0.09%
Totals		21	100.00%	3,206	100.00%	12,214	100.00%

Problem Analysis:

- There were 21 interruptions on the Raquette Lake 39861 in 2025.
- There were 4 transmission interruptions.
 - The first Transmission interruption occurred on February 13, 2025, coded as a cause of non-company activities (PSC cause code 06). This lockout accounted for 16% of the total customers interrupted (520 of 3,206), and 32% of the total customer-hours interrupted (3,865 of 12,214). Eagle Bay Recloser R225 had low SF6, and was closed in, while switch SWX22-542 was left open due to an issue on NYSEG side.
 - The second Transmission interruption occurred on February 14, 2025, coded as a cause of non-company activities (PSC cause code 06). This lockout accounted for 16% of the total customers interrupted (525 of 3,206), and 1% of the total customer-hours interrupted (65 of 12,214). Due to the issue occurring on Feb.13th, requiring R225 to be closed in, this outage was a result of reversing the remediation steps, where the line switch SWX22-542 was put back in service.
 - The third Transmission interruption occurred on July 25, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 16% of the total customers interrupted (526 of 3,206), and 7% of the total customer-hours interrupted (877 of 12,214). A tree fell between P938 and P939 on State Highway 28, resulting in a damaged insulator. Duration of the outage lasted to remove the tree and repair the damaged insulator.
 - The fourth Transmission interruption occurred on December 19, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 16% of the total customers interrupted (525 of 3,206), and 18% of the total customer-hours interrupted (2,143 of 12,214). A tree crossed phases at P501, State Route 28 causing customers to be out. Eagle Bay Recloser R225 closed in to restore power.

- There was 1 substation interruption.
 - This Substation interruption occurred on September 30, 2025, coded as a cause of 07 (PSC cause code 07). This lockout accounted for 16% of the total customers interrupted (526 of 3,206), and 17% of the total customer-hours interrupted (2,016 of 12,214). This was a planned outage for planned switching for the new Raquette Lake Substation commissioning.
- The remaining 16 events occurred at the distribution level.
- The distribution circuit breaker for the Raquette Lake 39861 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Raquette Lake 39861 experienced 0 sustained operations (lockouts) in 2025.
- Equipment Failures were the leading cause of interruptions on the Raquette Lake 39861 in 2025, accounting for 52% of total interruptions (11 of 21). Trees were the 2nd leading cause of interruptions, accounting for 19% of total interruptions (4 of 21). Accidents were the 3rd leading cause of interruptions, accounting for 14% of total interruptions (3 of 21).
- Accidents were the leading cause of customers interrupted (CI) on the Raquette Lake 39861 in 2025, accounting for 41% of total customers interrupted (1,329 of 3,206). Trees were the 2nd leading cause of customers interrupted, accounting for 34% of total customers interrupted (1,076 of 3,206). Prearranged were the 3rd leading cause of customers interrupted, accounting for 22% of total customers interrupted (710 of 3,206).
- Accidents were the leading cause of customer-hours interrupted (CHI) on the Raquette Lake 39861 in 2025, accounting for 45% of total customer-hours interrupted (5,464 of 12,214). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 27% of total customer-hours interrupted (3,246 of 12,214). Prearranged were the 3rd leading cause of customer-hours interrupted, accounting for 19% of total customer-hours interrupted (2,297 of 12,214).
- Of the 21 interruptions on this circuit, 11 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- Completed Cycle Tree Pruning in 2025
- Complete I&M Foot Patrol (Level 1) in 2025

Action Plan:

- Complete I&M Foot Patrol (Level 2) in 2026
- Complete I&M Foot Patrol (Level 3) in 2028

3. LEHIGH 66953 – 13.2kV

Profile: 2,200 Customers, 117.5 Circuit Miles
 Indices: CAIDI = 2.82, SAIFI = 2.24

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	57	67.86%	4,267	86.76%	12,648	91.31%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	12	14.29%	363	7.38%	642	4.64%
6	ACCIDENTS	3	3.57%	28	0.57%	50	0.36%
7	PREARRANGED	1	1.19%	11	0.22%	19	0.14%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	1.19%	25	0.51%	42	0.31%
10	UNKNOWN	10	11.90%	224	4.55%	450	3.25%
Totals		84	100.00%	4,918	100.00%	13,851	100.00%

Problem Analysis:

- There were 84 interruptions on the Lehigh 66953 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 84 events occurred at the distribution level.
- The distribution circuit breaker for the Lehigh 66953 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Lehigh 66953 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Lehigh 66953 in 2025, accounting for 68% of total interruptions (57 of 84). Equipment Failures were the 2nd leading cause of interruptions, accounting for 14% of total interruptions (12 of 84). Unknown were the 3rd leading cause of interruptions, accounting for 12% of total interruptions (10 of 84).
- Trees were the leading cause of customers interrupted (CI) on the Lehigh 66953 in 2025, accounting for 87% of total customers interrupted (4,267 of 4,918). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 7% of total customers interrupted (363 of 4,918). Unknown were the 3rd leading cause of customers interrupted, accounting for 5% of total customers interrupted (224 of 4,918).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Lehigh 66953 in 2025, accounting for 91% of total customer-hours interrupted (12,648 of 13,851). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 5% of total customer-hours interrupted (642 of 13,851). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (450 of 13,851).
- Of the 84 interruptions on this circuit, 25 affected 10 customers or less, with 8 being single customer outages.

Action Taken:

- Completed Cycle Tree Pruning in 2025
- Completed I&M Foot Patrol (Level 2) in 2025

Action Plan:

- Complete I&M Foot Patrol (Level 3) in 2027

4. SHERMAN 33351 – 13.2kV

Profile: 1,434 Customers, 97.6 Circuit Miles
Indices: CAIDI = 1.48, SAIFI = 3.32

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	17	51.52%	2,355	49.39%	4,437	62.89%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	9	27.27%	2,282	47.86%	2,034	28.83%
6	ACCIDENTS	2	6.06%	16	0.34%	9	0.12%
7	PREARRANGED	2	6.06%	45	0.94%	49	0.70%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	9.09%	70	1.47%	526	7.46%
Totals		33	100.00%	4,768	100.00%	7,055	100.00%

Problem Analysis:

- There were 33 interruptions on the Sherman 33351 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption.
 - This Substation interruption occurred on July 26, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 30% of the total customers interrupted (1,430 of 4,768), and 17% of the total customer-hours interrupted (1,174 of 7,055). TB3 high side lightning arrester failure, complex switching was required to restore power.
- The remaining 32 events occurred at the distribution level.
- The distribution circuit breaker for the Sherman 33351 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Sherman 33351 experienced 3 sustained operations (lockouts) in 2025. These interruptions accounted for 58% of the total amount of customers interrupted (2,775 out of 4,768) and 53% of the total amount of the customer-hours interrupted (3,772 out of 7,055).
 - The first lockout occurred on May 07, 2025, coded as a cause of tree - broken limb (PSC cause code 02). This lockout accounted for 16% of the total customers interrupted (761 of 4,768), and 35% of the total customer-hours interrupted (2,467 of 7,055). Tree limbs located at P4, Partridge Hill Rd and P75 on Russia Rd. Switch SW7146 was opened, located at P19-1/2, Trenton Falls Rd. This completed a partial restoration until the tree could be cleared.

- The second lockout occurred on October 30, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 25% of the total customers interrupted (1,186 of 4,768), and 7% of the total customer-hours interrupted (520 of 7,055). A tree fell between P27 and P30 on Sand Rd., causing a broken crossarm and damaging switches on P28 and P29. The recloser 'R600414' at located at P2 Main St., was closed and R510 was opened up to restore power.
- The third lockout occurred on December 05, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 17% of the total customers interrupted (828 of 4,768), and 11% of the total customer-hours interrupted (785 of 7,055). While opening recloser 'RA600486' located at Partridge Hill Rd., taps burned off, resulting in additional switching due to the cable deterioration. Section was isolated and repairs were made to restore the recloser.
- Trees were the leading cause of interruptions on the Sherman 33351 in 2025, accounting for 52% of total interruptions (17 of 33). Equipment Failures were the 2nd leading cause of interruptions, accounting for 27% of total interruptions (9 of 33). Unknown were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (3 of 33).
- Trees were the leading cause of customers interrupted (CI) on the Sherman 33351 in 2025, accounting for 49% of total customers interrupted (2,355 of 4,768). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 48% of total customers interrupted (2,282 of 4,768). Unknown were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (70 of 4,768).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Sherman 33351 in 2025, accounting for 63% of total customer-hours interrupted (4,437 of 7,055). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 29% of total customer-hours interrupted (2,034 of 7,055). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (526 of 7,055).
- Of the 33 interruptions on this circuit, 16 affected 10 customers or less, with 8 being single customer outages.

Action Taken:

- Completed Cycle Tree Pruning in 2025

Action Plan:

- Complete I&M Foot Patrol (Level 3) in 2026

5. OLD FORGE 38362 – 4.8kV

Profile: 752 Customers, 37.7 Circuit Miles

Indices: CAIDI = 3.10, SAIFI = 2.90

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	17	73.91%	2,016	92.35%	5,900	87.28%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	2	8.70%	8	0.37%	32	0.47%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	17.39%	159	7.28%	828	12.25%
Totals		23	100.00%	2,183	100.00%	6,760	100.00%

Problem Analysis:

- There were 23 interruptions on the Old Forge 38362 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on July 25, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 34% of the total customers interrupted (753 of 2,183), and 19% of the total customer-hours interrupted (1,255 of 6,760). A tree fell between P938 and P939 on State Highway 28, resulting in a damaged insulator. Duration of the outage lasted to remove the tree and repair the damaged insulator.
- There were no substation interruptions.
- The remaining 22 events occurred at the distribution level.
- The distribution circuit breaker for the Old Forge 38362 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Old Forge 38362 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Old Forge 38362 in 2025, accounting for 74% of total interruptions (17 of 23). Unknown were the 2nd leading cause of interruptions, accounting for 17% of total interruptions (4 of 23). Equipment Failures were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (2 of 23).
- Trees were the leading cause of customers interrupted (CI) on the Old Forge 38362 in 2025, accounting for 92% of total customers interrupted (2,016 of 2,183). Unknown were the 2nd leading cause of customers interrupted, accounting for 7% of total customers interrupted (159 of 2,183). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 0% of total customers interrupted (8 of 2,183).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Old Forge 38362 in 2025, accounting for 87% of total customer-hours interrupted (5,900 of 6,760). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 12% of total customer-hours interrupted (828 of 6,760). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 0% of total customer-hours interrupted (32 of 6,760).
- Of the 23 interruptions on this circuit, 9 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- Completed Cycle Tree Pruning in 2025

Action Plan:

- Complete I&M Foot Patrol (Level 1) in 2026

6. SHERMAN 33352 – 13.2kV

Profile: 1,548 Customers, 94.2 Circuit Miles
 Indices: CAIDI = 1.76, SAIFI = 2.61

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	17	43.59%	2,221	54.87%	1,832	25.67%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	13	33.33%	1,678	41.45%	4,987	69.90%
6	ACCIDENTS	3	7.69%	18	0.44%	71	0.99%
7	PREARRANGED	1	2.56%	94	2.32%	184	2.58%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	2.56%	1	0.02%	2	0.03%
10	UNKNOWN	4	10.26%	36	0.89%	59	0.83%
Totals		39	100.00%	4,048	100.00%	7,134	100.00%

Problem Analysis:

- There were 39 interruptions on the Sherman 33352 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on February 25, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 38% of the total customers interrupted (1,527 of 4,048), and 4% of the total customer-hours interrupted (289 of 7,134). Tree fell causing pole fire at P52 Military Rd. The pole top fell from over built Sub T line, this resulted in an opening of recloser 'R8590' at P10 State St., and thereby, further switching steps to opened switch at P11 Park Ave to isolate the faulted section.
- There was 1 substation interruption.
 - This Substation interruption occurred on July 26, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 39% of the total customers interrupted (1,581 of 4,048), and 67% of the total customer-hours interrupted (4,802 of 7,134). TB3 high side lightning arrester failure, complex switching was required to restore power.
- The remaining 37 events occurred at the distribution level.
- The distribution circuit breaker for the Sherman 33352 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Sherman 33352 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Sherman 33352 in 2025, accounting for 44% of total interruptions (17 of 39). Equipment Failures were the 2nd leading cause of interruptions, accounting for 33% of total interruptions (13 of 39). Unknown were the 3rd leading cause of interruptions, accounting for 10% of total interruptions (4 of 39).

- Trees were the leading cause of customers interrupted (CI) on the Sherman 33352 in 2025, accounting for 55% of total customers interrupted (2,221 of 4,048). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 41% of total customers interrupted (1,678 of 4,048). Prearranged were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (94 of 4,048).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Sherman 33352 in 2025, accounting for 70% of total customer-hours interrupted (4,987 of 7,134). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 26% of total customer-hours interrupted (1,832 of 7,134). Prearranged were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (184 of 7,134).
- Of the 39 interruptions on this circuit, 21 affected 10 customers or less, with 10 being single customer outages.

Action Taken:

- Completed I&M Foot Patrol (Level 1) in 2025

Action Plan:

- Complete Cycle Tree Pruning in 2026
- Complete I&M Foot Patrol (Level 2) in 2026
- Complete I&M Foot Patrol (Level 3) in 2028

7. EAGLE BAY 38272 – 4.8 kV

Profile: 1,081 Customers, 48.1 Circuit Miles
 Indices: CAIDI = 2.81, SAIFI = 2.22

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	18	56.25%	1,896	79.10%	4,968	73.69%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	10	31.25%	193	8.05%	857	12.71%
6	ACCIDENTS	1	3.13%	29	1.21%	361	5.35%
7	PREARRANGED	1	3.13%	22	0.92%	4	0.05%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	2	6.25%	257	10.72%	552	8.19%
Totals		32	100.00%	2,397	100.00%	6,742	100.00%

Problem Analysis:

- There were 32 interruptions on the Eagle Bay 38272 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on July 25, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 45% of the total customers interrupted (1,084 of 2,397), and 27% of the total customer-hours interrupted (1,807 of 6,742). A tree fell between P938 and P939 on State Highway 28, resulting in a damaged insulator. Duration of the outage lasted to remove the tree and repair the damaged insulator.
- There were no substation interruptions.
- The remaining 31 events occurred at the distribution level.
- The distribution circuit breaker for the Eagle Bay 38272 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Eagle Bay 38272 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Eagle Bay 38272 in 2025, accounting for 56% of total interruptions (18 of 32). Equipment Failures were the 2nd leading cause of interruptions, accounting for 31% of total interruptions (10 of 32). Unknown were the 3rd leading cause of interruptions, accounting for 6% of total interruptions (2 of 32).
- Trees were the leading cause of customers interrupted (CI) on the Eagle Bay 38272 in 2025, accounting for 79% of total customers interrupted (1,896 of 2,397). Unknown were the 2nd leading cause of customers interrupted, accounting for 11% of total customers interrupted (257 of 2,397). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 8% of total customers interrupted (193 of 2,397).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Eagle Bay 38272 in 2025, accounting for 74% of total customer-hours interrupted (4,968 of 6,742). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 13% of total customer-hours interrupted (857 of 6,742). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 8% of total customer-hours interrupted (552 of 6,742).
- Of the 32 interruptions on this circuit, 12 affected 10 customers or less, with 7 being single customer outages.

Action Taken:

- Completed Cycle Tree Pruning in 2025
- Completed I&M Foot Patrol (Level 3) in 2025

Action Plan:

- Complete I&M Foot Patrol (Level 1) in 2027

8. POLAND - UTICA 62257 – 13.2 kV

Profile: 1,625 Customers, 108.9 Circuit Miles
Indices: CAIDI = 2.95, SAIFI = 1.99

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	15	45.45%	2,632	81.31%	7,955	83.32%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	7	21.21%	446	13.78%	1,314	13.76%
6	ACCIDENTS	7	21.21%	118	3.65%	174	1.83%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	12.12%	41	1.27%	104	1.09%
Totals		33	100.00%	3,237	100.00%	9,547	100.00%

Problem Analysis:

- There were 33 interruptions on the Poland - Utica 62257 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 33 events occurred at the distribution level.
- The distribution circuit breaker for the Poland - Utica 62257 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Poland - Utica 62257 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Poland - Utica 62257 in 2025, accounting for 45% of total interruptions (15 of 33). Equipment Failures were the 2nd leading cause of interruptions, accounting for 21% of total interruptions (7 of 33). Accidents were the 3rd leading cause of interruptions, accounting for 21% of total interruptions (7 of 33).
- Trees were the leading cause of customers interrupted (CI) on the Poland - Utica 62257 in 2025, accounting for 81% of total customers interrupted (2,632 of 3,237). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 14% of total customers interrupted (446 of 3,237). Accidents were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (118 of 3,237).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Poland - Utica 62257 in 2025, accounting for 83% of total customer-hours interrupted (7,955 of 9,547). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 14% of total customer-hours interrupted (1,314 of 9,547). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 2% of total customer-hours interrupted (174 of 9,547).

- Of the 33 interruptions on this circuit, 13 affected 10 customers or less, with 8 being single customer outages.

Action Taken:

- FLISR Scheme Completed 2025

Action Plan:

- Complete I&M Foot Patrol (Level 1) in 2026

9. LEHIGH 66954 – 13.2kV

Profile: 789 Customers, 67.3 Circuit Miles

Indices: CAIDI = 2.79, SAIFI = 1.87

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	17	56.67%	714	48.34%	2,575	62.55%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	1	3.33%	44	2.98%	14	0.34%
5	EQUIPMENT	6	20.00%	472	31.96%	965	23.45%
6	ACCIDENTS	1	3.33%	8	0.54%	20	0.48%
7	PREARRANGED	1	3.33%	54	3.66%	73	1.78%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	13.33%	185	12.53%	469	11.40%
Totals		30	100.00%	1,477	100.00%	4,116	100.00%

Problem Analysis:

- There were 30 interruptions on the Lehigh 66954 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 30 events occurred at the distribution level.
- The distribution circuit breaker for the Lehigh 66954 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Lehigh 66954 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Lehigh 66954 in 2025, accounting for 57% of total interruptions (17 of 30). Equipment Failures were the 2nd leading cause of interruptions, accounting for 20% of total interruptions (6 of 30). Unknown were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (4 of 30).
- Trees were the leading cause of customers interrupted (CI) on the Lehigh 66954 in 2025, accounting for 48% of total customers interrupted (714 of 1,477). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 32% of total customers interrupted (472 of 1,477). Unknown were the 3rd leading cause of customers interrupted, accounting for 13% of total customers interrupted (185 of 1,477).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Lehigh 66954 in 2025, accounting for 63% of total customer-hours interrupted (2,575 of 4,116). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 23% of total customer-hours interrupted (965 of 4,116). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 11% of total customer-hours interrupted (469 of 4,116).
- Of the 30 interruptions on this circuit, 10 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- Completed I&M Foot Patrol (Level 2) in 2025

Action Plan:

- Complete Cycle Tree Pruning in 2026
- Complete I&M Foot Patrol (Level 3) in 2027

10. SALISBURY 67856 – 13.2kV

Profile: 1,569 Customers, 49.4 Circuit Miles
 Indices: CAIDI = 2.48, SAIFI = 2.08

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	5	29.41%	86	2.64%	265	3.27%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	29.41%	2,962	90.78%	7,289	90.06%
6	ACCIDENTS	2	11.76%	2	0.06%	6	0.08%
7	PREARRANGED	4	23.53%	212	6.50%	532	6.57%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	5.88%	1	0.03%	1	0.02%
10	UNKNOWN	0	0.00%	0	0.00%	0	0.00%
Totals		17	100.00%	3,263	100.00%	8,093	100.00%

Problem Analysis:

- There were 17 interruptions on the Salisbury 67856 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 17 events occurred at the distribution level.
- The distribution circuit breaker for the Salisbury 67856 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Salisbury 67856 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 48% of the total amount of customers interrupted (1,564 out of 3,263) and 23% of the total amount of the customer-hours interrupted (1,822 out of 8,093).
 - This lockout occurred on July 15, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 48% of the total customers interrupted (1,564 of 3,263), and 23% of the total customer-hours interrupted (1,822 of 8,093). Overcurrent relay at the station breaker R560 picked, opening the feeder. Complex switching occurred to restore customers.
- Trees were the leading cause of interruptions on the Salisbury 67856 in 2025, accounting for 29% of total interruptions (5 of 17). Equipment Failures were the 2nd leading cause of interruptions, accounting for 29% of total interruptions (5 of 17). Prearranged were the 3rd leading cause of interruptions, accounting for 24% of total interruptions (4 of 17).

- Equipment Failures were the leading cause of customers interrupted (CI) on the Salisbury 67856 in 2025, accounting for 91% of total customers interrupted (2,962 of 3,263). Prearranged were the 2nd leading cause of customers interrupted, accounting for 6% of total customers interrupted (212 of 3,263). Trees were the 3rd leading cause of customers interrupted, accounting for 3% of total customers interrupted (86 of 3,263).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Salisbury 67856 in 2025, accounting for 90% of total customer-hours interrupted (7,289 of 8,093). Prearranged were the 2nd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (532 of 8,093). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (265 of 8,093).
- Of the 17 interruptions on this circuit, 6 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- Completed I&M Foot Patrol (Level 3) in 2025

Action Plan:

- Complete Cycle Tree Pruning in 2028

11. TURIN RD 65356 – 13.2kV

Profile: 1,323 Customers, 97.4 Circuit Miles
 Indices: CAIDI = 1.57, SAIFI = 2.13

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	23	56.10%	2,334	83.00%	2,923	66.07%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	12	29.27%	329	11.70%	1,244	28.12%
6	ACCIDENTS	2	4.88%	2	0.07%	6	0.13%
7	PREARRANGED	1	2.44%	19	0.68%	67	1.52%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	2.44%	1	0.04%	6	0.13%
10	UNKNOWN	2	4.88%	127	4.52%	179	4.04%
Totals		41	100.00%	2,812	100.00%	4,424	100.00%

Problem Analysis:

- There were 41 interruptions on the Turin Rd 65356 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on August 25, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 47% of the total customers interrupted (1,319 of 2,812), and 4% of the total customer-hours interrupted (176 of 4,424). Transmission event, the 115kV line 'Boonville - Rome #3' had conductors taken down near structure 142, because of a fallen tree. The Rome 52 & 53 feeders were being partially picked up by this feed as part of planned work, resulting in a higher number of customer outages.
- There were no substation interruptions.
- The remaining 40 events occurred at the distribution level.
- The distribution circuit breaker for the Turin Rd 65356 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Turin Rd 65356 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Turin Rd 65356 in 2025, accounting for 56% of total interruptions (23 of 41). Equipment Failures were the 2nd leading cause of interruptions, accounting for 29% of total interruptions (12 of 41). Accidents were the 3rd leading cause of interruptions, accounting for 5% of total interruptions (2 of 41).

- Trees were the leading cause of customers interrupted (CI) on the Turin Rd 65356 in 2025, accounting for 83% of total customers interrupted (2,334 of 2,812). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 12% of total customers interrupted (329 of 2,812). Unknown were the 3rd leading cause of customers interrupted, accounting for 5% of total customers interrupted (127 of 2,812).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Turin Rd 65356 in 2025, accounting for 66% of total customer-hours interrupted (2,923 of 4,424). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 28% of total customer-hours interrupted (1,244 of 4,424). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (179 of 4,424).
- Of the 41 interruptions on this circuit, 15 affected 10 customers or less, with 11 being single customer outages.

Action Taken:

- Completed I&M Foot Patrol (Level 2) in 2025

Action Plan:

- Complete I&M Foot Patrol (Level 3) in 2027

12. POLAND - UTICA 62258 – 13.2kV

Profile: 1,640 Customers, 136.0 Circuit Miles
 Indices: CAIDI = 3.44, SAIFI = 1.26

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	30	76.92%	1,214	58.93%	6,057	85.49%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	12.82%	8	0.39%	71	1.01%
6	ACCIDENTS	1	2.56%	788	38.25%	809	11.42%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	2.56%	2	0.10%	6	0.09%
10	UNKNOWN	2	5.13%	48	2.33%	142	2.00%
Totals		39	100.00%	2,060	100.00%	7,085	100.00%

Problem Analysis:

- There were 39 interruptions on the Poland - Utica 62258 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 39 events occurred at the distribution level.
- The distribution circuit breaker for the Poland - Utica 62258 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Poland - Utica 62258 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Poland - Utica 62258 in 2025, accounting for 77% of total interruptions (30 of 39). Equipment Failures were the 2nd leading cause of interruptions, accounting for 13% of total interruptions (5 of 39). Unknown were the 3rd leading cause of interruptions, accounting for 5% of total interruptions (2 of 39).
- Trees were the leading cause of customers interrupted (CI) on the Poland - Utica 62258 in 2025, accounting for 59% of total customers interrupted (1,214 of 2,060). Accidents were the 2nd leading cause of customers interrupted, accounting for 38% of total customers interrupted (788 of 2,060). Unknown were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (48 of 2,060).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Poland - Utica 62258 in 2025, accounting for 85% of total customer-hours interrupted (6,057 of 7,085). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 11% of total customer-hours interrupted (809 of 7,085). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 2% of total customer-hours interrupted (142 of 7,085).

- Of the 39 interruptions on this circuit, 18 affected 10 customers or less, with 10 being single customer outages.

Action Taken:

- Completed I&M Foot Patrol (Level 1) in 2025

Action Plan:

- Complete I&M Foot Patrol (Level 2) in 2026
- Complete I&M Foot Patrol (Level 3) in 2028

13. MIDDLEVILLE 66671 – 4.16kV

Profile: 470 Customers, 33.8 Circuit Miles
 Indices: CAIDI = 1.28, SAIFI = 4.87

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	2	13.33%	147	6.42%	473	16.22%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	1	6.67%	134	5.86%	14	0.49%
5	EQUIPMENT	5	33.33%	656	28.67%	482	16.50%
6	ACCIDENTS	3	20.00%	1,043	45.59%	1,686	57.80%
7	PREARRANGED	3	20.00%	241	10.53%	147	5.03%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	6.67%	67	2.93%	115	3.94%
Totals		15	100.00%	2,288	100.00%	2,918	100.00%

Problem Analysis:

- There were 15 interruptions on the Middleville 66671 in 2025.
- There were 4 transmission interruptions.
 - The first Transmission interruption occurred on January 01, 2025, coded as a cause of insulation failure - other (PSC cause code 05). This lockout accounted for 21% of the total customers interrupted (474 of 2,288), and 13% of the total customer-hours interrupted (374 of 2,918). Sub-T pole fire at structure P213 on the Trenton - Middleville 24 line. Complex switching occurred to partially restore customers until structure could be repaired.
 - The second Transmission interruption occurred on August 07, 2025, coded as a cause of vehicle (PSC cause code 06). This lockout accounted for 20% of the total customers interrupted (466 of 2,288), and 14% of the total customer-hours interrupted (419 of 2,918). A dump truck caught the Sub-T line in between structure P180 and P181 on State Hwy 28. Opening switch 'SW600094' at P3 Fishing Rock Rd and closing switch 'SW600383' at P50 State Hwy 28, enabled a partial restoration until the line could be repaired.
 - The third Transmission interruption occurred on September 28, 2025, coded as a cause of vandalism (PSC cause code 06). This lockout accounted for 20% of the total customers interrupted (468 of 2,288), and 33% of the total customer-hours interrupted (952 of 2,918). The Sub-T Trenton 24 Line tripped out due to vandalism found at Hanson Quarry. A clearance was created between switch 'SW218' and 'SWX24-3', closing in switch 'SW600383' restored customers.
 -

- The fourth Transmission interruption occurred on September 29, 2025, coded as a cause of other company activities (PSC cause code 04). This lockout accounted for 6% of the total customers interrupted (134 of 2,288), and 0% of the total customer-hours interrupted (14 of 2,918). Restoration of the Sub-T Trenton 24, that tripped open on Sept. 28th, this outage restored circuit back to normal operating configuration.
- There were no substation interruptions.
- The remaining 11 events occurred at the distribution level.
- The distribution circuit breaker for the Middleville 66671 experienced 5 momentary operations in 2025.
- The distribution circuit breaker for the Middleville 66671 experienced 0 sustained operations (lockouts) in 2025.
- Equipment Failures were the leading cause of interruptions on the Middleville 66671 in 2025, accounting for 33% of total interruptions (5 of 15). Accidents were the 2nd leading cause of interruptions, accounting for 20% of total interruptions (3 of 15). Prearranged were the 3rd leading cause of interruptions, accounting for 20% of total interruptions (3 of 15).
- Accidents were the leading cause of customers interrupted (CI) on the Middleville 66671 in 2025, accounting for 46% of total customers interrupted (1,043 of 2,288). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 29% of total customers interrupted (656 of 2,288). Prearranged were the 3rd leading cause of customers interrupted, accounting for 11% of total customers interrupted (241 of 2,288).
- Accidents were the leading cause of customer-hours interrupted (CHI) on the Middleville 66671 in 2025, accounting for 58% of total customer-hours interrupted (1,686 of 2,918). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 17% of total customer-hours interrupted (482 of 2,918). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 16% of total customer-hours interrupted (473 of 2,918).
- Of the 15 interruptions on this circuit, 2 affected 10 customers or less, with 1 being single customer outages.

Action Taken:

- Completed Cycle Tree Pruning in 2025

Action Plan:

- Complete I&M Foot Patrol (Level 3) in 2026

3. ACTION PLAN SUMMARIES

a. SUMMARY OF ACTION PLANS FOR 2025 WORST PERFORMING CIRCUITS

Station	Feeder	Report Year	Action Plan	Estimated Completion Date	Comments
SALISBURY	67857	2026	Complete Cycle Tree Pruning in 2028	2028	
			Complete I&M Foot Patrol (Level 2) in 2026	2026	
			Complete I&M Foot Patrol (Level 3) in 2028	2028	
RAQUETTE LAKE	39861	2026	Complete I&M Foot Patrol (Level 2) in 2026	2026	
			Complete I&M Foot Patrol (Level 3) in 2028	2028	
LEHIGH	66953	2026	Complete I&M Foot Patrol (Level 3) in 2027	2027	
SHERMAN	33351	2026	Complete I&M Foot Patrol (Level 3) in 2026	2026	
OLD FORGE	38362	2026	Complete I&M Foot Patrol (Level 1) in 2026	2026	
SHERMAN	33352	2026	Complete Cycle Tree Pruning in 2026	2026	
			Complete I&M Foot Patrol (Level 2) in 2026	2026	
			Complete I&M Foot Patrol (Level 3) in 2028	2028	
EAGLE BAY	38272	2026	Complete I&M Foot Patrol (Level 1) in 2027	2027	
POLAND - UTICA	62257	2026	Complete I&M Foot Patrol (Level 1) in 2026	2026	
LEHIGH	66954	2026	Complete Cycle Tree Pruning in 2026	2026	
			Complete I&M Foot Patrol (Level 3) in 2027	2027	
SALISBURY	67856	2026	Complete Cycle Tree Pruning in 2028	2028	
TURIN RD	65356	2026	Complete I&M Foot Patrol (Level 3) in 2027	2027	
POLAND - UTICA	62258	2026	Complete I&M Foot Patrol (Level 2) in 2026	2026	
			Complete I&M Foot Patrol (Level 3) in 2028	2028	

b. STATUS OF ACTION PLANS FOR 2024 WORST PERFORMING CIRCUITS

Station	Feeder	Report Year	Action Plan	Estimated Completion Date	Comments
POLAND	62258	2024	Complete Level 2 I&M in 2026	2026	
			Complete cycle tree pruning in 2029.	2029	
			Complete I&M foot patrol scheduled in 2025.	2025	
			Forestry performed mid cycle hazard tree review out to first protective device.	2025	
SHERMAN	33352	2024	Complete cycle tree pruning in 2026.	2026	
			Complete I&M foot patrol scheduled in 2025.	2025	
			Complete Level 2 I&M in 2026	2026	
ALDER CREEK	70161	2024	Complete I&M foot patrol scheduled in 2029.	2029	
			Complete cycle tree pruning in 2025.	2025	
			Completed Level 2 I&M in 2026.	2026	
RAQUETTE LAKE	39861	2024	Complete I&M foot patrol scheduled in 2026.	2026	
			Complete I&M foot patrol scheduled in 2025.	2025	
			Complete Level 2 I&M in 2026.	2026	
EAGLE BAY	38272	2024	Complete Level 3 I&M in 2025.	2025	
			Complete cycle tree pruning in 2025.	2025	
			Complete I&M foot patrol scheduled in 2026.	2026	
POLAND	62257	2024	Complete I&M foot patrol scheduled in 2025.	2025	
			Completed Level 2 I&M in 2026	2026	
ROME	76254	2024	Complete cycle tree pruning in 2027.	2027	
			Complete I&M foot patrol scheduled in 2025.	2025	
			Completed Level 2 I&M in 2026.	2026	
WEST HERKIMER	67651	2024	Complete cycle tree pruning in 2029.	2029	
			Complete I&M foot patrol scheduled in 2026.	2026	
			Completed Level 2 I&M in 2027.	2027	
ONEIDA	50151	2024	Complete cycle tree pruning in 2028.	2028	
			Complete I&M foot patrol scheduled in 2028.	2025	
SCHUYLER	63354	2024	Complete Level 3 I&M in 2026.	2026	
			Complete cycle tree pruning in 2027.	2027	

			Complete I&M foot patrol scheduled in 2028.	2028	
ALDER CREEK	70152	2024	Complete cycle tree pruning in 2025.	2025	
			Completed Level 2 I&M in 2025.	2025	
			Complete I&M foot patrol scheduled in 2029.	2029	
CHADWICKS	68851	2024	Complete I&M foot patrol scheduled in 2025.	2025	
			Complete cycle tree pruning in 2025.	2025	

H. NORTHEAST REGION

1. OPERATING REGIONAL PERFORMANCE

a. HISTORIC CAIDI AND SAIFI INDICES

	2025	2024	2023	2022	2021	2020
CAIDI (Threshold 2.578)	2.23	2.61	2.57	2.43	2.40	2.29
SAIFI (Threshold 1.372)	1.57	1.21	1.36	1.31	1.34	1.39
SAIDI	3.49	3.16	3.49	3.17	3.21	3.19
Interruptions	2,880	2,739	2,622	2,607	2,842	2,872
Customers Interrupted	365,703	281,934	314,511	301,690	307,303	317,036
Customer-Hours Interrupted	815,287	737,063	806,843	733,541	737,313	727,392
Customers Served	233,454	232,973	231,363	231,070	229,747	228,239
Customers Per Interruption	126.98	102.93	119.95	115.72	108.13	110.39
Availability Index	99.9601	99.9640	99.9602	99.9638	99.9634	99.9637
Interruptions/1000 Customers	12.34	11.76	11.33	11.28	12.37	12.58

b. DISCUSSION OF REGIONAL PERFORMANCE

In 2025, the Northeast Region met its CAIDI reliability target and did not meet its SAIFI reliability target as set forth by the New York Public Service Commission (PSC). The final System Average Interruption Frequency Index (SAIFI) result was 1.57 interruptions, 14% above the PSC goal of 1.372 interruptions. As shown in the table above, the Customer Average Interruption Duration index (CAIDI) was 2.23 in 2025, 13% below the PSC's regional target of 2.578 hours.

The 2025 CAIDI result was 15% below the 2024 result of 2.61 hours, and 9% below the previous 5-year average of 2.46 hours. The 2025 SAIFI was 30% above the 2024 result of 1.21 interruptions, and 19% above the previous 5-year average of 1.32 interruptions.

In 2025, excluding major storms, the Northeast Region experienced 18 transmission interruptions. These interruptions accounted for 1% of the region's total interruptions (18 of 2,880), 20% of the region's total customers interrupted (CI), (73,650 of 365,703), and 12% (97,203 of 815,285) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of 1.32 hours, and a SAIFI of 0.32 interruptions.

The number of transmission-related interruptions increased from 9 in 2024 to 18 in 2025 (an increase of 100%). The number of customers interrupted increased from 20,573 in 2024, to 73,650 in 2025 (an increase of 258%), while the customer-hours interrupted increased from 56,902 in 2024, to 97,203 in 2025 (an increase of 71%).

In 2025, excluding major storms, the Northeast Region experienced 6 substation interruptions. These interruptions accounted for 0.2% of the region's total interruptions (6 of 2,880), 6% of the region's total customers interrupted, (23,026 of 365,703), and 9% (70,536 of 815,285) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 3.06 hours, and a SAIFI of 0.1 interruptions.

The number of substation-related interruptions remained the same from 6 to 6 from 2024 to 2025 (no change). The number of customers interrupted increased from 17,087 in 2024, to 23,026 in 2025 (an increase of 35%), while the customer-hours interrupted increased from 27,199 in 2024, to 70,536 in 2025 (an increase of 159%).

In 2025, excluding major storms, the Northeast Region experienced 2,856 distribution interruptions. These interruptions accounted for 99% of the region's total interruptions (2,856 of 2,880), 74% of the region's total customers interrupted, (269,027 of 365,703), and 79% (647,546 of 815,285) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 2.41 hours, and a SAIFI of 1.15 interruptions.

The number of distribution-related interruptions increased from 2,724 to 2,856 from 2024 to 2025 (an increase of 5%). The number of customers interrupted increased from 244,274 in 2024, to 269,027 in 2025 (an increase of 10%), while the customer-hours interrupted decreased from 652,960 in 2024, to 647,546 in 2025 (a decrease of 1%).

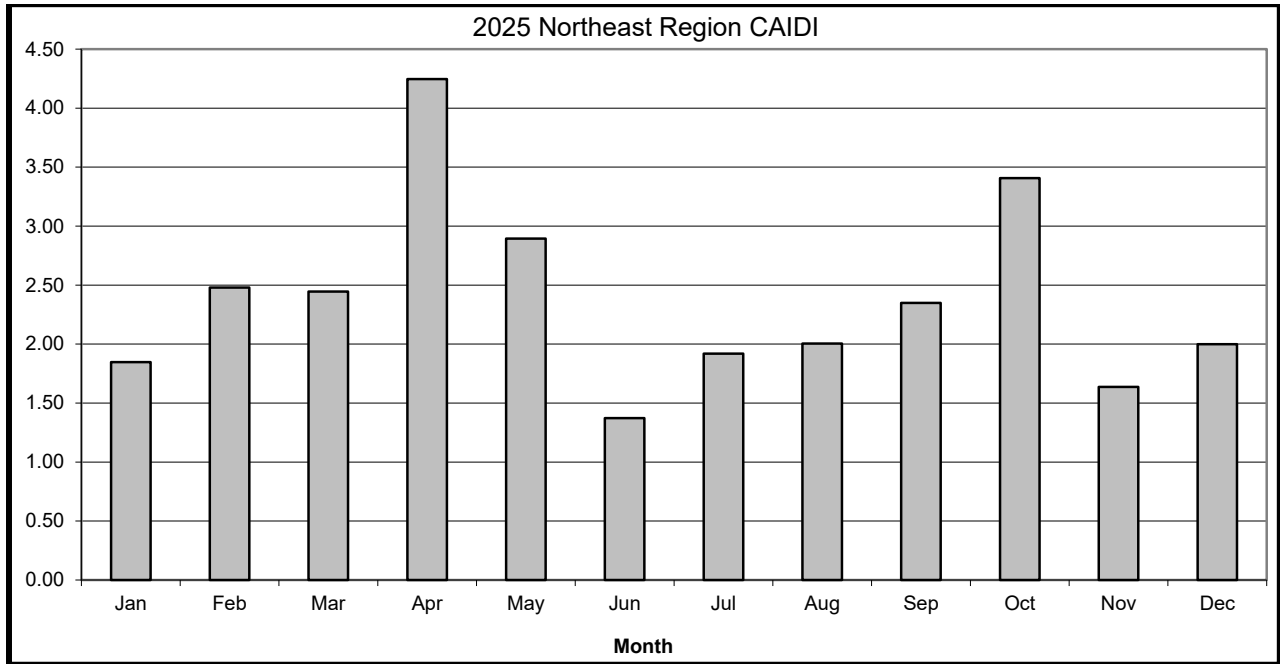
c. MONTHLY CAIDI AND SAIFI GRAPHS

The graphs on the following page show the monthly CAIDI and SAIFI for the Northeast Region for 2025 (Excluding Major Storms).

The CAIDI graph shows the individual CAIDI, by month, for the Northeast Region for 2025. The year-end CAIDI was below the CAIDI threshold of 2.578 hours, and the Northeast Region ended 2025 with a CAIDI of 2.23. The three best performing months were June (1.37), November (1.64), and January (1.85). CAIDI was above the threshold for three months in 2025; April (4.25), October (3.41), and May (2.89). The CAIDI for the Northeast was at 86% of the threshold for 2025.

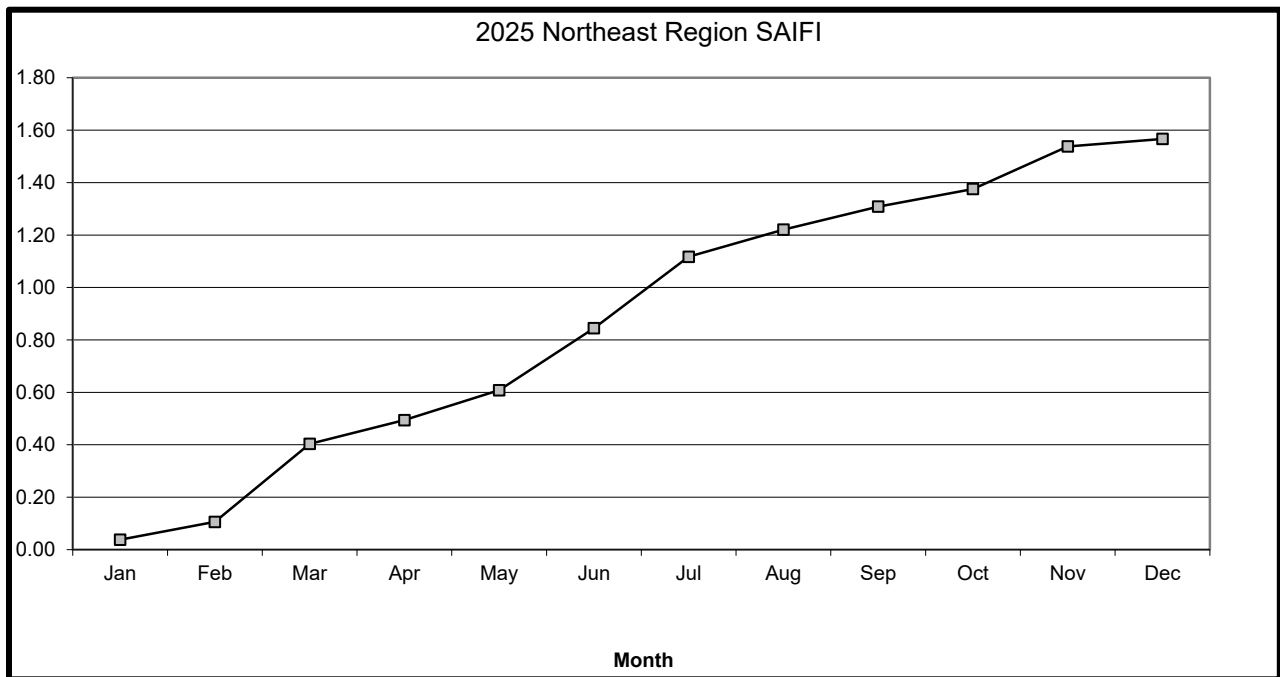
The SAIFI graph shows the cumulative SAIFI, by month, for the Northeast Region for 2025. The year-end SAIFI was above the SAIFI threshold of 1.372 for the year. The Northeast Region ended 2025 with a SAIFI of 1.57, approximately 14% above the threshold. The three greatest increases in 2025 occurred during the months of March (0.29), June (0.23), and July (0.28). These months accounted for 51% of the total SAIFI accrued. The lowest three months for SAIFI were February (0.07), October (0.07), and December (0.03). These months contributed to only 11% of the total SAIFI.

GRAPH OF MONTHLY CAIDI AND SAIFI FOR THE NORTHEAST REGION



PSC CAIDI Goal:	
Threshold	2.578
2025 Actual	2.23

PSC SAIFI Goal:	
Threshold	1.372
2025 Actual	1.57



d. PSC CAUSE CODES

1) Number of Events by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	953	2,737	963	1,879	515	1,810
02 Tree Contacts	1,300	1,160	1,049	960	1,246	1,028
03 Overloads	10	15	2	13	7	22
04 Oper. Error	11	5	3	10	5	6
05 Equipment	502	467	505	531	501	547
06 Accidents	497	432	359	428	372	437
07 Prearranged	81	79	57	81	76	60
08 Cust. Equip.	-	-	-	-	-	-
09 Lightning	32	77	63	42	73	44
10 Unknown	447	504	584	542	562	728
Total	3,833	5,476	3,585	4,486	3,357	4,682

2) Customers Interrupted by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	108,920	333,274	107,268	295,331	64,474	267,534
02 Tree Contacts	191,569	147,701	135,972	123,905	154,159	111,947
03 Overloads	149	1,248	6	3,327	1,363	3,463
04 Oper. Error	36,508	248	22,441	7,131	1,305	259
05 Equipment	68,494	49,445	62,375	79,771	68,122	98,147
06 Accidents	46,258	42,236	44,190	36,065	42,557	46,889
07 Prearranged	5,998	14,874	16,578	8,143	9,870	13,683
08 Cust. Equip.	-	-	-	-	-	-
09 Lightning	2,983	4,024	2,732	928	1,651	3,752
10 Unknown	13,744	22,158	30,217	42,420	28,276	38,886
Total	474,623	615,208	421,779	597,021	371,777	584,570

3) Customer-Hours Interrupted by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	556,097	3,643,504	776,831	2,460,171	328,427	3,238,855
02 Tree Contacts	473,259	468,997	418,852	346,208	434,652	334,255
03 Overloads	229	662	9	10,252	668	10,271
04 Oper. Error	8,316	233	7,746	10,110	2,150	210
05 Equipment	178,567	106,740	167,991	229,374	160,875	198,551
06 Accidents	102,370	102,878	90,451	79,527	77,779	94,607
07 Prearranged	8,192	9,199	68,050	9,371	9,748	11,108
08 Cust. Equip.	-	-	-	-	-	-
09 Lightning	7,151	10,813	5,313	2,922	3,873	8,901
10 Unknown	37,202	37,540	48,431	45,779	47,568	69,487
Total	1,371,382	4,380,565	1,583,673	3,193,713	1,065,740	3,966,246

4) Interruptions, Customers Interrupted and Customer-Hours Interrupted – 2025

Cause Code	Interruptions		Customers Interrupted		Customer Hours Interrupted	
	Number	% Total	Number	% Total	Number	% Total
01 Major Storms	953	24.9%	108,920	22.9%	556,097	40.6%
02 Tree Contacts	1,300	33.9%	191,569	40.4%	473,259	34.5%
03 Overloads	10	0.3%	149	0.0%	229	0.0%
04 Oper. Error	11	0.3%	36,508	7.7%	8,316	0.6%
05 Equipment	502	13.1%	68,494	14.4%	178,567	13.0%
06 Accidents	497	13.0%	46,258	9.7%	102,370	7.5%
07 Prearranged	81	2.1%	5,998	1.3%	8,192	0.6%
08 Cust. Equip.	0	0.0%	0	0.0%	0	0.0%
09 Lightning	32	0.8%	2,983	0.6%	7,151	0.5%
10 Unknown	447	11.7%	13,744	2.9%	37,202	2.7%
Total	3,833	100.0%	474,623	100.0%	1,371,382	100.0%

e. **INTERRUPTION REVIEW BY PSC CAUSE CODES**

Cause Code 01 - Major Storms

In 2025, Major Storms accounted for 25% of interruptions, 23% of customers interrupted, and 41% of Customer-Hours Interrupted.

Interruptions due to Major Storm were down 65% from 2024, and down 40% over the 5-year average. Customers interrupted due to Major Storms were down 67% from 2024, and down 49% over the 5-year average. Customer-Hours interrupted were down 85% from 2024 and down 73% over the 5-year average.

The remaining PSC code descriptions do not include Major Storms in the percentages.

Cause Code 02 - Tree Contacts

In 2025, Tree Contacts accounted for 45% of interruptions, 52% of customers interrupted, and 58% of Customer-Hours Interrupted.

Interruptions due to Tree Contacts were up 12% from 2024, and up 19% over the 5-year average. Customers interrupted due to Tree Contacts were up 30% from 2024, and up 42% over the 5-year average. Customer-Hours interrupted were up 1% from 2024 and up 18% over the 5-year average.

Tree Contacts were the largest cause of interruptions in 2025.

Cause Code 03 - Overloads

In 2025, Overloads accounted for less than 1% of interruptions, less than 1% of customers interrupted, and less than 1% of Customer-Hours Interrupted.

Interruptions due to Overloads were down 33% from 2024, and down 17% over the 5-year average. Customers interrupted due to Overloads were down 88% from 2024, and down 92% over the 5-year average. Customer-Hours interrupted were down 65% from 2024 and down 95% over the 5-year average.

Overloads were the 8th largest cause of interruptions in 2025.

Cause Code 04 - Operator Error

In 2025, Operator Error accounted for 0% of interruptions, 10% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Operator Error were up 120% from 2024, and up 83% over the 5-year average. Customers interrupted due to Operator Error were up 14621% from 2024, and up 482% over the 5-year average. Customer-Hours interrupted were up 3472% from 2024 and up 103% over the 5-year average.

Operator Error was the 7th largest cause of interruptions in 2025.

Cause Code 05 - Equipment Failure

In 2025, Equipment Failures accounted for 17% of interruptions, 19% of customers interrupted, and 22% of Customer-Hours Interrupted.

Interruptions due to Equipment Failure were up 7% from 2024, and down 2% over the 5-year average. Customers interrupted due to Equipment Failure were up 39% from 2024, and down 4% over the 5-year average. Customer-Hours interrupted were up 67% from 2024 and up 3% over the 5-year average.

Equipment Failures were the 2nd largest cause of interruptions in 2025.

Cause Code 06 - Accidents

In 2025, Accidents accounted for 17% of interruptions, 13% of customers interrupted, and 13% of Customer-Hours Interrupted.

Interruptions due to Accidents were up 15% from 2024, and up 22% over the 5-year average. Customers interrupted due to Accidents were up 10% from 2024, and up 9% over the 5-year average. Customer-Hours interrupted were down 0% from 2024 and up 15% over the 5-year average.

Accidents were the 3rd largest cause of interruptions in 2025.

Cause Code 07 - Prearranged

In 2025, Prearranged accounted for 3% of interruptions, 2% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Prearranged were up 3% from 2024, and up 14% over the 5-year average. Customers interrupted due to Prearranged were down 60% from 2024, and down 53% over the 5-year average. Customer-Hours interrupted were down 11% from 2024 and down 62% over the 5-year average.

Prearranged was the 5th largest cause of interruptions in 2025.

Cause Code 08 - Customer Equipment

There were no Customer Equipment interruptions in 2025.

Cause Code 09 - Lightning

In 2025, Lightning accounted for 1% of interruptions, 1% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Lightning were down 58% from 2024, and down 47% over the 5-year average. Customers interrupted due to Lightning were down 26% from 2024, and up 14% over the 5-year average. Customer-Hours interrupted were down 34% from 2024 and up 12% over the 5-year average.

Lightning was the 6th largest cause of interruptions in 2025.

Cause Code 10 - Unknown

In 2025, Unknown causes accounted for 16% of interruptions, 4% of customers interrupted, and 5% of Customer-Hours Interrupted.

Interruptions due to Unknown causes were down 11% from 2024, and down 23% over the 5-year average. Customers interrupted due to Unknown causes were down 38% from 2024, and down 58% over the 5-year average. Customer-Hours interrupted were down 1% from 2024 and down 25% over the 5-year average.

Unknown causes were the 4th largest cause of interruptions in 2025.

f. DISCUSSION OF REGIONAL CAPEX PROJECTS WITH 2025/26 SPENDS

The Company continues to work on capital projects in the Northeast Region to maintain customer satisfaction and future reliability. Engineering worked with Operations to address localized concerns raised through PSC complaints and other customer inquiries in the Northeast Region. These solutions were varied and included fusing, adding tree wire, small rebuilds, adding animal guards and tree trimming.

Some of the specific projects that were either constructed in CY2025 or are scheduled to be designed and/or constructed in CY2026 are listed below.

Construct New Mohican Distribution Substation

A multi-year project to rebuild the existing Mohican substation, which is currently a transmission only substation in the Town of Moreau in the northeast corner of Saratoga County, began in 2021. Once completed in 2027 the substation will also serve distribution load in South Glens Falls, Glens Falls and Fort Edward. The Mohican substation will have a 40 MVA, 115/13.2 kV transformer with four new distribution feeders. The new distribution work associated with the Mohican substation, which includes adding a new distribution feeder in the Ogden Brook substation, will allow for the retirement of the Farnan Road, Henry Street, Hudson Falls and McCrea Street substations.

The addition of a new feeder in the Ogden Brook substation was completed in 2022, after which work began on the rebuild and conversion of the 4.16 kV Henry Street feeders and their transfer to Ogden Brook. To date three of the six Henry Street feeders have been retired and transferred to Ogden Brook. In addition, work has already begun on the construction of the new Mohican distribution feeders in an attempt to have the majority of the distribution construction completed prior to the energization of the substation so that the substations being retired can be retired soon after the Mohican substation is complete.

St. Johnsville Feeder Tie Construction

The St. Johnsville substation has two 13.2 kV distribution feeders and currently has only one very limited feeder tie to the nearby Clinton substation which does not allow for the transfer of much load between the two substations. Design work began in 2022 to construct new feeder ties for each of the two St. Johnsville distribution feeders which will allow the feeders to be backed up in their entirety from the adjacent Inghams and Salisbury substations. Each of these new feeder ties was at least 5 miles in length and both were placed in service in late 2025.

Cobleskill 4.8 to 13.2 kV Conversion

A multi-year project to convert the distribution in Cobleskill from 4.8 kV to 13.2 kV was begun in 2019 when one of the two 4.8 kV distribution transformers in the Cobleskill substation failed. A new 13.2 kV distribution transformer was installed to replace the failed 4.8 kV bank; however, a high side circuit switcher must be procured to allow the bank to become energized. The distribution in Cobleskill will be systematically converted to 13.2 kV to allow for the load to be tied off during conversion. The conversion of the Cobleskill feeder 21413 is in design and will be followed by the conversion of the 21412, and finally the 21411. The order of these feeders being converted allows for the reuse of some existing feeder breakers, minimizing the requirement for new 15 kV breakers. This project will also create 13.2 kV feeder ties between the Grand Street 43351 and Cobleskill feeders which could be automated in the future.

Hague Road – Construct Fourth Feeder

A capital improvement project is planned to utilize the existing R540 breaker position at Hague Road substation to install a fourth 13.2 kV feeder out of the station, the 41854. The new feeder will be double circuit with the Hague Road 41853 for 1,600 feet along State Highway 9N and then proceed down Alexandria Avenue, supplying much of downtown Ticonderoga. The Hague Road 41854 will absorb parts of the 41852 and 41853 circuits – approximately 12% of the Hague Road 41852 (25% of load & 42% of customers) and 26% of the Hague Road 41853 (36% of load & 41% of customers). This will increase reliability by transferring a large number of customers off the Hague Road 41853 and Hague Road 41852, the first and eleventh worst performing feeders in 2025.

Port Henry 4.8 kV to 13.2 kV Conversion

A multi-year set of distribution projects are proposed which will convert the remaining 4.16 kV distribution in the Village of Port Henry to 13.2 kV. The first project will convert most of the Village of Port Henry fed from the Port Henry 38551, removing the ratio transformer on Tunnel Avenue and rebuilding the 3-phase mainline to 336.4 MCM AL conductor, installing another ratio just south of Elizabeth Street along Main Street. A second project will convert a section of Plank Road/Broad Street on the Port Henry 38552 from the intersection with Forge Hollow Road bringing 13.2 kV to more of the village and restoring use of the primary 3-phase tie between the two circuits, located near the intersection of Broad Street and Spring Street.

Schroon Lake Miller Road Mainline Relocation

A capital improvement project is planned to relocate approximately 6,000 feet of the existing 3-phase, 13.2 kV mainline of the Schroon Lake 42951 from Miller Road onto US Highway 9 in Schroon Lake. The existing mainline along Miller Road is located between the road and the Schroon River, and there have been issues with the road flooding and damaging the pole line, most recently in 2023. By relocating the mainline, flooding on Miller Road no longer causes a major outage

of the feeder, and restoration times for any mainline outages in this section will be reduced, as there will no longer be a need to wait for the flooding to subside before making repairs.

Northeast Region Capital Projects in Excess of \$1M Completed in 2025:

Region	Project Name	Project Type	Fin Sys Proj No.	Finish Date	Total Spend
Northeast	CLCPA St Johnsville 51-Salisbury 53 - C091830	D Line	C091830	12-07-25 A	\$5,071,000
Northeast	T5730-1 S-Q#5-Ogden Brook 5 - 30453072 - 1 Strc Arm Replace	T Line	C026923	10-17-25 A	\$22,984,000
Northeast	T5730- Spier-Queensbury - 30885960 - 4 Strc Replace	T Line	C026923	10-24-25 A	\$22,984,000
Northeast	T5440-1-M-B#18-GF Cement - 30885976 - 2 Strc Replace	T Line	C026923	03-28-25 A	\$22,984,000
Northeast	T5730-1-S-Q #5-Ogdenbrook - 30885979 - 4 Strc Replace	T Line	C026923	10-17-25 A	\$22,984,000
Northeast	T5740-2 S-Q #17 Ogden Brook Tap - 30885981 - 1 Strc Replace	T Line	C026923	10-17-25 A	\$22,984,000
Northeast	FY24 OT IDS - MAPLE AVE STATION #502 - C096036	T Station	C096036	04-28-25 A	\$1,822,000
Northeast	FY24 OT IDS - QUEENSBURY STATION #295 - C096036	T Station	C096036	04-30-25 A	\$1,822,000
Northeast	FY24 OT IDS - BATTENKILL STATION #342 - C096036	T Station	C096036	09-05-25 A	\$1,822,000
Northeast	Spier Falls - DF 115KV Protection (Transfer from Blanket)	T Station	C097363	03-03-25 A	\$3,378,000
Northeast	Gloversville 53-Stoner 53 Tie CLCPA Enablement	D Line	C092238	03-11-25 A	\$1,364,978
Northeast	Vail Mills 51 - Cnty Hwy 107 Part 3 CLCPA - Enablement	D Line	C090913	08-21-25 A	\$1,000,000
Northeast	Stoner 53 - 477 to County Hwy 107 CLCPA Enablement	D Line	C091771	03-06-25 A	\$1,400,000
Northeast	FLISR SubT Battenkill-Hoosick	Sub-T Line	C089150	09-29-25 A	\$2,014,000

g. DISCUSSION OF REGIONAL PERFORMANCE OF LVAC NETWORK DISTRIBUTION SYSTEM(S)

Glens Falls LVAC Network

The Glens Falls Secondary Network serves the area of Glen Street between Mohican and Glen Streets. This network is supplied by 4 – 4.160 kV feeders from the Glens Falls and Henry Street Substations. This system serves approximately 290 customer accounts and experienced an estimated / simulated peak load of approximately 1.9 MVA in Winter 2025.

The table below lists each distribution circuit serving the Glens Falls Secondary Network with the number of events that caused an operation of the Substation Breaker.

Substation	Feeder	# Breaker Operations from Faults / Failures
Glens Falls	07505	0
Glens Falls	07507	0
Henry Street	31638	0
Henry Street	31639	0

As shown above, the Glens Falls Secondary Network experienced no unplanned distribution circuit outages in 2025.

Annual maintenance consisted of manhole and vault inspections, network protector and transformer inspections, and network protector operation checks.

2. OPERATING CIRCUIT LISTS

This section includes the following three tables and worst performing feeder analysis for the Northeast Region.

- a. Worst Performing Circuit List
- b. Worst Performing Circuits with 3 Year History for CAIDI & SAIFI Indices
- c. Worst Performing Circuits by # of Momentary Interruptions

a. NATIONAL GRID WORST PERFORMING CIRCUIT LIST

NORTHEAST REGION

FEEDER #	A CUST. SERVED	B TOTAL INTER.	C # CUST. INTER.	D CUST. HRS. INTER.	C/A SAIFI	D/A SAIDI	D/C CAIDI	NUMBER OF MOMENTARIES
HAGUE ROAD 41853	2,244	54	14,847	51,238	6.62	22.83	3.45	2
GILMANTOWN 15451	2,087	38	8,177	58,989	3.92	28.26	7.21	1
FORT GAGE 31954	2,008	38	11,041	16,923	5.5	8.43	1.53	0
CHESTERTOWN 04251	1,460	46	4,720	13,981	3.23	9.58	2.96	2
BOLTON 28451	1,553	26	9,312	24,934	6	16.06	2.68	1
BROOK ROAD 36955	2,042	37	8,607	13,991	4.21	6.85	1.63	0
NORTH CREEK 12252	1,251	27	4,672	13,080	3.73	10.46	2.8	1
BURGOYNE 33751	1,867	38	5,127	15,452	2.75	8.28	3.01	0
UNION STREET 37652	954	27	3,782	10,605	3.96	11.12	2.8	0
POTTERSVILLE 42451	1,147	22	5,444	12,900	4.75	11.25	2.37	1
HAGUE ROAD 41852	1,911	28	4,229	26,000	2.21	13.61	6.15	0
SCHROON LAKE 42951	2,444	55	7,320	11,558	3	4.73	1.58	3
BUTLER 36253	1,798	29	6,788	9,590	3.78	5.33	1.41	1
WARRENSBURG 32151	1,118	30	2,711	9,699	2.42	8.68	3.58	0
NORTH CREEK 12251	1,995	71	4,569	10,818	2.29	5.42	2.37	0
VAIL MILLS 39252	2,833	46	6,241	15,305	2.2	5.4	2.45	0
BUTLER 36251	2,122	43	8,762	7,990	4.13	3.77	0.91	2
ASHLEY 33151	1,204	44	2,532	7,914	2.1	6.57	3.13	2
UNION STREET 37654	583	21	2,257	5,950	3.87	10.21	2.64	0
ST. JOHNSVILLE 33551	969	40	1,806	8,827	1.86	9.11	4.89	0

Regional Goals:
CAIDI 2.578
SAIFI 1.372

b. b. NATIONAL GRID WORST PERFORMING CIRCUITS WITH 3 YEAR HISTORY FOR CAIDI AND SAIFI INDICES

NORTHEAST REGION

FEEDER #	2025 CAIDI	2024 CAIDI	2023 CAIDI	2022 CAIDI	2025 SAIFI	2024 SAIFI	2023 SAIFI	2022 SAIFI
HAGUE ROAD 41853	3.45	2.36	2.23	1.73	6.62	4.06	8.42	4.92
GILMANTOWN 15451	7.21	1.64	2.40	4.02	3.92	0.51	3.23	2.19
FORT GAGE 31954	1.53	2.33	1.38	1.81	5.5	2.01	1.87	2.36
CHESTERTOWN 04251	2.96	2.98	4.05	1.68	3.23	0.73	3.53	2.55
BOLTON 28451	2.68	4.85	5.08	1.17	6	3.76	2.13	1.15
BROOK ROAD 36955	1.63	4.55	2.37	2.15	4.21	0.43	0.28	1.16
NORTH CREEK 12252	2.8	2.34	1.64	6.64	3.73	1.47	1.22	0.70
BURGOYNE 33751	3.01	3.31	2.08	1.81	2.75	4.76	2.52	2.81
UNION STREET 37652	2.8	2.43	4.67	1.08	3.96	3.97	1.33	2.03
POTTERSVILLE 42451	2.37	5.54	3.03	2.20	4.75	1.45	5.39	3.98
HAGUE ROAD 41852	6.15	1.46	3.05	1.29	2.21	2.79	3.72	1.59
SCHROON LAKE 42951	1.58	1.35	3.27	2.73	3	2.92	3.89	3.86
BUTLER 36253	1.41	3.70	1.84	2.18	3.78	0.49	1.19	0.75
WARRENSBURG 32151	3.58	2.67	4.25	6.32	2.42	0.56	0.28	0.21
NORTH CREEK 12251	2.37	2.14	3.42	3.82	2.29	2.45	1.73	0.73
VAIL MILLS 39252	2.45	4.72	2.44	1.00	2.2	1.63	0.36	1.18
BUTLER 36251	0.91	3.70	1.98	1.68	4.13	0.28	3.64	0.11
ASHLEY 33151	3.13	4.05	4.74	3.25	2.1	1.33	0.79	2.39
UNION STREET 37654	2.64	7.04	3.57	3.72	3.87	5.94	4.87	0.76
ST. JOHNSVILLE 33551	4.89	1.34	2.37	4.45	1.86	2.10	4.64	0.70

Regional Goals:
CAIDI 2.578
SAIFI 1.372

c. c. NATIONAL GRID WORST PERFORMING CIRCUITS BY # OF MOMENTARY INTERRUPTIONS

NORTHEAST REGION

Feeders			Customer Momentaries				Ranks		
Volts (kV)	Station Name	Ckt/F No.	Substation	Transmission	Distribution	Total	Within Region	Within System	Reliability Ranking
No circuits experienced 10 or more momentary interruptions in 2025.									

a. WORST PERFORMING CIRCUIT ANALYSIS

For 2025, the Company is reporting on the 20 Worst Performing Feeders in the Northeast Region. This year, the Northeast Region's list of Worst Performing Feeders consists of twenty 13.2 kV feeders.

For the Northeast Region, the CAIDI threshold is 2.578 hours and the SAIFI threshold is 1.372 interruptions.

1. HAGUE ROAD 41853 – 13.2 kV

Profile: 2,244 Customers, 71.6 Circuit Miles

Indices: CAIDI = 3.45, SAIFI = 6.62

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	34	62.96%	9,728	65.52%	33,891	66.14%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	9.26%	2,243	15.11%	13,856	27.04%
6	ACCIDENTS	8	14.81%	1,380	9.29%	1,575	3.07%
7	PREARRANGED	3	5.56%	439	2.96%	506	0.99%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	7.41%	1,057	7.12%	1,410	2.75%
Totals		54	100.00%	14,847	100.00%	51,238	100.00%

Problem Analysis:

- There were 54 interruptions on the Hague Road 41853 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption which occurred on March 31st, 2025, due to a failed potential transformer within the Hague Road 13.2 kV metalclad switchgear, causing a lockout of the R515 substation breaker. This lockout accounted for 15% of the total customers interrupted (2,231 of 14,847), and 27% of the total customer-hours interrupted (13,809 of 51,238). Power was restored to all customers on the Hague Road 41853 six hours and 11 minutes after the initial outage, utilizing feeder ties and distributed generation.
- The remaining 53 events occurred at the distribution level, with the largest distribution event affecting 1,266 customers (9%) and accounting for 10,127 customer-hours of interruption (20%).
- The distribution circuit breaker for the Hague Road 41853 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Hague Road 41853 experienced 0 sustained operations (lockouts) in 2025.
- There were ten 3-phase distribution recloser lockouts on the Hague Road 41853 in 2025. Of these operations, eight were caused by fallen or broken trees, one was caused by planned company work, and one had an unknown cause. These interruptions accounted for 62% of the total customers interrupted (9,244 of 14,847) and 67% of the total customer-hours of interruption (29,154 of 51,238).
 - The first 3-phase recloser lockout occurred on January 2nd, 2025, when recloser R8670 on pole 33 State Highway 9N locked out due to an unknown event. This event accounted for 7% of the total customers interrupted (1,018 of 14,847), and 3% of the

- total customer-hours of interruption (1,357 of 51,238).
- The second 3-phase recloser lockout occurred on January 20th, 2025, when recloser R7534 on pole 170 State Highway 9N locked out due to a fallen tree limb on the primary near pole 59 State Highway 9N. This event accounted for 8% of the total customers interrupted (1,247 of 14,847), and 5% of the total customer-hours of interruption (2,534 of 51,238).
 - The third 3-phase recloser lockout occurred on March 30th, 2025, when recloser R8670 on pole 33 State Highway 9N locked out due to multiple fallen trees. This event accounted for 7% of the total customers interrupted (1,022 of 14,847), and 15% of the total customer-hours of interruption (7,444 of 51,238).
 - The fourth 3-phase recloser lockout occurred on May 27th, 2025, when recloser R7534 on pole 170 State Highway 9N locked out due to multiple broken trees between poles 53 and 67 on State Highway 9N. The feeder was sectionalized by opening switch 7741 on pole 97 State Highway 9N two hours and fourteen minutes after the initial outage, restoring 102 customers while repairs continued.
 - The fifth 3-phase recloser lockout occurred on May 31st, 2025, when recloser R7542 on pole 519 State Highway 9N locked out due to a fallen tree at pole 429 State Highway 9N. This event accounted for 2% of the total customers interrupted (351 of 14,847), and 1% of the total customer-hours of interruption (670 of 51,238).
 - The sixth 3-phase recloser lockout occurred on June 22nd, 2025, when recloser R7534 on pole 170 State Highway 9N locked out due to a fallen tree taking down four sections of primary overhead between pole 60 and 65 on State Highway 9N. This event accounted for 9% of the total customers interrupted (1,269 of 14,847), and 5% of the total customer-hours of interruption (2,687 of 51,238). Fifty-five minutes after the initial outage, switch 7741 on pole 97 State Highway 9N was opened to sectionalize the feeder, restoring 102 customers while repairs continued.
 - The seventh 3-phase recloser lockout occurred on September 25th, 2025, when recloser 8670 on pole 33 State Highway 9N locked out due to a tree limb on the primary at pole 19 State Highway 9N. This event accounted for 7% of the total customers interrupted (1,042 of 14,847), and 2% of the total customer-hours of interruption (916 of 51,238).
 - The eighth 3-phase recloser lockout occurred on September 26th, 2025, when recloser R7542 on pole 519 on State Highway 9N locked out due to a fallen tree on pole 497 State Highway 9N. This event accounted for 2% of the total customers interrupted (355 of 14,847), and 4% of the total customer hours of interruption (2,099 of 51,238).
 - The ninth 3-phase recloser lockout occurred on November 10th, 2025, when recloser R7542 on pole 519 State Highway 9N locked out due to a fallen tree limb at pole 427 on State Highway 9N. This event accounted for 2% of the total customers interrupted (350 of 14,847), and 2% of the total customer hours of interruption (823 of 51,238).
 - The tenth 3-phase recloser lockout occurred on November 18th, 2025, when recloser R89678 at pole 16 Alexandria Avenue was opened for planned company work to convert a portion of the Hague Road 41853 to 13.2 kV. This event accounted for 3% of the total customers interrupted (424 of 14,847), and 1% of the total customer-hours of interruption (497 of 51,238).

- Trees were the leading cause of interruptions on the Hague Road 41853 in 2025, accounting for 63% of the total interruptions (34 of 54). Accidents were the 2nd leading cause of interruptions, accounting for 15% of total interruptions (8 of 54). Equipment Failures were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (5 of 54).
- Trees were the leading cause of customers interrupted (CI) on the Hague Road 41853 in 2025, accounting for 66% of total customers interrupted (9,728 of 14,847). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 15% of total customers interrupted (2,243 of 14,847). Accidents were the 3rd leading cause of customers interrupted, accounting for 9% of total customers interrupted (1,380 of 14,847).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Hague Road 41853 in 2025, accounting for 66% of total customer-hours interrupted (33,891 of 51,238). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 27% of total customer-hours interrupted (13,856 of 51,238). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (1,575 of 51,238).
- Of the 54 interruptions on this circuit, 24 affected 10 customers or less, with 10 being single customer outages.

Actions Taken:

- There are five 3-phase distribution reclosers and one single-phase recloser on the Hague Road 41853. These reclosers have proven to be beneficial to the reliability of the feeder since ten of the mainline interruptions in 2025 were isolated by a three-phase recloser instead of affecting the entire feeder.
- Reclosers R7534 on pole 170 State Highway 9N and R8670 on pole 33 State Highway 9N, which were originally installed in the late 1990's, were replaced in 2021 with new 3-phase line reclosers with communications and remote operating capabilities.
- A conversion was completed on Lord Howe Street in 2025 which created a new single-phase feeder tie between the Hague Road 41852 and Hague Road 41853.
- A maintenance foot patrol of the Hague Road 41853 was completed in 2023, and all identified level 1 and level 2 maintenance has been completed.
- Tree trimming and a hazard tree review, which removed 538 hazard trees and another 96 Ash trees infested with the Emerald Ash Borer, was completed on the Hague Road 41853 in fiscal year 2024.
- A maintenance foot patrol of the Ticonderoga-Whitehall #3, 115 kV transmission line was completed in 2020 and all identified maintenance was completed in 2023 during the line rebuild project identified below.
- A multi-year capital project was completed in 2023 which replaced about 200 115 kV transmission structures on the Ticonderoga-Whitehall #3 and Ticonderoga-Republic #2, 115 kV transmission lines and reconducted sections of each line to replace conductors which were in poor condition, or which had multiple splices due to past conductor failures.

Action Plan:

- Complete all identified level 3 maintenance from the 2023 foot patrol.
- The next maintenance foot patrol for the Hague Road 41853 is scheduled to be completed in 2028.
- Tree trimming and a hazard tree review is scheduled to be performed in fiscal year 2030.

2. GILMANTOWN 15451 – 13.2 kV

Profile: 2,087 Customers, 79.9 Circuit Miles

Indices: CAIDI = 7.21, SAIFI = 3.92

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	21	55.26%	5,261	64.34%	52,373	88.78%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	4	10.53%	1,793	21.93%	2,463	4.18%
6	ACCIDENTS	5	13.16%	777	9.50%	3,613	6.12%
7	PREARRANGED	1	2.63%	258	3.16%	325	0.55%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	7	18.42%	88	1.08%	215	0.36%
Totals		38	100.00%	8,177	100.00%	58,989	100.00%

Problem Analysis:

- There were 38 interruptions on the Gilmantown 15451 in 2025.
- There was 1 transmission event which interrupted the Gilmantown 15451 in 2025. This Transmission interruption occurred on April 19, 2025, when a large hemlock tree fell on the Northville-Wells #1, 23 kV sub-transmission line (PSC cause code 02) taking down 15 sections of wire and breaking multiple crossarms. The damage done by this tree required nearly 18 hours to fix accounting for 25% of the total customers interrupted (2,077 of 8,177), and 63% of the total customer-hours interrupted (36,901 of 58,989).
- There were no substation interruptions.
- Of the 38 interruptions on the Gilmantown 15451 in 2025, 37 are attributed to the distribution system, which interrupted 6,100 customers (75%) and accounted for 22,087 customer-hours interrupted (37%), for a distribution SAIFI of 2.92 and CAIDI of 3.62.
- The distribution circuit breaker for the Gilmantown 15451 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Gilmantown 15451 experienced 0 sustained operations (lockouts) in 2025.
- There were three 3-phase distribution recloser lockouts on the Gilmantown 15451 in 2025 one each caused by trees, equipment and motor vehicles. These interruptions accounted for 2,794 customers interrupted (34%) and 12,769 customer-hours of interruption (22%).
 - o The first 3-phase distribution recloser lockout occurred on July 17th, 2025 when recloser R95039 on pole 147 County Highway 11 locked open when a tree took down the primary at pole 96 South Shore Road. This event accounted for 20% of the total customers interrupted (1,671 of 8,177), and 15% of the customer-hours interrupted (9,023 of 58,989).
 - o The second 3-phase distribution recloser lockout occurred on July 18th, 2025 when recloser R5902 on pole 256 State Highway 8 was opened when the step-down ratio

transformer on pole 256½ was arcing due to failing connections. This event accounted for 4% of the total customers interrupted (367 of 8,177), and was repaired in less than one hour thus accounting for less than 1% of the customer-hours interrupted (318 of 58,989).

- o The third 3-phase distribution recloser lockout occurred on September 12th, 2025 when recloser R5901 on pole 204½ State Highway 8 locked open due to motor vehicle accident. This event accounted for 9% of the total customers interrupted (756 of 8,177), and 6% of the customer-hours interrupted (3,4271 of 58,989).
- The one transmission related interruption when combined with the three 3-phase line recloser lockouts accounted for only four of the 38 interruptions on the Gilmantown 15451 in 2025 (11%) but they affected 4,871 customers (60%) and accounted for 49,670 customer-hours of interruption (84%).
- Trees were the leading cause of interruptions on the Gilmantown 15451 in 2025, accounting for 55% of total interruptions (21 of 38). Unknown were the 2nd leading cause of interruptions, accounting for 18% of total interruptions (7 of 38). Accidents were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (5 of 38).
- Trees were the leading cause of customers interrupted (CI) on the Gilmantown 15451 in 2025, accounting for 64% of total customers interrupted (5,261 of 8,177). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 22% of total customers interrupted (1,793 of 8,177). Accidents were the 3rd leading cause of customers interrupted, accounting for 10% of total customers interrupted (777 of 8,177).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Gilmantown 15451 in 2025, accounting for 89% of total customer-hours interrupted (52,373 of 58,989). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (3,613 of 58,989). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (2,463 of 58,989).
- Of the 38 interruptions on this circuit, 18 affected 10 customers or less, with 8 being single customer outages.

Actions Taken:

- Following a detailed investigation into the cause of the multiple outages on the 23 kV sub-transmission lines that feed the Gilmantown, Wells, and Charley Lake substations, a large capital improvement project was completed in October 2015 to replace 198 of the horizontal post insulators on 66 light angle structures on the Northville-Wells #1 and the Wells-Gilmantown #2, 23 kV sub-transmission lines. A second project to replace all of the remaining 1995 era Lapp insulators on the Northville-Wells #1 and the Wells-Gilmantown #2, 23kV transmission lines was completed in February 2020.
- There are seven 3-phase reclosers on the Gilmantown 15451. The 3-phase reclosers on pole 147 County Highway 11 and pole 204 State Highway 8 were replaced in 2017 with radial G&W reclosers with integrated potential transformers and Schweitzer controls to provide for remote control of the reclosers and remote access to recloser data. The 3-phase recloser, R95038 on pole 150 ½ South Shore Road was replaced with a new 6IVS recloser in 2023 after the original recloser failed. Existing reclosers R5902 on pole 256 State Highway 8 and R5903 on pole 2½ County Highway 24 both originally installed in 1995 were replaced with a new 6IVS 3-phase reclosers in 2025.
- A project was completed in 2023 to replace the overloaded 500 kVA ratio transformer on pole 253½ State Highway 8 with a 750 kVA ratio transformer on pole 257 at a cost of \$51,799.

- A 23 kV sectionalizer was placed in service on the Wells-Gilmantown #2, 23kV sub-transmission line just outside of the Wells Substation.
- A project was completed in 2019 to install TripSavers in six locations across the Gilmantown 15451 where the ability to reclose due to temporary faults has been found necessary, but the need for a recloser is not warranted.
- A maintenance foot patrol was performed on the Gilmantown 15451 in 2023 and all level 1 and 2 maintenance has been completed.
- Tree trimming and a hazard tree review was completed on the Gilmantown 15451 in FY2021.

Action Plan:

- Complete all identified level 3 maintenance on the Gilmantown 15451.
- Tree trimming is scheduled on the Gilmantown 15451 in FY2027.

3. FORT GAGE 31954 – 13.2 kV

Profile: 2,008 Customers, 48.1 Circuit Miles

Indices: CAIDI = 1.53, SAIFI = 5.50

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	25	65.79%	8,926	80.84%	16,378	96.78%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	7	18.42%	2,054	18.60%	432	2.55%
6	ACCIDENTS	4	10.53%	37	0.34%	59	0.35%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	2	5.26%	24	0.22%	54	0.32%
Totals		38	100.00%	11,041	100.00%	16,923	100.00%

Problem Analysis:

- There were 38 interruptions on the Fort Gage 31954 in 2025.
- There were 2 transmission interruptions.
 - o The first transmission interruption occurred on July 9th, 2025, when a tree fell on the 13.2 kV distribution near pole 7 State Highway 9L. This lockout accounted for 18% of the total customers interrupted (2,016 of 11,041), and 8% of the total customer-hours interrupted (1,367 of 16,923).
 - o The second transmission interruption occurred on July 14th, 2025, due to a pole fire on the 34.5 kV Fort Gage – Warrensburg #8 sub-transmission line (PSC cause code 05). This lockout accounted for 18% of the total customers interrupted (2,016 of 11,041), and 2% of the total customer-hours interrupted (296 of 16,923).
- There were no substation interruptions.
- The remaining 36 events occurred at the distribution level, with the largest distribution event affecting 1,674 customers (15%) and accounting for 3,939 customer hours of interruption (23%).
- The distribution circuit breaker for the Fort Gage 31954 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Fort Gage 31954 experienced 0 sustained operations (lockouts) in 2025.
- There were six 3-phase recloser lockouts on the Fort Gage 31954 in 2025, all of which were caused by tree related events. These interruptions accounted for 54% of the total customers interrupted (5,965 of 11,041) and 64% of the total customer-hours interrupted (10,884 of 16,923).
 - o The first 3-phase distribution recloser lockout occurred on March 7th, 2025 when recloser R88913 on pole 277 Pilot Knob Road locked out due to a tree limb on the

- primary distribution. This event accounted for 4% of the total customers interrupted (446 of 11,041), and 5% of the total customer-hours interrupted (869 of 16,923).
- o The second 3-phase distribution recloser lockout occurred on March 19th, 2025 when recloser R88896 on pole 42 State Highway 9L locked out due to vegetation growth on pole 54 State Highway 9L. This event accounted for 15% of the total customers interrupted (1,655 of 11,041), and 105 of the total customer-hours interrupted (1,695 of 16,923).
 - o The third 3-phase distribution recloser lockout occurred on March 30th, 2025 when recloser R87330 on pole 159 State Highway 9L locked out due to a tree limb on the primary on pole 170 State Highway 9L. This event accounted for 12% of the total customers interrupted (1,285 of 11,041), and 11% of the total customer-hours interrupted (1,857 of 16,923).
 - o The fourth 3-phase distribution recloser lockout occurred on June 7th, 2025 when recloser R88913 on pole 277 Pilot Knob Road locked out due to tree limbs on the primary at P311 Pilot Knob Road. This accounted for 4% of the total customers interrupted (452 of 11,041), and 2% of the total customer-hours interrupted (254 of 16,923).
 - o The fifth 3-phase distribution recloser lockout occurred on June 10th, 2025 when recloser R88896 on pole 42 State Highway 9L locked out due to a fallen tree at pole 50 State Highway 9L. This accounted for 15% of the total customers interrupted (1,674 of 11,041), and 23% of the total customer-hours interrupted (3,939 of 16,923).
 - o The sixth 3-phase distribution recloser lockout occurred on October 1st, 2025 when recloser R88913 on pole 277 Pilot Knob Road locked out due to a fallen tree at pole 331 County Highway 32. This event accounted for 4% of the total customers interrupted (453 of 11,041), and 13% of the customer-hours interrupted (2,270 of 16,923). Two hours and one minute after the initial outage, switch 88937 on pole 324 County Highway 32 was opened to sectionalize the feeder, restoring power to 145 customers while repairs continued.
- There were two single phase recloser lockouts on the Fort Gage 31954 in 2025, all of which were caused by tree related events. These interruptions accounted for 3% of the total customers interrupted (308 of 11,041), and 11% of the total customer-hours of interruption (1,846 of 16,923).
 - o The first single phase distribution recloser lockout occurred on June 6th, 2025 when recloser R89924 on pole 349 ½ County Highway 32 (a.k.a. Pilot Knob Road) locked out due to a fallen tree on pole 356 County Highway 32. This event accounted for 1% of the total customers interrupted (154 of 11,041), and 7% of the total customer-hours interrupted (1,255 of 16,923).
 - o The second single phase distribution recloser lockout occurred on June 12th, 2025 when recloser R88924 on pole 349 ½ County Highway 32 (a.k.a. Pilot Knob Road) locked out due to a fallen tree at pole 372 County Highway 32. This event accounted for 1% of the total customers interrupted (154 of 11,041), and 4% of the total customer-hours interrupted (591 of 16,923).
 - Trees were the leading cause of interruptions on the Fort Gage 31954 in 2025, accounting for 66% of total interruptions (25 of 38). Equipment Failures were the 2nd leading cause of interruptions, accounting for 18% of total interruptions (7 of 38). Accidents were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (4 of 38).
 - Trees were the leading cause of customers interrupted (CI) on the Fort Gage 31954 in 2025, accounting for 81% of total customers interrupted (8,926 of 11,041). Equipment Failures

were the 2nd leading cause of customers interrupted, accounting for 19% of total customers interrupted (2,054 of 11,041). Accidents were the 3rd leading cause of customers interrupted, accounting for 0% of total customers interrupted (37 of 11,041).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Fort Gage 31954 in 2025, accounting for 97% of total customer-hours interrupted (16,378 of 16,923). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (432 of 16,923). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 0% of total customer-hours interrupted (59 of 16,923).
- Of the 38 interruptions on this circuit, 13 affected 10 customers or less, with 4 being single customer outages.

Actions Taken:

- There are five 3-phase reclosers and one single-phase recloser on the Fort Gage 31954. One of the 3-phase reclosers was originally installed in the mid 1990's but has since had an updated controller installed. Three other 3-phase reclosers and the single-phase recloser were installed between 2006 and 2009. The fifth 3-phase recloser was relocated in early 2013 to better split the zones of protection on the feeder.
- An extensive review of the Fort Gage 31954 was performed in 2018, including detailed patrols of large sections of the feeder to identify and address tree and equipment issues on the feeder, installation of recording meters at various points on the feeder to evaluate transients on the feeder and other measures to improve reliability on the feeder.
- Tree trimming and a hazard tree review was completed on the Fort Gage 31954 in fiscal year 2022.
- A distribution automation project was completed in 2014 on the Fort Gage-Queensbury #2, Warrensburg-Fort Gage #8, and Warrensburg-Queensbury #9, 34.5 kV sub-transmission lines to automatically sectionalize the 34.5 kV system to isolate faults while maintaining service to as many of the substations served from this system as possible.
- A remote terminal unit (RTU) was installed at the Fort Gage substation in 2025 to provide remotely accessible feeder load data.
- A maintenance foot patrol was completed on the Fort Gage 31954 in 2025.
- Integrated Vegetation Management was completed on the Fort Gage-Queensbury #2, Warrensburg-Fort Gage #8, and the Warrensburg-Queensbury #9, 34.5 kV sub-transmission lines in fiscal year 2019.

Action Plan:

- Complete all identified maintenance from the 2025 foot patrol.
- The next maintenance foot patrol for the Fort Gage 31954 is scheduled for 2030.
- Tree trimming and a hazard tree review of the Fort Gage 31954 is scheduled for fiscal year 2027.

4. CHESTERTOWN 04251 – 13.2 kV

Profile: 1,460 Customers, 60.5 Circuit Miles

Indices: CAIDI = 2.96, SAIFI = 3.23

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	29	63.04%	3,324	70.42%	8,965	64.12%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	8	17.39%	891	18.88%	2,443	17.47%
6	ACCIDENTS	4	8.70%	274	5.81%	477	3.41%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	5	10.87%	231	4.89%	2,096	14.99%
Totals		46	100.00%	4,720	100.00%	13,981	100.00%

Problem Analysis:

- There were 46 interruptions on the Chestertown 04251 in 2025.
- There was one transmission interruption affecting the Chestertown 04251 in 2025, which occurred on July 17th, 2025, when a fallen tree caused the loss of the 34.5 kV Warrensburg – Chestertown #6 34.5 kV sub-transmission line. This lockout accounted for 31% of the total customers interrupted (1,463 of 4,720), and 2% of the total customer-hours interrupted (297 of 13,981).
- There were no substation interruptions.
- The remaining 45 events occurred at the distribution level, with the largest distribution interruption affecting 337 customers (7%) and account for 2,281 customer-hours of interruption (16%).
- The distribution circuit breaker for the Chestertown 04251 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Chestertown 04251 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Chestertown 04251 in 2025, accounting for 63% of total interruptions (29 of 46). Equipment Failures were the 2nd leading cause of interruptions, accounting for 17% of total interruptions (8 of 46). Events with an unknown cause were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (5 of 46).
- Trees were the leading cause of customers interrupted (CI) on the Chestertown 04251 in 2025, accounting for 70% of total customers interrupted (3,324 of 4,720). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 19% of total customers interrupted (891 of 4,720). Accidents were the 3rd leading cause of customers interrupted, accounting for 6% of total customers interrupted (274 of 4,720).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Chestertown 04251 in 2025, accounting for 64% of total customer-hours interrupted (8,965 of 13,981). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 17% of total customer-hours interrupted (2,443 of 13,981). Events with an unknown cause were the 3rd leading cause of customer-hours interrupted, accounting for 15% of total customer-hours interrupted (2,096 of 13,981).
- Of the 46 interruptions on this circuit, 20 affected 10 customers or less, with 8 being single customer outages.

Actions Taken:

- There are two 3-phase reclosers on the Chestertown 04251. These reclosers have helped to significantly reduce the customer interruptions and customer-hours interrupted over the past years on the Chestertown 04251.
- Two single-phase TripSaver, cut-out mounted reclosers were installed on the Chestertown 04251 in 2020.
- A 3-phase extension was constructed along County Highway 8 in Chestertown in 2025 to transfer load and customers from the Chestertown 04252 feeder to the Chestertown 04251.
- A 3-phase bank of voltage regulators was installed in 2015 on pole 150½ U.S Highway 9 to provided better voltage performance on the south half of the feeder.
- A maintenance foot patrol was completed on the Chestertown 04251 in 2021 and all maintenance has been completed.
- Tree trimming and a hazard tree review was completed in 2021 on the Chestertown 04251 including the removal of 272 hazard trees.

Action Plan:

- A maintenance foot patrol of the Chestertown 04251 is scheduled for 2026.
- Tree trimming and a hazard tree review of the Chestertown 04251 is scheduled for fiscal year 2027.

5. BOLTON 28451 – 13.2 kV

Profile: 1,553 Customers, 41.9 Circuit Miles

Indices: CAIDI = 2.68, SAIFI = 6.00

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	18	69.23%	6,787	72.88%	21,559	86.46%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	4	15.38%	1,629	17.49%	1,010	4.05%
6	ACCIDENTS	2	7.69%	872	9.36%	2,262	9.07%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	2	7.69%	24	0.26%	103	0.41%
Totals		26	100.00%	9,312	100.00%	24,934	100.00%

Problem Analysis:

- There were 26 interruptions on the Bolton 28451 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 26 events occurred at the distribution level, with the largest distribution interruption affecting 1,591 customers (17%) and accounting for 5,092 customer-hours of interruption (20%).
- The distribution circuit breaker for the Bolton 28451 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Bolton 28451 experienced 4 sustained operations (lockouts) in 2025. These interruptions accounted for 68% of the total amount of customers interrupted (6,345 out of 9,312) and 60% of the total amount of the customer-hours interrupted (14,993 out of 24,934).
 - o The first lockout occurred on May 18th, 2025, due to a fallen tree taking down three spans of primary at pole 345 on State Highway 9N. This lockout accounted for 17% of the total customers interrupted (1,576 of 9,312), and 20% of the total customer-hours interrupted (5,025 of 24,934). Three hours and six minutes after the initial outage the feeder was sectionalized, allowing the breaker to close and restoring power to 1,512 customers while repairs continued on the remainder of the damage.
 - o The second lockout occurred on July 12th, 2025, due to a tree limb on pole 252 State Highway 9N. This lockout accounted for 17% of the total customers interrupted (1,589 of 9,312), and 16% of the total customer-hours interrupted (3,999 of 24,934).
 - o The third lockout occurred on July 14th, 2025, due to a wire burning up near pole 366 on State Highway 9N. This lockout accounted for 17% of the total customers interrupted (1,589 of 9,312), and 4% of the total customer-hours interrupted (878 of

- o 24,934).
- o The fourth lockout occurred on July 27th, 2025, due to a fallen tree at pole 297 State Highway 9N. This lockout accounted for 17% of the total customers interrupted (1,591 of 9,312), and 20% of the total customer-hours interrupted (5,092 of 24,934). The feeder was sectionalized two hours after the initial outage restoring power to 61 customers, with an additional 1,168 restored two hours and twenty-four minutes after the initial outage.
- There were two 3-phase distribution recloser lockouts on the Bolton 28451 in 2025, one caused by a vehicle accident and another due to a fallen tree. These interruptions accounted for 10% of the total customers interrupted (6,345 of 9,312), and 9% of the total customer-hours of interruption (2,262 of 24,934).
 - o The first 3-phase distribution recloser lockout occurred on May 23rd, 2025, when R87551 on pole 198 State Highway 9N locked out due to a motor vehicle accident breaking pole 137 on State Highway 9N. This event accounted for 9% of the total customers interrupted (860 of 9,312), and 9% of the total customer-hours interrupted (2,202 of 24,934). The feeder was sectionalized to make repairs, with 254 customers being restored one hour and 11 minutes after the initial outage, 69 customers restored one hour and forty-seven minutes after the initial outage, and 372 customers restored two hours and forty minutes after the initial outage.
 - o The second 3-phase distribution recloser locked out on November 13th, 2025, when recloser R89582 on pole 1 Diamond Point - Bakers Road locked out due to a tree limb breaking the crossarm on pole 13 Diamond Point - Bakers Road. This event accounted for 1% of the total customers interrupted (69 of 9,312) and 0% of the total customer-hours interrupted (60 of 24,934).
- Trees were the leading cause of interruptions on the Bolton 28451 in 2025, accounting for 69% of total interruptions (18 of 26). Equipment Failures were the 2nd leading cause of interruptions, accounting for 15% of total interruptions (4 of 26). Accidents were the 3rd leading cause of interruptions, accounting for 8% of total interruptions (2 of 26).
- Trees were the leading cause of customers interrupted (CI) on the Bolton 28451 in 2025, accounting for 73% of total customers interrupted (6,787 of 9,312). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 17% of total customers interrupted (1,629 of 9,312). Accidents were the 3rd leading cause of customers interrupted, accounting for 9% of total customers interrupted (872 of 9,312).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Bolton 28451 in 2025, accounting for 86% of total customer-hours interrupted (21,559 of 24,934). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 9% of total customer-hours interrupted (2,262 of 24,934). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (1,010 of 24,934).
- Of the 26 interruptions on this circuit, 11 affected 10 customers or less, with 3 being single customer outages.

Actions Taken:

- There are two 3-phase distribution reclosers, and three single-phase TripSaver, cut-out mounted reclosers on the Bolton 28451. One 3-phase recloser was originally installed in 2000, but replaced in 2019, the second was installed in 2019 as part of a new feeder tie to the Warrensburg 32151. Two TripSaver, cut-out mounted single phase reclosers were installed in 2015, the third was installed in 2022.

- The Bolton 28451 was further reconfigured in the spring of 2019 to transfer about 165 customers and 3.18 MVA of connected load from the Bolton 28451 to the Birch Avenue 32252 to reduce the load on the Bolton substation.
- A capital project was completed in 2022 to rebuild Trout Lake and Coolidge Hill Roads to 3-phase and convert to 13.2 kV, which created a 3-phase feeder tie between the Bolton 28451 and Bolton 28452 feeders and transferred approximately 16 miles of distribution and 440 customers from the Bolton 28451 feeder to the much smaller Bolton 28452 feeder.
- A project was completed in 2020 to construct a 13.2 kV, 3-phase feeder tie between the Bolton 28451 and the Warrensburg 32151 on Diamond Point – Bakers Road.
- A maintenance foot patrol of the Bolton 28451 was completed in 2021, and all identified maintenance has been completed.
- Integrated Vegetation Management was completed on the Bolton 28451 in fiscal year 2023, fully pruning the feeder. Additional hazard tree removal was performed on the Bolton 28451 in fiscal year 2025.

Action Plan:

- A maintenance foot patrol of the Bolton 28451 is scheduled for 2026.
- The next full tree trimming and hazard tree review cycle for the Bolton 28451 is scheduled to be conducted in fiscal year 2028.

6. BROOK ROAD 36955 – 13.2 kV

Profile: 2,042 Customers, 85.1 Circuit Miles

Indices: CAIDI = 1.63, SAIFI = 4.21

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	18	48.65%	6,015	69.89%	12,206	87.25%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	2	5.41%	2,161	25.11%	390	2.78%
5	EQUIPMENT	4	10.81%	126	1.46%	173	1.24%
6	ACCIDENTS	9	24.32%	218	2.53%	914	6.53%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	10.81%	87	1.01%	308	2.20%
Totals		37	100.00%	8,607	100.00%	13,991	100.00%

Problem Analysis:

- There were 37 interruptions on the Brook Road 36955 in 2025.
- There were 2 transmission interruptions on the Brook Road 36955 in 2025. These interruptions accounted for 4,087 customers interrupted (47%) and 5,782 customer-hours of interruption (41%).
 - o The first Transmission interruption occurred on March 22, 2025 when a tree fell at structure 71 on the Spier Falls – Lasher Road #2, 115 kV line (PSC cause code 02). This event accounted for 24% of the total customers interrupted (2,045 of 8,607), and 39% of the total customer-hours interrupted (5,407 of 13,991).
 - o The second Transmission interruption occurred on June 21, 2025, due to an underfrequency event on the on the Spier Falls – Lasher Road #2, 115 kV line (PSC cause code 04). This event accounted for 24% of the total customers interrupted (2,042 of 8,607), and 3% of the total customer-hours interrupted (375 of 13,991).
- There were no substation interruptions.
- Of the 37 interruptions on the Brook Road 36955 in 2025, 35 are attributed to the distribution system, which interrupted 4,520 customers (53%) and accounted for 8,208 customer-hours interrupted (59%), for a distribution SAIFI of 2.21 and CAIDI of 1.82.
- The distribution circuit breaker for the Brook Road 36955 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Brook Road 36955 experienced 0 sustained operations (lockouts) in 2025.
- There were two 3-phase distribution recloser lockouts on the Brook Road 36955 in 2025 both of which were caused by trees. These interruptions accounted for 3,607 customers interrupted (42%) and 5,598 customer-hours of interruption (40%).
 - o The first 3-phase distribution recloser lockout occurred on June 1st, 2025 when

recloser R87357 on pole 107 State Highway 9N locked open when a tree fell on the primary at pole 126 State Highway 9N. This event accounted for 21% of the total customers interrupted (1,804 of 8,607), and 32% of the customer-hours interrupted (4,486 of 13,991).

- o The second 3-phase distribution recloser lockout occurred on August 19th, 2025 when recloser R87357 on pole 107 State Highway 9N locked open when a tree limb fell on the primary at pole 116½ State Highway 9N. This event accounted for 21% of the total customers interrupted (1,803 of 8,607), and 8% of the customer-hours interrupted (1,112 of 13,991).
- The two transmission related interruptions, when combined with the two 3-phase line recloser lockouts, accounted for only four of the 37 interruptions on the Brook Road 36955 in 2025 (11%), but they affected 7,694 customers (89%) and accounted for 11,380 customer-hours of interruption (81%).
- Trees were the leading cause of interruptions on the Brook Road 36955 in 2025, accounting for 49% of total interruptions (18 of 37). Accidents were the 2nd leading cause of interruptions, accounting for 24% of total interruptions (9 of 37). Equipment Failures were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (4 of 37).
- Trees were the leading cause of customers interrupted (CI) on the Brook Road 36955 in 2025, accounting for 70% of total customers interrupted (6,015 of 8,607). Operators Errors were the 2nd leading cause of customers interrupted, accounting for 25% of total customers interrupted (2,161 of 8,607). Accidents were the 3rd leading cause of customers interrupted, accounting for 3% of total customers interrupted (218 of 8,607).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Brook Road 36955 in 2025, accounting for 87% of total customer-hours interrupted (12,206 of 13,991). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (914 of 13,991). Operators Errors were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (390 of 13,991).
- Of the 37 interruptions on this circuit, 19 affected 10 customers or less, with 7 being single customer outages.

Actions Taken:

- There are two 3-phase distribution reclosers and three single-phase TripSaver reclosers on the Brook Road 36955. These reclosers have proven to be beneficial to the reliability of the feeder since one of the mainline interruptions in 2025 was isolated by a 3-phase recloser instead of affecting the entire feeder. These reclosers have helped to reduce the customer interruptions and customer-hours interrupted over the past year on the Brook Road 36955.
- A project to rebuild and convert to 7.62 kV 3,200 feet of Russell Road and Hyspot Road to accommodate a new URD on Goose Hollow Road was completed in early 2021.
- A project was completed in 2021 to construct a 13.2 kV feeder from the new Sodeman Road substation at a total cost of \$1,356,308 which transferred 59.3 miles and 1,386 customers previously served on the Brook Road 36955 feeder to the Sodeman Road 130152 feeder.
- A maintenance foot patrol of the Brook Road 36955 was completed in 2022 and all identified maintenance has been completed.
- Tree trimming and a hazard tree review was completed on the Brook Road 36955 in FY2022.

Action Plan:

- A maintenance foot patrol of the Brook Road 36955 is planned for FY2028.
- A Hazard Tree Patrol of the Brook Road 36955 to the first and second protective devices, with special attention downstream of R87357 on pole 107 State Highway 9N which locked out twice in 2025 due to trees, is scheduled for 2026.
- A review of the Brook Road 36955 feeder is planned in 2026 to identify additional locations suitable for the installation of single-phase TripSaver reclosers to improve feeder reliability.
- A review of the Brook Road 36955 for potential FLISR schemes will be performed in 2026.

7. NORTH CREEK 12252 – 13.2 kV

Profile: 1,251 Customers, 90.6 Circuit Miles
 Indices: CAIDI = 2.80, SAIFI = 3.73

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	17	62.96%	2,550	54.58%	11,353	86.80%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	1	3.70%	1,253	26.82%	292	2.24%
5	EQUIPMENT	4	14.81%	88	1.88%	334	2.55%
6	ACCIDENTS	2	7.41%	725	15.52%	967	7.39%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	11.11%	56	1.20%	134	1.02%
Totals		27	100.00%	4,672	100.00%	13,080	100.00%

Problem Analysis:

- There were 27 interruptions on the North Creek 12252 in 2025.
- There was one transmission interruption which occurred on July 24th, 2025, when the operation of the Spier – Queensbury #17 115 kV transmission line caused a loss of transmission source into North Creek as a result of the transmission system being in an out of normal configuration prior. This lockout accounted for 27% of the total customers interrupted (1,253 of 4,672), and 2% of the total customer-hours interrupted (292 of 13,080).
- There were no substation interruptions.
- The remaining 26 events occurred at the distribution level, the largest of which affected 725 customers (16%) and accounted for 4,021 customer-hours of interruption (31%).
- The distribution circuit breaker for the North Creek 12252 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the North Creek 12252 experienced 0 sustained operations (lockouts) in 2025.
- There were three 3-phase distribution recloser lockouts on the North Creek 12252, two of which were caused by fallen trees and one of which was caused by a motor vehicle accident. These events accounted for 2,167 customers interrupted (46%) and 8,292 customer-hours of interruption (63%).
 - o The first 3-phase distribution recloser lockout occurred on February 1st, 2025, when recloser R88502 on pole 105 ½ State Highway 28 locked out due to a motor vehicle accident at pole 45-1 Holland Road. This event accounted for 15% of the total customers interrupted (721 of 4,672), and 7% of the total customer-hours interrupted (939 of 13,080).
 - o The second 3-phase distribution recloser lockout occurred on February 7th, 2025,

when recloser R88502 on pole 105 ½ State Highway 28 locked out due to a fallen tree taking down the primary overhead wires on pole 63 State Highway 28. This event accounted for 15% of the total customers interrupted (721 of 4,672), and 26% of the total customer-hours interrupted (3,332 of 13,080).

- o The third 3-phase distribution recloser lockout occurred on March 29th, 2025, when recloser R88502 on pole 105 ½ State Highway 28 locked out due to a fallen tree breaking pole 39 ½ State Highway 28. This event accounted for 15% of the total customers interrupted (725 of 4,672), and 31% of the total customer-hours interrupted (4,021 of 13,080). The feeder was sectionalized one hour after the initial outage by opening loops at pole 42 State Highway 28 to isolate the fault, restoring 91 customers while repairs continued on the remainder of the damage.
- Trees were the leading cause of interruptions on the North Creek 12252 in 2025, accounting for 63% of total interruptions (17 of 27). Equipment Failures were the 2nd leading cause of interruptions, accounting for 15% of total interruptions (4 of 27). Events with an unknown cause were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (3 of 27).
- Trees were the leading cause of customers interrupted (CI) on the North Creek 12252 in 2025, accounting for 55% of total customers interrupted (2,550 of 4,672). Operators Errors were the 2nd leading cause of customers interrupted, accounting for 27% of total customers interrupted (1,253 of 4,672). Accidents were the 3rd leading cause of customers interrupted, accounting for 16% of total customers interrupted (725 of 4,672).
- Trees were the leading cause of customer-hours interrupted (CHI) on the North Creek 12252 in 2025, accounting for 87% of total customer-hours interrupted (11,353 of 13,080). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (967 of 13,080). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (334 of 13,080).
- Of the 27 interruptions on this circuit, 8 affected 10 customers or less, with 4 being single customer outages.

Actions Taken:

- There are two 3-phase distribution reclosers on the North Creek 12252. These reclosers have proven to be beneficial to the reliability of the feeder since three of the mainline interruptions in 2025 were isolated by a recloser instead of affecting the entire feeder. These reclosers have helped to reduce the customer interruptions and customer-hours interrupted over the past year on the North Creek 12252.
- One of the existing 3-phase distribution reclosers, R88502, was replaced in early 2025 due to a device failure, and a modern 3-phase recloser with communications was installed.
- A maintenance foot patrol was performed on the North Creek 12252 in 2024 and all identified level 1 and 2 maintenance has been completed.
- Tree trimming and a hazard tree review, which removed 467 hazard trees and another 203 Ash trees infested with the Emerald Ash Borer, was completed on the North Creek 12252 in fiscal year 2020.

Action Plan:

- Complete all identified level 3 maintenance from the 2024 maintenance foot patrol.
- The next maintenance foot patrol for the North Creek 12252 is scheduled for 2029.
- Tree trimming and a hazard tree review are scheduled to be performed on the North Creek 12252 in fiscal year 2027.

8. BURGOYNE 33751 – 13.2 kV

Profile: 1,867 Customers, 138.4 Circuit Miles
 Indices: CAIDI = 3.01, SAIFI = 2.75

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	19	50.00%	1,223	23.85%	4,271	27.64%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	13.16%	1,660	32.38%	6,470	41.87%
6	ACCIDENTS	5	13.16%	1,911	37.27%	4,258	27.56%
7	PREARRANGED	1	2.63%	63	1.23%	62	0.40%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	8	21.05%	270	5.27%	392	2.54%
Totals		38	100.00%	5,127	100.00%	15,452	100.00%

Problem Analysis:

- There were 38 interruptions on the Burgoyne 33751 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 38 events occurred at the distribution level.
- The distribution circuit breaker for the Burgoyne 33751 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Burgoyne 33751 experienced 1 sustained operation (lockout) in 2025. This lockout occurred on April 11, 2025, resulting from fallout from an Osprey nest (PSC cause code 06). This interruption accounted for 36% of the total amount of customers interrupted (1,865 out of 5,127) and 26% of the total amount of the customer-hours interrupted (4,051 out of 15,452).
- There were two 3-phase distribution recloser lockouts on the Burgoyne 33751 in 2025, one of which was caused by an equipment failure, while the second was caused by trees. These interruptions accounted for 1,936 customers interrupted (38%) and 6,171 customer-hours of interruption (40%).
 - o The first 3-phase distribution recloser lockout occurred on June 1st, 2025 when recloser R830057 on pole 32 County Highway 32 locked open when a crossarm broke on pole 70 on State Highway 197 causing the primary to become tangled. This event accounted for 30% of the total customers interrupted (1,541 of 5,127), and 38% of the customer-hours interrupted (5,805 of 15,452).
 - o The second 3-phase distribution recloser lockout occurred on March 30th, 2025 when recloser R89987 on pole 2 Brennan Road locked open when a tree limb fell on the primary at pole 8 Brennan Road. This event accounted for 8% of the total customers interrupted (398 of 5,127), and 2% of the customer-hours interrupted (366 of 15,452).

- The one interruption which caused the station breaker to lockout when combined with the two 3-phase line recloser lockouts accounted for only three of the 38 interruptions on the Burgoyne 33751 in 2025 (8%), but they affected 3,801 customers (74%) and accounted for 10,222 customer-hours of interruption (66%).
- Trees were the leading cause of interruptions on the Burgoyne 33751 in 2025, accounting for 50% of total interruptions (19 of 38). Unknown were the 2nd leading cause of interruptions, accounting for 21% of total interruptions (8 of 38). Equipment Failures were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (5 of 38).
- Accidents were the leading cause of customers interrupted (CI) on the Burgoyne 33751 in 2025, accounting for 37% of total customers interrupted (1,911 of 5,127). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 32% of total customers interrupted (1,660 of 5,127). Trees were the 3rd leading cause of customers interrupted, accounting for 24% of total customers interrupted (1,223 of 5,127).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Burgoyne 33751 in 2025, accounting for 42% of total customer-hours interrupted (6,470 of 15,452). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 28% of total customer-hours interrupted (4,271 of 15,452). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 28% of total customer-hours interrupted (4,258 of 15,452).
- Of the 38 interruptions on this circuit, 11 affected 10 customers or less, with 5 being single customer outages.

Actions Taken:

- There are six 3-phase reclosers on the Burgoyne 33751, two of which were originally installed in 1997, one of which was replaced in 2018. A third recloser was installed in 2020 on Brennan Road. The fourth recloser was installed in 2021 on Durkeetown Road as part of the Durkeetown Road rebuild project. A project was completed in 2023 to install a new 3-phase line recloser on County Highway 42 to split in half the zone of protection previously covered by the station breaker. The sixth 3-phase line recloser was placed in service in early 2024 on State Highway 40 south of Brennan Road as part of the State Highway 40 rebuild project.
- There are four TripSaver, cut-out mounted single-phase reclosers installed on the Burgoyne 33751, three of which were installed in 2019 with the fourth being installed in 2021.
- A project was completed in 2020 at a cost of \$102,462 to construct 1,400 feet of single-phase distribution on Safford Road to allow the transfer of 1.7 miles of single-phase distribution with 64 customers from the Burgoyne 33751 to the Burgoyne 33752 feeder, to address the overloaded Coach Road ratio transformer.
- A small capital improvement project was completed in 2020 at a cost of \$121,615 to extend 3-phase on State Highway 40 approximately three sections beyond McEachron Hill Road to allow the balance of State Highway 40 and McEachron Hill Road to be served from separate 7.62/4.8 kV ratio transformers.
- A capital improvement project was completed in 2021 at a cost of \$418,664 to rebuild approximately 1 mile of Durkeetown Road between State Highway 197 and County Highway 46 to 3-phase, 13.2 kV in order to provide better load balance on the entire feeder and better voltage downstream of Durkeetown Road.
- A capital improvement project was completed in 2022 at a cost of \$247,778 to construct 1,500 feet of new 7.62 kV distribution on Summit Lake Road to allow the removal of 3,000 feet of cross lot distribution from Dutchtown Road while also reducing the load on the overloaded Dutchtown Road ratio transformer.

- A project was completed in early 2024 at a cost of \$693,801 to rebuild about 1.4 miles of 4.8 kV, 3-phase on State Highway 40 south of Brennan Road as necessary to convert to 13.2 kV.
- A maintenance foot patrol was completed on the Burgoyne 33751 in 2021 and all identified maintenance has been completed.
- Tree trimming and a hazard tree review of the Burgoyne 33751 was completed in fiscal year 2025.

Action Plan:

- A maintenance foot patrol of the Burgoyne 33751 is scheduled for 2026.
- A review of the Burgoyne 33751 feeder is planned in 2026 to identify additional locations suitable for the installation of single-phase TripSaver reclosers to improve feeder reliability.
- Tree trimming and a hazard tree review of the Burgoyne 33751 is scheduled to be completed in fiscal year 2031.

9. UNION STREET 37652 – 13.2 kV

Profile: 954 Customers, 74.3 Circuit Miles
 Indices: CAIDI = 2.80, SAIFI = 3.96

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	15	55.56%	1,781	47.09%	7,005	66.05%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	11.11%	827	21.87%	1,139	10.74%
6	ACCIDENTS	6	22.22%	219	5.79%	619	5.84%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	11.11%	955	25.25%	1,842	17.37%
Totals		27	100.00%	3,782	100.00%	10,605	100.00%

Problem Analysis:

- There were 27 interruptions on the Union Street 37652 in 2025.
- There were 2 transmission interruptions on the Union Street 37652 in 2025. These interruptions accounted for 1,908 customers interrupted (50%) and 2,883 customer-hours of interruption (27%).
 - o The first Transmission interruption occurred on June 19, 2025 when a tree fell between the Hoosick Substation and SA301 on the Cambridge – Hoosick #3, 34.5 kV line (PSC cause code 02). This lockout accounted for 25% of the total customers interrupted (956 of 3,782), and 10% of the total customer-hours interrupted (1,052 of 10,605).
 - o The second Transmission interruption occurred on August 17, 2025 from an unknown cause (PSC cause code 10). This lockout accounted for 25% of the total customers interrupted (952 of 3,782), and 17% of the total customer-hours interrupted (1,832 of 10,605).
- There were no substation interruptions.
- Of the 27 interruptions on the Union Street 37652 in 2025, 25 are attributed to the distribution system, which interrupted 1,874 customers (50%) and accounted for 7,721 customer-hours interrupted (73%), for a distribution SAIFI of 1.96 and CAIDI of 4.12.
- The distribution circuit breaker for the Union Street 37652 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Union Street 37652 experienced 0 sustained operations (lockouts) in 2025.
- There were three 3-phase distribution recloser lockouts on the Union Street 37652 in 2025 two of which were caused by trees and the third was the result of a motor vehicle accident. These interruptions accounted for 783 customers interrupted (21%) and 5,386 customer-

hours of interruption (51%).

- o The first 3-phase distribution recloser lockout occurred on June 7th, 2025 when recloser R89109 on pole 47 Coila Road locked open when a tree took down the primary at pole 118 State Highway 372. This event accounted for 5% of the total customers interrupted (179 of 3,782), and 3% of the customer-hours interrupted (300 of 10,605).
- o The second 3-phase distribution recloser lockout occurred on July 11th, 2025 when recloser R89110 on pole 1½ Center Cambridge Road locked open when multiple trees and tree limbs fell on the primary during a thunderstorm. This event accounted for 11% of the total customers interrupted (424 of 3,782), and 24% of the customer-hours interrupted (2,530 of 10,605).
- o The third 3-phase distribution recloser lockout occurred on August 20th, 2025 when R89109 on pole 47 Coila Road locked open due to a motor vehicle accident at pole 130 State Highway 372. This event accounted for 3% of the total customers interrupted (180 of 3,782), and 5% of the customer-hours interrupted (556 of 10,605).
- The two transmission related interruptions when combined with the three 3-phase line recloser lockouts accounted for only five of the 27 interruptions on the Brook Road 36955 in 2025 (19%) but they affected 2,691 customers (71%) and accounted for 8,269 customer-hours of interruption (78%).
- Trees were the leading cause of interruptions on the Union Street 37652 in 2025, accounting for 56% of total interruptions (15 of 27). Accidents were the 2nd leading cause of interruptions, accounting for 22% of total interruptions (6 of 27). Equipment Failures were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (3 of 27).
- Trees were the leading cause of customers interrupted (CI) on the Union Street 37652 in 2025, accounting for 47% of total customers interrupted (1,781 of 3,782). Unknown were the 2nd leading cause of customers interrupted, accounting for 25% of total customers interrupted (955 of 3,782). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 22% of total customers interrupted (827 of 3,782).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Union Street 37652 in 2025, accounting for 66% of total customer-hours interrupted (7,005 of 10,605). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 17% of total customer-hours interrupted (1,842 of 10,605). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 11% of total customer-hours interrupted (1,139 of 10,605).
- Of the 27 interruptions on this circuit, 13 affected 10 customers or less, with 8 being single customer outages.

Actions Taken:

- There are two 3-phase reclosers on the Union Street 37652, both of which were installed in 2009.
- A capital improvement project was completed in 2022 at a cost of \$142,132 to construct 1,624 feet of new single phase distribution on Brownell and Cambridge Roads to allow the removal of 1,422 feet of heavily treed rear lot distribution.
- A capital improvement project was completed in 2022 at a cost of \$206,584 to construct approximately 2,600 feet of new 7.62 kV single-phase distribution on Content Farm and Wallace Roads to allow the removal of approximately 2,700 feet of rear lot distribution built during rural electrification.
- A maintenance foot patrol was completed in December of 2025.

- Tree trimming and a hazard tree review was completed in fiscal year 2022.

Action Plan:

- Complete all identified maintenance on the Union Street 37652.
- Tree trimming and a hazard tree review are scheduled to be performed on the Union Street 37652 in fiscal year 2028.

10. POTTERSVILLE 42451 – 13.2 kV

Profile: 1,147 Customers, 44.6 Circuit Miles

Indices: CAIDI = 2.37, SAIFI = 4.75

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	14	63.64%	3,432	63.04%	8,757	67.89%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	1	4.55%	1,152	21.16%	384	2.98%
5	EQUIPMENT	4	18.18%	746	13.70%	3,275	25.39%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	13.64%	114	2.09%	483	3.75%
Totals		22	100.00%	5,444	100.00%	12,900	100.00%

Problem Analysis:

- There were 22 interruptions on the Pottersville 42451 in 2025.
- There were 2 transmission interruptions affecting the Pottersville 42451 feeder in 2025, with transmission events accounting for 2,305 customers interrupted (42%) and 618 customer-hours of interruption (5%).
 - o The first Transmission interruption occurred on July 17th, 2025, due to a fallen tree causing a lockout of the Warrensburg – Chestertown #6 34.5 kV sub-transmission line. This lockout accounted for 21% of the total customers interrupted (1,153 of 5,444), and 2% of the total customer-hours interrupted (234 of 12,900).
 - o The second Transmission interruption occurred on July 24, 2025, when the operation of the Spier – Queensbury #17 115 kV transmission line caused a loss of transmission source into the 34.5 kV sub-transmission network feeding Pottersville substation, as a result of the transmission system being in an out of normal configuration prior. This lockout accounted for 21% of the total customers interrupted (1,152 of 5,444), and 3% of the total customer-hours interrupted (384 of 12,900).
- There were no substation interruptions.
- The remaining 20 events occurred at the distribution level, the largest of which accounted for 1,141 customers interrupted (21%), and 2,797 customer-hours of interruption (22%).
- The distribution circuit breaker for the Pottersville 42451 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Pottersville 42451 experienced 1 sustained operation (lockout) in 2025, which occurred on March 7th, 2025, due to a fallen tree near pole 109 Glendale Road. This lockout accounted for 21% of the total customers interrupted (1,141 of 5,444), and 22% of the total customer-hours interrupted (2,797 of 12,900). The feeder was sectionalized thirty-one minutes after the initial outage restoring power to 153 customers. Two hours and nine minutes after the initial outage, the feeder was further

sectionalized, restoring power to an additional 246 customers, while repairs continued to the remainder of the damage.

- There was one 3-phase distribution recloser lockout on the Pottersville 42451 in 2025, which occurred on October 20th, 2025 when recloser R88888 on pole 28 US Highway 9 locked out due to a fallen tree limb at pole 63 US Highway 9. This event accounted for 3% of the total customers interrupted (153 of 5,444), and 2% of the total customer-hours of interruption (190 of 12,900).
- Trees were the leading cause of interruptions on the Pottersville 42451 in 2025, accounting for 64% of total interruptions (14 of 22). Equipment Failures were the 2nd leading cause of interruptions, accounting for 18% of total interruptions (4 of 22). Events with an unknown cause were the 3rd leading cause of interruptions, accounting for 14% of total interruptions (3 of 22).
- Trees were the leading cause of customers interrupted (CI) on the Pottersville 42451 in 2025, accounting for 63% of total customers interrupted (3,432 of 5,444). Operators Errors were the 2nd leading cause of customers interrupted, accounting for 21% of total customers interrupted (1,152 of 5,444). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 14% of total customers interrupted (746 of 5,444).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Pottersville 42451 in 2025, accounting for 68% of total customer-hours interrupted (8,757 of 12,900). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 25% of total customer-hours interrupted (3,275 of 12,900). Events with an unknown cause were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (483 of 12,900).
- Of the 22 interruptions on this circuit, 7 affected 10 customers or less, with 5 being single customer outages.

Actions Taken:

- There are five 3-phase reclosers on the Pottersville 42451. Two were originally installed in the mid-1990's and upgraded to loop scheme reclosers in 2010. One of the reclosers was installed in early 2011. The fourth and fifth 3-phase reclosers are both open tie reclosers discussed below. Recloser R88888 was replaced in 2023 after a device failure.
- The Pottersville 42451 has a 3-phase feeder tie with the Schroon Lake 42951 which has been automated with loop scheme reclosers to automatically restore service to approximately 163 of the 1,147 customers (14%) in the event of a future interruption at or near the substation.
- The Pottersville 42451 also has a 3-phase feeder tie with the Chestertown 04252 which has been automated with loop scheme reclosers to automatically restore service to approximately 805 of the 1,147 customers (70%) in the event of a future interruption at or near the substation.
- A maintenance foot patrol was performed on the Pottersville 42451 in 2021 and all identified maintenance has been completed.
- Tree trimming and a hazard tree review, which removed 504 hazard trees and another 85 Ash trees infested with the Emerald Ash Borer, was completed on the Pottersville 42451 in fiscal year 2020.
- A project to replace a section of underground cable on Old Mill Lane which had experienced multiple failures was completed in May of 2023.

Action Plan:

- A maintenance foot patrol of the Pottersville 42451 is scheduled for 2026.

- Tree trimming and a hazard tree review of the Pottersville 42451 is scheduled to be completed in fiscal year 2027.

11. HAGUE ROAD 41852 – 13.2 kV

Profile: 1,911 Customers, 84.3 Circuit Miles
 Indices: CAIDI = 6.15, SAIFI = 2.21

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	18	64.29%	2,230	52.73%	13,380	51.46%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	17.86%	1,933	45.71%	12,556	48.29%
6	ACCIDENTS	2	7.14%	2	0.05%	10	0.04%
7	PREARRANGED	3	10.71%	64	1.51%	55	0.21%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	0	0.00%	0	0.00%	0	0.00%
Totals		28	100.00%	4,229	100.00%	26,000	100.00%

Problem Analysis:

- There were 28 interruptions on the Hague Road 41852 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption affecting the Hague Road 41852, occurred on March 31st, 2025 due to a failed potential transformer within the Hague Road 13.2 kV metalclad switchgear, causing a lockout of the R515 substation breaker. This lockout accounted for 45% of the total customers interrupted (1,914 of 4,229), and 48% of the total customer-hours interrupted (12,496 of 26,000). Power was restored utilizing feeder ties and distributed generation, restoring eight customers six hours and twelve minutes after the initial outage, with an additional 528 customers restored after another one hour and one minute. The remaining customers were all restored ten hours and fifty-seven minutes after the initial start of the outage.
- The remaining 27 events occurred at the distribution level, the largest of which affected 659 customers (26%) and accounted for 6,006 customer-hours of interruption (23%).
- The distribution circuit breaker for the Hague Road 41852 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Hague Road 41852 experienced 0 sustained operations (lockouts) in 2025.
- There were two 3-phase distribution recloser lockouts on the Hague Road 4185 in 2025, both caused by fallen trees. These events together accounted for 1,186 customers interrupted (28%), and 8,393 customer-hours of interruption (32%).
 - o The first 3-phase distribution recloser lockout occurred on March 30th, 2025 when recloser R89909 on pole 12 Tower Avenue locked out due to a fallen tree on pole 7

- Calkins Place. This event accounted for 13% of the total customers interrupted (527 of 4,229), and 9% of the total customer-hours of interruption (2,387 of 26,000).
- o The second 3-phase recloser lockout occurred on September 5th, 2025 when recloser R87032 on pole 86 State Highway 22 locked out due to a fallen tree at pole 44 State Highway 22. This event accounted for 16% of the total customers interrupted (659 of 4,229), and 23% of the total customer-hours of interruption (6,006 of 26,000). One hour and thirty-seven minutes after the initial outage, the feeder was sectionalized by opening loops at pole 45 State Highway 22, restoring power to 45 customers while repairs continued.
 - Trees were the leading cause of interruptions on the Hague Road 41852 in 2025, accounting for 64% of total interruptions (18 of 28). Equipment Failures were the 2nd leading cause of interruptions, accounting for 18% of total interruptions (5 of 28). Prearranged outages were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (3 of 28).
 - Trees were the leading cause of customers interrupted (CI) on the Hague Road 41852 in 2025, accounting for 53% of total customers interrupted (2,230 of 4,229). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 46% of total customers interrupted (1,933 of 4,229). Prearranged outages were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (64 of 4,229).
 - Trees were the leading cause of customer-hours interrupted (CHI) on the Hague Road 41852 in 2025, accounting for 51% of total customer-hours interrupted (13,380 of 26,000). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 48% of total customer-hours interrupted (12,556 of 26,000). Prearranged outages were the 3rd leading cause of customer-hours interrupted, accounting for 0% of total customer-hours interrupted (55 of 26,000).
 - Of the 28 interruptions on this circuit, 12 affected 10 customers or less, with 4 being single customer outages.

Actions Taken:

- There are five 3-phase reclosers on the Hague Road 41852. One of the 3-phase reclosers was installed in 1996 while the second and third were installed in 2015 and 2016. The fourth and fifth reclosers were installed in 2023 in support of a solar distributed generation interconnection.
- A conversion was completed on Lord Howe Street in 2025 which created a new single-phase tie between the Hague Road 41852 and Hague Road 41853.
- A project to convert a large section of the Hague Road 41852 in downtown Ticonderoga along Montcalm Street from 4.8 kV to 13.2 kV was completed in 2023. This project also reconfigured portions of the Hague Road 41852 and installed new protective devices for increased reliability.
- A 3-phase line extension was built along Montcalm Street in Ticonderoga in 2025 to create a tie between two sections of the Hague Road 41852. This allows for an alternate arrangement of the Hague Road 41852 to continue to supply customers should there be a fault of the mainline, which currently includes a crossing of the La Chute River.
- A maintenance foot patrol of the Hague Road 41852 was completed in 2022, with all identified maintenance completed.

- A maintenance foot patrol of the Ticonderoga-Whitehall #3, 115 kV transmission line was completed in 2020 and all identified maintenance was completed in 2023 during the line rebuild project identified below.
- A multi-year capital project was completed in 2023, which replaced about 200 115 kV transmission structures on the Ticonderoga-Whitehall #3 and Ticonderoga-Republic #2, 115 kV transmission lines and reconducted sections of each line to replace conductors which were in poor condition, or which had multiple splices due to past conductor failures.
- Integrated Vegetation Management was completed on the Ticonderoga-Whitehall #3, 115 kV transmission line in fiscal year 2018.
- Integrated Vegetation Management was completed on the Ticonderoga-Republic #2, 115 kV transmission line in fiscal year 2020.
- Tree trimming and a hazard tree review, which removed 384 hazard trees and another 34 Ash trees infested with the Emerald Ash Borer, was completed on the Hague Road 41852 in fiscal year 2024.

Action Plan:

- The next maintenance foot patrol for the Hague Road 41852 is scheduled for 2027.
- Tree trimming and a hazard tree review of the Hague Road 41852 is scheduled to be completed in fiscal year 2030.

12. SCHROON LAKE 42951 – 13.2 kV

Profile: 2,444 Customers, 127.7 Circuit Miles
Indices: CAIDI = 1.58, SAIFI = 3.00

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	35	63.64%	5,390	73.63%	7,382	63.87%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	10.91%	1,810	24.73%	3,982	34.45%
6	ACCIDENTS	2	3.64%	10	0.14%	32	0.28%
7	PREARRANGED	2	3.64%	18	0.25%	15	0.13%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	3	5.45%	3	0.04%	6	0.05%
10	UNKNOWN	7	12.73%	89	1.22%	141	1.22%
Totals		55	100.00%	7,320	100.00%	11,558	100.00%

Problem Analysis:

- There were 55 interruptions on the Schroon Lake 42951 in 2025.
- There was one transmission interruption affecting the Schroon Lake 42951 in 2025, which occurred on July 17th, 2025, when a fallen tree caused the lockout of the 34.5 kV Warrensburg – Chestertown #6 sub-transmission line. This lockout accounted for 34% of the total customers interrupted (2,463 of 7,320), and 4% of the total customer-hours interrupted (500 of 11,558).
- There were no substation interruptions.
- The remaining 54 events occurred at the distribution level, the largest of which accounted for 1,482 customers interrupted (20%), and 3,026 customer-hours of interruption (26%).
- The distribution circuit breaker for the Schroon Lake 42951 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Schroon Lake 42951 experienced one sustained operation (lockout) in 2025, which occurred on April 9th, 2025 when one phase of the primary distribution on pole 336 on US Highway 9 burned open. This lockout accounted for 20% of the total customers interrupted (1,482 of 7,320), and 26% of the total customer-hours interrupted (3,026 of 11,558).
- There were two 3-phase distribution recloser lockouts on the Schroon Lake 42951 in 2025, both due to tree related events. These events together accounted for 1,897 customers interrupted (26%), and 2,843 customer-hours of interruption (25%).
 - o The first 3-phase distribution recloser lockout occurred on September 24th, 2025, when R910398 on pole 311 US Highway 9 locked out for a fallen tree on the primary. The event accounted for 13% of the total customers interrupted (947 of 7,320), and

- 12% of the total customer-hours interrupted (1,388 of 11,558).
- o The second 3-phase recloser lockout occurred on November 12th, 2025, when recloser R810398 on pole 311 US Highway 9 locked out for a limb across the primary at pole 212 on US Highway 9. This event accounted for 13% of the total customers interrupted (950 of 7,320), and 13% of the total customer-hours interrupted (1,455 of 11,558).
 - Trees were the leading cause of interruptions on the Schroon Lake 42951 in 2025, accounting for 64% of total interruptions (35 of 55). Events with an unknown cause were the 2nd leading cause of interruptions, accounting for 13% of total interruptions (7 of 55). Equipment Failures were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (6 of 55).
 - Trees were the leading cause of customers interrupted (CI) on the Schroon Lake 42951 in 2025, accounting for 74% of total customers interrupted (5,390 of 7,320). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 25% of total customers interrupted (1,810 of 7,320). Events with an unknown cause were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (89 of 7,320).
 - Trees were the leading cause of customer-hours interrupted (CHI) on the Schroon Lake 42951 in 2025, accounting for 64% of total customer-hours interrupted (7,382 of 11,558). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 34% of total customer-hours interrupted (3,982 of 11,558). Events with an unknown cause were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (141 of 11,558).
 - Of the 55 interruptions on this circuit, 31 affected 10 customers or less, with 13 being single customer outages.

Actions Taken:

- There are four 3-phase distribution reclosers, one single-phase recloser, and five single-phase TripSaver reclosers on the Schroon Lake 42951. Two of the 3-phase reclosers are part of the Pottersville 51/Schroon Lake 51 loop scheme that was installed in 2010 which automatically restores service to 1,036 of the 2,444 customers on the Schroon Lake 42951 (42%) in the event of a transmission or substation outage. In addition, the loop scheme reclosers allow the remote transfer of additional load during an interruption depending upon the loading of the Pottersville and Schroon Lake feeders at the time of the interruption. One of the loop scheme reclosers was replaced in early 2025 due to a failure of the previous recloser, restoring the functionality of the loop scheme.
- A capital project was completed in 2018 to replace the submarine cable serving Clark's Island and the 17 additional customers on the east shore of Schroon Lake only accessible by water at a cost of \$305,193.
- A Minor Storm Hardening project was completed on the Schroon Lake 42951 in 2019 rebuilding approximately 2 miles of rear lot 4.8 kV single-phase distribution near Hoffman Road with new 7.62 kV single-phase distribution along the road at a cost of \$523,458.
- A Minor Storm Hardening project was completed on the Schroon Lake 42951 in early 2021, rebuilding approximately 1/2 mile of rear lot 4.8 kV, 3-phase distribution adjacent to Blue Ridge Road with new 13.2 kV, 3-phase distribution directly adjacent to the road.
- The bi-directional voltage regulator on pole 206 on U.S. Highway 9 which is an integral

part of the Potterville 51/Schroon Lake 51 loop scheme was replaced in 2021.

- A maintenance foot patrol was performed on the Schroon Lake 42951 in 2024, and all identified maintenance has been completed.
- Tree trimming and a hazard tree review was completed on the Schroon Lake 42951 in fiscal year 2022.
- A project to add external expulsion fuses to 93 completely self-protected (CSP) transformers on the 3-phase mainline was completed in 2023.
- A project was constructed in 2023 to increase the size of existing voltage regulators and add additional voltage regulators on U.S. Highway 9 to increase the capacity of the feeder in North Hudson for a total cost of \$106,000.

Action Plan:

- The next maintenance foot patrol for the Schroon Lake 42951 is scheduled for 2029.
- The next full tree trimming and hazard tree review cycle for the Schroon Lake 42951 is scheduled for fiscal year 2029.

13. BUTLER 36253 – 13.2 kV

Profile: 1,798 Customers, 64.0 Circuit Miles
 Indices: CAIDI = 1.41, SAIFI = 3.78

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	12	41.38%	3,361	49.51%	5,457	56.90%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	1	3.45%	1,795	26.44%	300	3.12%
5	EQUIPMENT	3	10.34%	1,307	19.25%	2,862	29.84%
6	ACCIDENTS	10	34.48%	311	4.58%	947	9.88%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	10.34%	14	0.21%	24	0.25%
Totals		29	100.00%	6,788	100.00%	9,590	100.00%

Problem Analysis:

- There were 29 interruptions on the Butler 36253 in 2025.
- There were 2 transmission interruptions on the Butler 36253 in 2025. These interruptions accounted for 3,600 customers interrupted (53%) and 871 customer-hours of interruption (9%).
 - o The first Transmission interruption occurred on March 22, 2025 when a tree fell at structure 71 on the Spier Falls – Lasher Road #2, 115 kV line (PSC cause code 02). This lockout accounted for 27% of the total customers interrupted (1,805 of 6,788), and 6% of the total customer-hours interrupted (572 of 9,590).
 - o The second Transmission interruption occurred on June 21, 2025, due to an underfrequency event on the on the Spier Falls – Lasher Road #2, 115 kV line (PSC cause code 04). This lockout accounted for 26% of the total customers interrupted (1,795 of 6,788), and 3% of the total customer-hours interrupted (300 of 9,590).
- There were no substation interruptions.
- Of the 29 interruptions on the Butler 36253 in 2025, 27 are attributed to the distribution system, which interrupted 3,188 customers (47%) and accounted for 8,718 customer-hours interrupted (91%), for a distribution SAIFI of 1.77 and CAIDI of 2.73.
- The distribution circuit breaker for the Butler 36253 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Butler 36253 experienced 0 sustained operations (lockouts) in 2025.
- There were two 3-phase distribution recloser lockouts on the Butler 36253 in 2025, one of which was caused by trees while the second was the result of an equipment failure. These

interruptions accounted for 2,596 customers interrupted (38%) and 7,100 customer-hours of interruption (74%).

- o The first 3-phase distribution recloser lockout occurred on February 25th, 2025 when recloser R88481 on pole 57 Reynolds Road locked open when a tree took down the primary between poles 32 and 32½ Reynolds Road. This event accounted for 19% of the total customers interrupted (1,296 of 6,788), and 45% of the customer-hours interrupted (4,289 of 9,590).
- o The second 3-phase distribution recloser lockout occurred on May 2nd, 2025 when recloser R88481 on pole 57 Reynolds Road locked open when a primary conductor came down due to an equipment failure. This event accounted for 19% of the total customers interrupted (1,296 of 6,788), and 29% of the customer-hours interrupted (2,812 of 9,590).
- The two transmission related interruptions when combined with the two 3-phase line recloser lockouts accounted for only four of the 29 interruptions on the Butler 36253 in 2025 (14%) but they affected 6,196 customers (91%) and accounted for 7,971 customer-hours of interruption (83%).
- Trees were the leading cause of interruptions on the Butler 36253 in 2025, accounting for 41% of total interruptions (12 of 29). Accidents were the 2nd leading cause of interruptions, accounting for 34% of total interruptions (10 of 29). Equipment Failures were the 3rd leading cause of interruptions, accounting for 10% of total interruptions (3 of 29).
- Trees were the leading cause of customers interrupted (CI) on the Butler 36253 in 2025, accounting for 50% of total customers interrupted (3,361 of 6,788). Operators Errors were the 2nd leading cause of customers interrupted, accounting for 26% of total customers interrupted (1,795 of 6,788). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 19% of total customers interrupted (1,307 of 6,788).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Butler 36253 in 2025, accounting for 57% of total customer-hours interrupted (5,457 of 9,590). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 30% of total customer-hours interrupted (2,862 of 9,590). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 10% of total customer-hours interrupted (947 of 9,590).
- Of the 29 interruptions on this circuit, 17 affected 10 customers or less, with 5 being single customer outages.

Actions Taken:

- There is one 3-phase recloser and four TripSaver, cutout mounted reclosers on the Butler 36253. These reclosers have proven to be beneficial to the reliability of the feeder since two of the mainline interruptions in 2025 were isolated by the 3-phase recloser instead of affecting the entire feeder.
- The Butler 36253 feeder was constructed and placed in service in 2019 at a total cost of \$1,480,675. It absorbed loads previously served by the Butler 36251 and 36252 feeders.
- A feeder tie between the Butler 36253 and Burgoyne 3751 feeders was constructed in 2019 at a cost of \$202,068.
- A capital project was completed in 2021 to convert a section of Fort Edward Road to 13.2 kV and transfer it from the Farnan Road 47751 feeder to the Butler 36253 feeder at a cost

of \$111,629.

- A capital project was completed in 2024 at a cost of \$1,532,210 to convert the southern half of the McCrea Street 27226 feeder from 4.8 kV to 13.2 kV and transfer it to the Butler 36253 temporarily while the Mohican Substation is under construction.
- Tree trimming and a hazard tree review was completed on the Butler 36253 in fiscal year 2019.

Action Plan:

- Tree trimming and a hazard tree review is scheduled to be completed on the Butler 36253 in fiscal year 2028.
- A maintenance foot patrol is scheduled to be completed on the Butler 36253 in 2026.

14. WARRENSBURG 32151 – 13.2 kV

Profile: 1,118 Customers, 45.6 Circuit Miles
 Indices: CAIDI = 3.58, SAIFI = 2.42

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	18	60.00%	1,333	49.17%	3,875	39.95%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	16.67%	1,152	42.49%	5,173	53.34%
6	ACCIDENTS	2	6.67%	143	5.27%	536	5.53%
7	PREARRANGED	1	3.33%	40	1.48%	19	0.20%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	13.33%	43	1.59%	95	0.98%
Totals		30	100.00%	2,711	100.00%	9,699	100.00%

Problem Analysis:

- There were 30 interruptions on the Warrensburg 32151 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 30 events occurred at the distribution level, with the largest event accounting for 1,122 customers interrupted (21%), and 4,894 customer-hours of interruption (50%).
- The distribution circuit breaker for the Warrensburg 32151 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Warrensburg 32151 experienced one sustained operation (lockout) in 2025, which occurred on November 4th, 2025, due to a broken pole at pole 153 Main Street. This lockout accounted for 41% of the total customers interrupted (1,122 of 2,711), and 50% of the total customer-hours interrupted (4,894 of 9,699). Twelve minutes after the initial outage the feeder was sectionalized by opening switch 40622, restoring power to 389 customers. Additionally, one hour and eighteen minutes after the initial outage a feeder tie to the Bolton 28451 circuit was closed in at SW89449, opening at switch 89123, restoring an additional 327 customers.
- There were two 3-phase distribution recloser lockouts on the Warrensburg 32151 in 2025, with both being caused by fallen trees. Together, these events accounted for 758 customers interrupted (28%), and 2,556 customer-hours of interruption (26%).
 - o The first 3-phase distribution recloser lockout occurred on July 12th, 2025, when recloser R89121 on pole 1 Horicon Avenue locked out due to a tree falling on the primary at pole 3 ½ Schroon River Road. This event accounted for 14% of the total customers interrupted (379 of 2,711), and 12% of the total customer-hours interrupted

- (1,138 of 9,699).
- o The second 3-phase distribution recloser lockout occurred on August 13th, 2025, when recloser R89121 on pole 1 Horicon Avenue locked out due to a tree falling on the primary. This event accounted for 14% of the total customers interrupted (379 of 2,711), and 15% of the total customer-hours interrupted (1,418 of 9,699).
 - Trees were the leading cause of interruptions on the Warrensburg 32151 in 2025, accounting for 60% of total interruptions (18 of 30). Equipment Failures were the 2nd leading cause of interruptions, accounting for 17% of total interruptions (5 of 30). Events with an unknown cause were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (4 of 30).
 - Trees were the leading cause of customers interrupted (CI) on the Warrensburg 32151 in 2025, accounting for 49% of total customers interrupted (1,333 of 2,711). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 42% of total customers interrupted (1,152 of 2,711). Accidents were the 3rd leading cause of customers interrupted, accounting for 5% of total customers interrupted (143 of 2,711).
 - Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Warrensburg 32151 in 2025, accounting for 53% of total customer-hours interrupted (5,173 of 9,699). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 40% of total customer-hours interrupted (3,875 of 9,699). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (536 of 9,699).
 - Of the 30 interruptions on this circuit, 9 affected 10 customers or less, with 4 being single customer outages.

Actions Taken:

- There are two 3-phase distribution recloser on the Warrensburg 32151, both installed in 2009. These have been a significant boost to the reliability of the Warrensburg 32151, isolating two outages in 2025.
- There was a small conversion which also installed a voltage regulator and cutout mounted recloser on East Schroon River Road completed in 2025, which increased the capacity of the system in the area, as well as improving voltage and reliability.
- A project was completed in 2020 to construct a 13.2 kV, 3-phase feeder tie between the Bolton 28451 and the Warrensburg 32151 on Diamond Point – Bakers Road.
- A maintenance foot patrol of the Warrensburg 32151 was completed in 2025.
- A tree trimming and hazard tree removal was completed for the Warrensburg 32151 in fiscal year 2021.

Action Plan:

- Complete all maintenance identified on the Warrensburg 32151 in the 2025 foot patrol.
- The next maintenance foot patrol on the Warrensburg 32151 is scheduled for 2030.
- The next full tree trimming and hazard tree review cycle for the Warrensburg 32151 is scheduled for fiscal year 2027.

15. NORTH CREEK 12251 – 13.2 kV

Profile: 1,995 Customers, 139.6 Circuit Miles
Indices: CAIDI = 2.37, SAIFI = 2.29

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	48	67.61%	1,737	38.02%	7,362	68.06%
3	OVERLOADS	1	1.41%	1	0.02%	7	0.06%
4	OPER. ERROR	1	1.41%	1,994	43.64%	532	4.92%
5	EQUIPMENT	7	9.86%	417	9.13%	1,583	14.64%
6	ACCIDENTS	4	5.63%	112	2.45%	358	3.31%
7	PREARRANGED	3	4.23%	45	0.98%	140	1.30%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	7	9.86%	263	5.76%	835	7.72%
Totals		71	100.00%	4,569	100.00%	10,818	100.00%

Problem Analysis:

- There were 71 interruptions on the North Creek 12251 in 2025.
- There was one transmission interruption which occurred on July 24th, 2025, when the operation of the Spier – Queensbury #17 115 kV transmission line caused a loss of transmission source into North Creek as a result of the transmission system being in an out of normal configuration prior. This lockout accounted for 44% of the total customers interrupted (1,994 of 4,569), and 5% of the total customer-hours interrupted (532 of 10,818).
- There were no substation interruptions.
- The remaining 70 events occurred at the distribution level, with the largest event accounting for 296 customers interrupted (7%), and 1,359 customer-hours of interruption (13%).
- The distribution circuit breaker for the North Creek 12251 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the North Creek 12251 experienced 0 sustained operations (lockouts) in 2025.
- There was one 3-phase distribution recloser lockout for the North Creek 12251 in 2025, which occurred on September 25th, 2025, when recloser R89179 on pole 26 State Highway 28 locked out due to one phase of the primary burning open near pole 65 State Highway 28. This operation accounted for 4% of the total customers interrupted (184 of 4,569), and 7% of the total customer-hours interrupted (771 of 10,818).
- Trees were the leading cause of interruptions on the North Creek 12251 in 2025, accounting for 68% of total interruptions (48 of 71). Equipment Failures were the 2nd leading cause

of interruptions, accounting for 10% of total interruptions (7 of 71). Events with an unknown cause were the 3rd leading cause of interruptions, accounting for 10% of total interruptions (7 of 71).

- Operators Errors were the leading cause of customers interrupted (CI) on the North Creek 12251 in 2025, accounting for 44% of total customers interrupted (1,994 of 4,569). Trees were the 2nd leading cause of customers interrupted, accounting for 38% of total customers interrupted (1,737 of 4,569). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 9% of total customers interrupted (417 of 4,569).
- Trees were the leading cause of customer-hours interrupted (CHI) on the North Creek 12251 in 2025, accounting for 68% of total customer-hours interrupted (7,362 of 10,818). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 15% of total customer-hours interrupted (1,583 of 10,818). Events with an unknown cause were the 3rd leading cause of customer-hours interrupted, accounting for 8% of total customer-hours interrupted (835 of 10,818).
- Of the 71 interruptions on this circuit, 30 affected 10 customers or less, with 11 being single customer outages.

Actions Taken:

- There are four 3-phase reclosers on the North Creek 12251. Two reclosers were installed in 2009, the two other reclosers originally installed in the mid 1990's were replaced in 2018 and 2021 with new 3-phase reclosers with communications and remote operating capabilities. R88982 was replaced in 2024 with a new 3-phase recloser unit with full communications and remote operation capabilities due to repeated failures.
- Five TripSaver, cut-out mounted reclosers were added on various large single-phase taps on the North Creek 12251 in 2015. One additional TripSaver was installed in each of 2019 and 2020. An additional TripSaver was added to Milton Street in 2025, in order to address repeated outages caused by momentary interruptions.
- A capital improvement project was completed in 2014 at a cost of about \$94,000 to rebuild the first 2,500 feet of rear-lot, single-phase distribution adjacent to Byrnes Road with new 7.62 kV single-phase distribution along the road.
- Tree trimming and a hazard tree review, which removed 472 hazard trees and another 67 Ash trees infested with the Emerald Ash Borer, was completed on the North Creek 12251 in fiscal year 2022, with additional mid cycle hazard tree removal performed in fiscal year 2025.
- A maintenance foot patrol of the North Creek 12251 was completed in 2024. All identified level 1 and level 2 maintenance completed.

Action Plan:

- Complete all identified level 3 maintenance on the North Creek 12251 from the 2024 foot patrol.
- The next maintenance foot patrol is scheduled to be completed on the North Creek 12251 in 2029.
- Tree trimming and a hazard tree review is scheduled to be completed on the North Creek 12251 in fiscal year 2028.

16. VAIL MILLS 39252 – 13.2 kV

Profile: 2,833 Customers, 131.6 Circuit Miles
Indices: CAIDI = 2.45, SAIFI = 2.20

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	23	50.00%	4,058	65.02%	5,761	37.64%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	7	15.22%	963	15.43%	3,293	21.51%
6	ACCIDENTS	7	15.22%	555	8.89%	2,680	17.51%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	2	4.35%	2	0.03%	18	0.12%
10	UNKNOWN	7	15.22%	663	10.62%	3,554	23.22%
Totals		46	100.00%	6,241	100.00%	15,305	100.00%

Problem Analysis:

- There were 46 interruptions on the Vail Mills 39252 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 46 events occurred at the distribution level.
- The distribution circuit breaker for the Vail Mills 39252 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Vail Mills 39252 experienced 1 sustained operation (lockout) in 2025 when a tree fell, breaking four poles on Black Street right outside the substation (PSC cause code 02). This interruption accounted for 45% of the total amount of customers interrupted (2,834 out of 6,241) and 24% of the total amount of the customer-hours interrupted (3,722 out of 15,305).
- There were three 3-phase distribution recloser lockouts on the Vail Mills 39252 in 2025 one of which was caused by an equipment failure, while a second was caused by trees. The cause of the third was unknown. These interruptions accounted for 1,373 customers interrupted (22%) and 5,341 customer-hours of interruption (35%).
 - o The first 3-phase distribution recloser lockout occurred on February 11th, 2025 when recloser R95635 on pole 65 County Highway 16 locked open for an unknown cause. This event accounted for 7% of the total customers interrupted (457 of 6,241), and 21% of the customer-hours interrupted (3,153 of 15,305).
 - o The second 3-phase distribution recloser lockout occurred on February 12th, 2025 when recloser R95635 on pole 65 County Highway 16 locked open when the connections at a tap on pole 78 on County Highway 16 failed. This event accounted

for 7% of the total customers interrupted (458 of 6,241), and 14% of the customer-hours interrupted (2,131 of 15,305).

- o The third 3-phase distribution recloser lockout occurred on April 27th, 2025 when recloser R95635 on pole 65 County Highway 16 was opened manually to remove a tree that fell on the primary at pole 77 County Highway 16. This event accounted for 7% of the total customers interrupted (458 of 6,241), but restoration was completed in less than ten minutes thus accounting for less than 1% of the customer-hours interrupted (57 of 15,305).
- The one interruption which caused the station breaker to lockout when combined with the three 3-phase line recloser lockouts accounted for only four of the 46 interruptions on the Vail Mills 39252 in 2025 (9%) but they affected 4,207 customers (67%) and accounted for 9,063 customer-hours of interruption (59%).
- Trees were the leading cause of interruptions on the Vail Mills 39252 in 2025, accounting for 50% of total interruptions (23 of 46). Equipment Failures were the 2nd leading cause of interruptions, accounting for 15% of total interruptions (7 of 46). Accidents were the 3rd leading cause of interruptions, accounting for 15% of total interruptions (7 of 46).
- Trees were the leading cause of customers interrupted (CI) on the Vail Mills 39252 in 2025, accounting for 65% of total customers interrupted (4,058 of 6,241). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 15% of total customers interrupted (963 of 6,241). Unknown were the 3rd leading cause of customers interrupted, accounting for 11% of total customers interrupted (663 of 6,241).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Vail Mills 39252 in 2025, accounting for 38% of total customer-hours interrupted (5,761 of 15,305). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 23% of total customer-hours interrupted (3,554 of 15,305). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 22% of total customer-hours interrupted (3,293 of 15,305).
- Of the 46 interruptions on this circuit, 20 affected 10 customers or less, with 12 being single customer outages.

Actions Taken:

- The Vail Mills low side metalclad was refurbished with new insulation and 2,000 Amp breakers in the fall of 2020 due to damage/failure conditions and is expected to be able to sustain another 10 to 15 years of continuous operation.
- A project was completed in 2024 to automate the 115/69 kV tie within the Vail Mills substation such that the 69 kV transmission system can back up the 115 kV transmission system automatically for a failure of the 115 kV transmission.
- There are three 3-phase reclosers on the Vail Mills 39252. These reclosers have helped to reduce the customer interruptions and customer-hours interrupted over the past year on the Vail Mills 39252.
- A project to rebuild and convert approximately 2.25 miles of Honeywell Corners Road to 2-phase, 13.2 kV was completed in 2020 at a cost of \$311,331.
- A maintenance foot patrol was completed on the Vail Mills 39252 in 2022 and all identified maintenance has been completed.
- Tree trimming and a hazard tree review was completed on the Vail Mills 39252 in fiscal year 2022.

- An off-cycle hazard tree review, which removed 31 hazard trees and another 32 Ash trees infested with the Emerald Ash Borer, was completed on the Vail Mills 39252 in fiscal year 2025.

Action Plan:

- A tree trimming, and a hazard review is scheduled on the Vail Mills 39252 for fiscal year 2027.
- A maintenance foot patrol is scheduled on the Vail Mills 39252 in 2027.

17. BUTLER 36251 – 13.2 kV

Profile: 2,122 Customers, 59.6 Circuit Miles
Indices: CAIDI = 0.91, SAIFI = 4.13

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	22	51.16%	5,750	65.62%	5,064	63.39%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	1	2.33%	2,129	24.30%	249	3.12%
5	EQUIPMENT	5	11.63%	238	2.72%	1,353	16.93%
6	ACCIDENTS	7	16.28%	269	3.07%	328	4.11%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	8	18.60%	376	4.29%	995	12.45%
Totals		43	100.00%	8,762	100.00%	7,990	100.00%

Problem Analysis:

- There were 43 interruptions on the Butler 36251 in 2025.
- There were 2 transmission interruptions on the Butler 36251 in 2025. These interruptions accounted for 4,254 customers interrupted (49%) and 922 customer-hours of interruption (12%).
 - o The first Transmission interruption occurred on March 22, 2025 when a tree fell at structure 71 on the Spier Falls – Lasher Road #2, 115 kV line (PSC cause code 02). This lockout accounted for 24% of the total customers interrupted (2,125 of 8,762), and 8% of the total customer-hours interrupted (673 of 7,990).
 - o The second Transmission interruption occurred on June 21, 2025, due to an underfrequency event on the Spier Falls – Lasher Road #2, 115 kV line (PSC cause code 04). This lockout accounted for 24% of the total customers interrupted (2,129 of 8,762), and 3% of the total customer-hours interrupted (249 of 7,990).
- There were no substation interruptions.
- Of the 43 interruptions on the Butler 36251 in 2025, 41 are attributed to the distribution system, which interrupted 4,508 customers (51%) and accounted for 7,068 customer-hours interrupted (88%), for a distribution SAIFI of 2.12 and CAIDI of 1.57.
- The distribution circuit breaker for the Butler 36251 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Butler 36251 experienced 1 sustained operation (lockout) in 2025. This lockout occurred on March 29, 2025 when a tree limb fell across all three phases at pole 26 on Reynolds Road (PSC cause code 02). This interruption accounted for 24% of the total amount of customers interrupted (2,125 out of 8,762) and

- 18% of the total amount of the customer-hours interrupted (1,431 out of 7,990).
- There were two 3-phase distribution recloser lockouts on the Butler 36251 in 2025 both of which were caused by trees. These interruptions accounted for 928 customers interrupted (11%) and 829 customer-hours of interruption (10%).
 - o The first 3-phase distribution recloser lockout occurred on May 17th, 2025 when recloser R89599 on pole 64½ Fortsville Road locked open when a tree took down the primary at an undisclosed location on Fortsville Road. This event accounted for 2% of the total customers interrupted (199 of 8,762), and 9% of the customer-hours interrupted (691 of 7,990).
 - o The second 3-phase distribution recloser lockout occurred on May 2nd, 2025 when recloser R88481 on pole 57 Reynolds Road locked open when primary conductors came down due to an equipment failure. This event accounted for 8% of the total customers interrupted (729 of 8,762), and 2% of the customer-hours interrupted (139 of 7,990).
 - The two transmission related interruptions when combined with the station breaker operation and the two 3-phase line recloser lockouts accounted for only five of the 43 interruptions on the Butler 36251 in 2025 (12%) but they affected 7,307 customers (83%) and accounted for 3,182 customer-hours of interruption (40%).
 - Trees were the leading cause of interruptions on the Butler 36251 in 2025, accounting for 51% of total interruptions (22 of 43). Unknown were the 2nd leading cause of interruptions, accounting for 19% of total interruptions (8 of 43). Accidents were the 3rd leading cause of interruptions, accounting for 16% of total interruptions (7 of 43).
 - Trees were the leading cause of customers interrupted (CI) on the Butler 36251 in 2025, accounting for 66% of total customers interrupted (5,750 of 8,762). Operators Errors were the 2nd leading cause of customers interrupted, accounting for 24% of total customers interrupted (2,129 of 8,762). Unknown were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (376 of 8,762).
 - Trees were the leading cause of customer-hours interrupted (CHI) on the Butler 36251 in 2025, accounting for 63% of total customer-hours interrupted (5,064 of 7,990). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 17% of total customer-hours interrupted (1,353 of 7,990). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 12% of total customer-hours interrupted (995 of 7,990).
 - Of the 43 interruptions on this circuit, 16 affected 10 customers or less, with 5 being single customer outages.

Actions Taken:

- There are two 3-phase reclosers and four TripSaver, cut-out mounted single-phase reclosers on the Butler 36251. One 3-phase recloser was installed in 2006 while the other was installed in 2007. One TripSaver, cut-out mounted single phase recloser was installed in each of 2017 and 2019 while the other two were installed in 2021.
- A capital improvement project was completed in 2019 to construct a new feeder out of the Butler substation (Butler 36253) which transferred 47.2 miles of distribution and about 1,110 customers from the Butler 36251 feeder to the new Butler 36253 feeder while also transferring the 10.1 mile Fortsville Road tap, and the 204 customers it serves from the Wilton 32952 feeder to the Butler 36251. In the process, one of the 3-phase reclosers and

the TripSaver, cut-out mounted, single-phase reclosers on the Butler 36251 was transferred to the Butler 36253 and a new 3-phase recloser was installed on the Butler 36251 on Fortsville Road.

- A project was completed in 2020 at a cost of \$59,717 to construct about 700 feet of new distribution on Old Bend Road to transfer the Paris Road tap from a cross lots tap off Butler Road to the new Old Bend Road tap.
- A maintenance foot patrol was completed on the Butler 36251 in 2025.
- Tree trimming and a hazard tree review were completed on the Butler 36251 in fiscal year 2021.

Action Plan:

- Complete all identified maintenance on the Butler 36251.
- A tree trimming, and a hazard review is scheduled on the Butler 36251 for fiscal year 2028.

18. ASHLEY 33151 – 13.2 kV

Profile: 1,204 Customers, 86.3 Circuit Miles
Indices: CAIDI = 3.13, SAIFI = 2.10

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	29	65.91%	1,643	64.89%	7,182	90.75%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	13.64%	791	31.24%	244	3.08%
6	ACCIDENTS	3	6.82%	12	0.47%	23	0.29%
7	PREARRANGED	1	2.27%	2	0.08%	1	0.01%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	2.27%	27	1.07%	50	0.63%
10	UNKNOWN	4	9.09%	57	2.25%	414	5.23%
Totals		44	100.00%	2,532	100.00%	7,914	100.00%

Problem Analysis:

- There were 44 interruptions on the Ashley 33151 in 2025.
- There was 1 transmission interruption on the Ashley 33151 in 2025. This Transmission interruption occurred on September 13, 2025 when an A phase loop burned open on the Ashley – Glens Falls #5, 34.5 kV line (PSC cause code 05). This lockout accounted for 12% of the total customers interrupted (297 of 2,532), however, service was restored in less than ten minutes by using a feeder tie to the Burgoyne 33753 feeder thus accounting for less than 1% of the total customer-hours interrupted (35 of 7,914).
- There were no substation interruptions.
- Of the 44 interruptions on the Ashley 33151 in 2025, 43 are attributed to the distribution system, which interrupted 2,235 customers (88%) and accounted for 7,880 customer-hours interrupted (99%), for a distribution SAIFI of 1.86 and CAIDI of 3.53.
- The distribution circuit breaker for the Ashley 33151 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Ashley 33151 experienced 0 sustained operations (lockouts) in 2025.
- There was one 3-phase distribution recloser lockout on the Ashley 33151 in 2025 which occurred on July 10th, 2025 when recloser R810190 on pole 1½ Baldwin Corners Road locked open when a tree fell between poles 38 and 40 on Baldwin Corners Road. This event accounted for 6% of the total customers interrupted (142 of 2,535), and 4% of the customer-hours interrupted (288 of 7,990)
- The transmission related interruption when combined with the 3-phase line recloser lockout accounted for only 2 of the 44 interruptions on the Ashley 33151 in 2025 (5%) but they

affected 439 customers (173%) and accounted for 323 customer-hours of interruption (40%).

- Trees were the leading cause of interruptions on the Ashley 33151 in 2025, accounting for 66% of total interruptions (29 of 44). Equipment Failures were the 2nd leading cause of interruptions, accounting for 14% of total interruptions (6 of 44). Unknown were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (4 of 44).
- Trees were the leading cause of customers interrupted (CI) on the Ashley 33151 in 2025, accounting for 65% of total customers interrupted (1,643 of 2,532). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 31% of total customers interrupted (791 of 2,532). Unknown were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (57 of 2,532).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Ashley 33151 in 2025, accounting for 91% of total customer-hours interrupted (7,182 of 7,914). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 5% of total customer-hours interrupted (414 of 7,914). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (244 of 7,914).
- Of the 44 interruptions on this circuit, 16 affected 10 customers or less, with 4 being single customer outages.

Actions Taken:

- There are four 3-phase reclosers and two single-phase reclosers on the Ashley 33151. Two of the 3-phase reclosers are part of a loop scheme between the Ashley 33151 and the Burgoyne 33753 to automatically transfer 788 customers from the Ashley 33151 to the Burgoyne 33753 should the station breaker lock-out or the 34.5 kV transmission system experience an interruption.
- TripSaver, cut-out mounted single phase reclosers were installed on two different distribution taps on the Ashley 33151, one each in 2020 and 2021.
- Two sections of Baldwin Corners Road were rebuilt in 2012 to relocate rear lot single-phase distribution onto existing telephone set poles on the road at a cost of \$134,600 and a third section of Baldwin Corners Road was rebuilt in 2019 which installed another 1,946 feet of new conductor on telephone set poles along the road allowing the retirement of 2,509 feet of old rear lot distribution at a cost of \$147,521. The fourth and final section of the Baldwin Corners Road rebuild was completed in January 2023 which constructed about 2,781 feet of new 3-phase distribution along Baldwin Corners Road and removed about 2,924 feet of rear lot distribution. Finally, this project converted the first 2.8 miles of Baldwin Corners Road to 13.2 kV and installed a 3-phase recloser at the beginning of the tap.
- A capital project was constructed in 2020 to construct about 2,425 feet of new 4.8 kV single-phase distribution along State Highway 149 at Cartier Road to allow for the removal of about 1,631 feet of cross lot distribution from Goodman Road and to reduce the load on the overloaded ratio transformer on Goodman Road at a cost of \$92,130.
- A small capital project was completed in early 2022 to construct about 600 feet of new 4.8 kV single-phase distribution along State Highway 149 near Strainer Lane to allow for the removal of an equal amount of cross lot distribution.

- A project to rebuild about 2 miles of Goodman Road to 3-phase, 13.2 kV from the single-phase ratio transformer at pole 26 on Goodman Road to State Highway 149 was completed in 2022.
- A small capital project was completed in 2022 to construct about 2,000 feet of new distribution along Hall Road and State Highway 149 to allow for the removal of about 1,200 feet of cross lot distribution which went diagonally across from Hall Road to State Highway 149.
- A small capital improvement project was completed in early 2023 to construct about 220 feet of single-phase, 7.62 kV distribution on Nicholson Road and install a new step-down ratio transformer to reduce the load on the State Highway 149 step-down ratio transformer which was loaded to an estimated 142% of nameplate.
- A small capital improvement project was completed in early 2023 to rebuild and convert to 7.62 kV about 1,100 feet of single-phase distribution on Hog Town Road to allow the installation of a larger step-up ratio transformer to reduce the load on existing Hog Town Road ratio transformer which was loaded to an estimated 146% of nameplate.
- A capital project was completed in 2022 to construct about 2,450 feet of new 4.8 kV single-phase distribution along State Highway 149 between Strainer Lane and Hall Road to allow for the removal of about 2,100 feet of cross lot distribution.
- A maintenance foot patrol of the Ashley 33151 was completed in 2022 and all maintenance has been completed.
- Tree trimming and a hazard tree review was completed on the Ashley 33151 in fiscal year 2024.

Action Plan:

- Tree trimming and a hazard tree review on the Ashley 33151 is scheduled for fiscal year 2030.
- A Hazard Tree Patrol of the Ashley 33151 is scheduled for 2026 to inspect downstream of the Copeland Pond Road, Lake Nebo Road and Owens Road taps each of which experienced at least 3 tree related interruptions in 2025.
- A maintenance foot patrol is scheduled on the Ashley 33151 in 2027.

19. UNION STREET 37654 – 13.2 kV

Profile: 583 Customers, 49.8 Circuit Miles
Indices: CAIDI = 2.64, SAIFI = 3.87

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	11	52.38%	970	42.98%	3,713	62.41%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	4	19.05%	98	4.34%	539	9.06%
6	ACCIDENTS	1	4.76%	581	25.74%	529	8.89%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	5	23.81%	608	26.94%	1,169	19.64%
Totals		21	100.00%	2,257	100.00%	5,950	100.00%

Problem Analysis:

- There were 21 interruptions on the Union Street 37654 in 2025.
- There were 2 transmission interruptions on the Union Street 37654 in 2025. These interruptions accounted for 1,165 customers interrupted (52%) and 1,792 customer-hours of interruption (30%).
 - o The first Transmission interruption occurred on June 19, 2025 when a tree fell between the Hoosick Substation and SA301 on the Cambridge – Hoosick #3, 34.5 kV line (PSC cause code 02). This lockout accounted for 26% of the total customers interrupted (582 of 2,257), and 11% of the total customer-hours interrupted (679 of 5,950).
 - o The second Transmission interruption occurred on August 17, 2025 from an unknown cause (PSC cause code 10). This lockout accounted for 26% of the total customers interrupted (583 of 2,257), and 19% of the total customer-hours interrupted (1,113 of 5,950).
- There were no substation interruptions.
- Of the 21 interruptions on the Union Street 37654 in 2025, 19 are attributed to the distribution system, which interrupted 1,092 customers (48%) and accounted for 4,158 customer-hours interrupted (70%), for a distribution SAIFI of 1.87 and CAIDI of 3.81.
- The distribution circuit breaker for the Union Street 37654 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Union Street 37654 experienced 1 sustained operation (lockout) in 2025. This lockout occurred on October 17, 2025 when a car struck pole 46 on Turnpike Road (PSC cause code 06). This interruption accounted for 26% of

the total amount of customers interrupted (581 out of 2,257) and 9% of the total amount of the customer-hours interrupted (529 out of 5,950).

- The transmission related interruptions when combined with the station breaker lockout accounted for only 3 of the 21 interruptions on the Union Street 37654 in 2025 (14%) but they affected 1,746 customers (77%) and accounted for 2,321 customer-hours of interruption (39%).
- Trees were the leading cause of interruptions on the Union Street 37654 in 2025, accounting for 52% of total interruptions (11 of 21). Unknown were the 2nd leading cause of interruptions, accounting for 24% of total interruptions (5 of 21). Equipment Failures were the 3rd leading cause of interruptions, accounting for 19% of total interruptions (4 of 21).
- Trees were the leading cause of customers interrupted (CI) on the Union Street 37654 in 2025, accounting for 43% of total customers interrupted (970 of 2,257). Unknown were the 2nd leading cause of customers interrupted, accounting for 27% of total customers interrupted (608 of 2,257). Accidents were the 3rd leading cause of customers interrupted, accounting for 26% of total customers interrupted (581 of 2,257).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Union Street 37654 in 2025, accounting for 62% of total customer-hours interrupted (3,713 of 5,950). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 20% of total customer-hours interrupted (1,169 of 5,950). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 9% of total customer-hours interrupted (539 of 5,950).
- Of the 21 interruptions on this circuit, 10 affected 10 customers or less, with 3 being single customer outages.

Actions Taken:

- There are two 3-phase reclosers on the Union Street 37654. These reclosers have assisted with minimizing customers interrupted and customer hours interrupted since they were installed.
- A capital improvement project was completed in 2021 at a cost of \$339,346 to create a 3-phase, 13.2 kV feeder tie with the Union Street 53 on State Highway 22.
- A project to rebuild the 3-phase mainline from Turnpike Road to Brownell Corners Road as necessary to convert to 13.2 kV, was completed in 2023 at a cost of \$845,065. In addition to converting one mile of overhead distribution this project installed two 3-phase reclosers on the Union Street 37654.
- Phase one of the Lincoln Hill Road rebuild project, which rebuilt about 2,400 feet of single-phase 4.8 kV overhead distribution, moving rear lot distribution to the road, was completed in 2023 at a total cost of \$153,608.
- A project to rebuild the 3-phase mainline on Brownell Corners Road and State Highway 22 as necessary to convert to 13.2 kV, was completed in early 2025 at a cost of \$461,142.
- A maintenance foot patrol was performed in 2025.
- Tree trimming and a hazard tree review was completed in fiscal year 2021.

Action Plan:

- Complete all identified maintenance on the Union Street 37654.
- Tree trimming and a hazard tree review are scheduled to be performed on the Union Street 37654 in fiscal year 2028.

20. ST. JOHNSVILLE 33551 – 13.2 kV

Profile: 969 Customers, 123.0 Circuit Miles
Indices: CAIDI = 4.89, SAIFI = 1.86

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	5	12.50%	77	4.26%	228	2.59%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	13	32.50%	1,566	86.71%	8,131	92.12%
6	ACCIDENTS	5	12.50%	35	1.94%	174	1.98%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	2.50%	2	0.11%	12	0.14%
10	UNKNOWN	16	40.00%	126	6.98%	281	3.18%
Totals		40	100.00%	1,806	100.00%	8,827	100.00%

Problem Analysis:

- There were 40 interruptions on the St. Johnsville 33551 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 40 events occurred at the distribution level.
- The distribution circuit breaker for the St. Johnsville 33551 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the St. Johnsville 33551 experienced 0 sustained operations (lockouts) in 2025.
- There were two 3-phase distribution recloser lockouts on the St. Johnsville 33551 in 2025 both of which were the result of device failures. These interruptions accounted for 1,428 customers interrupted (80%) and 7,629 customer-hours of interruption (86%).
 - o The first 3-phase distribution recloser lockout occurred on May 5th, 2025 when recloser R96514 on pole 51 Sanders Road locked open when a Completely Self Protected (CSP) transformer failed on pole 58½ Cooperstown Road. This event accounted for 40% of the total customers interrupted (718 of 1,806), and 49% of the customer-hours interrupted (4,366 of 8,827).
 - o The second 3-phase distribution recloser lockout occurred on May 31st, 2025 when recloser R96514 on pole 51 Sanders Road locked open when a lightning arrester failed at a capacitor bank on pole 17 State Highway 80. This event accounted for 40% of the total customers interrupted (720 of 1,806), and 37% of the customer-hours interrupted (3,263 of 8,827).
- Unknown were the leading cause of interruptions on the St. Johnsville 33551 in 2025,

accounting for 40% of total interruptions (16 of 40). Equipment Failures were the 2nd leading cause of interruptions, accounting for 33% of total interruptions (13 of 40). Trees were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (5 of 40).

- Equipment Failures were the leading cause of customers interrupted (CI) on the St. Johnsville 33551 in 2025, accounting for 87% of total customers interrupted (1,566 of 1,806). Unknown were the 2nd leading cause of customers interrupted, accounting for 7% of total customers interrupted (126 of 1,806). Trees were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (77 of 1,806).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the St. Johnsville 33551 in 2025, accounting for 92% of total customer-hours interrupted (8,131 of 8,827). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (281 of 8,827). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 3% of total customer-hours interrupted (228 of 8,827).
- Of the 40 interruptions on this circuit, 29 affected 10 customers or less, with 14 being single customer outages.

Actions Taken:

- There are three 3-phase reclosers and six single-phase reclosers on the St. Johnsville 33551. Two of the 3-phase reclosers have been in service since the late 1990's, one of which was relocated and upgraded to a new G&W Viper recloser in 2019, while the third recloser was installed in 2008. All the single-phase reclosers have been placed in service since 2006, two of which have subsequently been replaced with cutout-mounted reclosers (CMR's).
- A capital improvement project was completed in 2025 to support Climate Leadership and Community Protection Act (CLCPA) transmission projects by constructing a feeder tie about 4.6 miles on State Highway 5 west to the Salisbury 67853 at a cost of \$4,681,311. This feeder tie has been automated to transfer part or all of the St. Johnsville 51 automatically to the Salisbury 53 depending upon the location of the fault.
- A maintenance foot patrol was performed on the St. Johnsville 33551 in 2022 and all maintenance has been completed.
- Tree trimming and a hazard tree review was completed on the St. Johnsville 33551 in fiscal year 2025.

Action Plan:

- A maintenance foot patrol is scheduled on the St. Johnsville 33551 in 2027.
- Tree trimming and a hazard tree review is scheduled to be performed on the St. Johnsville 33551 in fiscal year 2031.

3. ACTION PLAN SUMMARIES

a. SUMMARY OF ACTION PLANS FOR 2025 WORST PERFORMING CIRCUITS

Station	Feeder	Year	Action Plan	Est. Completion Date	Comments
Hague Road	41853	2025	Complete all identified level 3 maintenance.	Aug. 2026	
Hague Road	41853	2025	Complete a maintenance foot patrol.	Dec. 2028	
Hague Road	41853	2025	Tree trimming and hazard tree review.	Mar. 2030	
Gilmantown	15451	2025	Complete all identified level 3 maintenance.	Dec. 2026	
Gilmantown	15451	2025	Tree trimming and hazard tree review.	Mar. 2027	
Fort Gage	31954	2025	Complete all identified maintenance from the 2025 foot patrol.	Dec. 2028	
Fort Gage	31954	2025	Complete a maintenance foot patrol.	Dec. 2030	
Fort Gage	31954	2025	Tree trimming and hazard tree review.	Mar. 2027	
Chestertown	04251	2025	Complete a maintenance foot patrol.	Dec. 2026	
Chestertown	04251	2025	Tree trimming and hazard tree review.	Mar. 2027	
Bolton	28451	2025	Complete a maintenance foot patrol.	Dec. 2026	
Bolton	28451	2025	Tree trimming and hazard tree review.	Mar. 2028	
Brook Road	36955	2025	Complete a maintenance foot patrol.	Mar. 2028	
Brook Road	36955	2025	Hazard tree patrol to 1 st and 2 nd protective device.	Dec. 2026	
Brook Road	36955	2025	Review feeder for additional TripSaver reclosers.	Dec. 2026	
Brook Road	36955	2025	Review feeder for potential FLISR schemes	Dec. 2026	
North Creek	12252	2025	Complete all identified level 3 maintenance.	Sep. 2027	
North Creek	12252	2025	Complete a maintenance foot patrol.	Dec. 2029	
North Creek	12252	2025	Tree trimming and hazard tree review.	Mar. 2027	
Burgoyne	33751	2025	Complete a maintenance foot patrol.	Dec. 2026	
Burgoyne	33751	2025	Review feeder for additional TripSaver reclosers.	Dec. 2026	
Burgoyne	33751	2025	Tree trimming and hazard tree review.	Mar. 2031	
Union Street	37652	2025	Complete all identified maintenance.	Dec. 2028	
Union Street	37652	2025	Tree trimming and hazard tree review.	Mar. 2028	
Pottersville	42451	2025	Complete a maintenance foot patrol.	Dec. 2026	
Pottersville	42451	2025	Tree trimming and hazard tree review.	Mar. 2027	
Hague Road	41852	2025	Complete a maintenance foot patrol.	Dec. 2027	
Hague Road	41852	2025	Tree trimming and hazard tree review.	Mar. 2030	
Schroon Lake	42951	2025	Complete a maintenance foot patrol.	Dec. 2029	
Schroon Lake	42951	2025	Tree trimming and hazard tree review.	Mar. 2029	
Butler	36253	2025	Tree trimming and hazard tree review.	Mar. 2028	
Butler	36253	2025	Complete a maintenance foot patrol.	Dec. 2026	
Warrensburg	32151	2025	Complete all identified maintenance from the 2025 foot patrol.	Dec. 2028	
Warrensburg	32151	2025	Complete a maintenance foot patrol.	Dec. 2030	
Warrensburg	32151	2025	Tree trimming and hazard tree review.	Mar. 2027	
North Creek	12251	2025	Complete all identified level 3 maintenance.	Oct. 2027	
North Creek	12251	2025	Complete a maintenance foot patrol.	Dec. 2029	
North Creek	12251	2025	Tree trimming and hazard tree review.	Mar. 2028	
Vail Mills	39252	2025	Tree trimming and hazard tree review.	Mar. 2027	
Vail Mills	39252	2025	Complete a maintenance foot patrol.	Dec. 2027	
Butler	36251	2025	Complete all identified maintenance.	Dec. 2028	
Butler	36251	2025	Tree trimming and hazard tree review.	Mar. 2028	
Ashley	33151	2025	Tree trimming and hazard tree review.	Mar. 2030	
Ashley	33151	2025	Hazard tree patrol of Copeland Pond, Lake Nebo and Owens Road taps.	Dec. 2026	

Station	Feeder	Year	Action Plan	Est. Completion Date	Comments
Ashley	33151	2025	Complete a maintenance foot patrol.	Dec. 2027	
Union Street	37654	2025	Complete all identified maintenance.	Dec. 2028	
Union Street	37654	2025	Tree trimming and hazard tree review.	Mar. 2028	
St. Johnsville	33551	2025	Complete a maintenance foot patrol.	Dec. 2027	
St. Johnsville	33551	2025	Tree trimming and hazard tree review.	Mar. 2028	

b. STATUS OF ACTION PLANS FOR 2024 WORST PERFORMING CIRCUITS

Station	Feeder	Year	Action Plan	Est. Completion Date	Status
Battenkill	34257	2024	Complete all identified level 3 maintenance.	11/2026	On Schedule
Battenkill	34257	2024	Tree trimming and hazard tree review.	3/2026	On Schedule
Burgoyne	33751	2024	Tree trimming and hazard tree review.	3/2025	Complete
Burgoyne	33751	2024	Complete a maintenance foot patrol.	12/2026	Complete
Inghams	02051	2024	Complete a maintenance foot patrol.	12/2025	Complete
Inghams	02051	2024	Tree trimming and hazard tree review.	3/2026	On Schedule
Union Street	37653	2024	Complete a maintenance foot patrol.	12/2025	Complete
Union Street	37653	2024	Tree trimming and hazard tree review.	3/2028	On Schedule
Bolton	28451	2024	Tree trimming and hazard tree review.	3/2028	Site specific hazard tree review complete
Schoharie	23452	2024	Complete all identified level 3 maintenance.	4/2026	On Schedule
Schoharie	23452	2024	Complete a maintenance foot patrol.	12/2028	On Schedule
Schoharie	23452	2024	Tree trimming and hazard tree review.	3/2028	Site specific hazard tree review complete
Union Street	37654	2024	Complete a maintenance foot patrol.	12/2025	Complete
Union Street	37654	2024	Tree trimming and hazard tree review.	3/2028	On Schedule
Hague Road	41853	2024	Complete all identified level 3 maintenance.	8/2026	On Schedule
Hague Road	41853	2024	Tree trimming and hazard tree review.	3/2030	On Schedule
North Creek	12251	2024	Complete all identified level 3 maintenance.	10/2027	On Schedule
North Creek	12251	2024	Tree trimming and hazard tree review.	3/2028	Site specific hazard tree review complete
Union Street	37652	2024	Complete a maintenance foot patrol.	12/2025	Complete
Union Street	37652	2024	Tree trimming and hazard tree review.	3/2028	On Schedule
Clinton	36653	2024	Tree trimming and hazard tree review.	3/2025	Complete
Clinton	36653	2024	Complete a maintenance foot patrol.	12/2026	Complete
Middleburg	39051	2024	Complete all identified level 3 maintenance.	3/2026	On Schedule
Middleburg	39051	2024	Complete a maintenance foot patrol.	12/2025	Complete
Middleburg	39051	2024	Tree trimming and hazard tree review.	3/2026	On Schedule
Grand Street	43351	2024	Tree trimming and hazard tree review.	3/2029	On Schedule
Grand Street	43351	2024	Complete all identified level 3 maintenance.	3/2026	Complete
Grand Street	43351	2024	Complete a maintenance foot patrol.	12/2027	On Schedule
Schroon Lake	42951	2024	Complete all identified level 2 and 3 maintenance.	11/2027	On Schedule
Schroon Lake	42951	2024	Tree trimming and hazard tree review.	3/2029	On Schedule
East Springfield	47751	2024	Tree trimming and hazard tree review.	3/2028	On Schedule
East Springfield	47751	2024	Complete all identified level 3 maintenance.	3/2026	On Schedule
East Springfield	47751	2024	Complete a maintenance foot patrol.	12/2025	Complete
Vail Mills	39252	2024	Tree trimming and hazard tree review.	3/2027	Site specific hazard tree review complete
Vail Mills	39252	2024	Complete all identified level 3 maintenance.	3/2026	Complete
Vail Mills	39252	2024	Complete a maintenance foot patrol.	12/2027	On Schedule
Burgoyne	33752	2024	Tree trimming and hazard tree review.	3/2026	On Schedule
Burgoyne	33752	2024	Complete a maintenance foot patrol.	12/2026	On Schedule
Burgoyne	33754	2024	Tree trimming and hazard tree review.	3/2025	Complete
Burgoyne	33754	2024	Complete a maintenance foot patrol.	12/2026	On Schedule
Bolton	28452	2024	Tree trimming and hazard tree review.	3/2028	Site specific hazard tree review complete
Cedar	45351	2024	Complete all identified level 3 maintenance.	3/2026	Complete
Cedar	45351	2024	Tree trimming and hazard tree review.	3/2026	Complete

4. OPERATING REGION PERFORMANCE BELOW MINIMUM

a. MAINTENANCE HISTORY AND ANALYSIS OF FACTORS THAT CAUSED THE BELOW MINIMUM PERFORMANCE.

In 2025, the Northeast Region met the PSC minimum CAIDI requirement of 2.578, after failing to meet the requirement in 2024 with a CAIDI of 2.61. The Northeast Region had an annual CAIDI of 2.23 in 2025, 13% lower than the threshold. However, the Northeast Region failed to meet its annual SAIFI goal of 1.372 in 2025, having not failed to meet this requirement since 2020. The Northeast Region failed to meet the annual SAIFI goal of 1.372 in 2025 with a SAIFI of 1.57.

In 2025, excluding major storms, the Northeast Region experienced 2,880 interruptions. Most of these interruptions (99%) occurred on the distribution system. However, 18 of the interruptions in 2025 occurred on the transmission system, and 6 were substation related.

The 18 transmission-related interruptions accounted for 0.6% of the region's total interruptions (18 of 2,880), 20% of the region's total customers interrupted, (73,650 of 365,703), and 12% of the region's total customer-hours interrupted (97,203 of 815,285). Overall, transmission interruptions in 2025 had a CAIDI of 1.32 hours, and a SAIFI of 0.32 interruptions.

The number of substation-related interruptions in the Northeast did not change from 2024 to 2025, with a total of 6 interruptions in each year. The number of customers interrupted increased from 17,087 in 2024, to 23,026 in 2025 (an increase of 35%), while the customer-hours interrupted increased from 27,199 in 2024, to 70,536 in 2025 (an increase of 159%). Overall, substation interruptions in 2025 had a CAIDI of 3.06 hours, and a SAIFI of 0.1 interruptions.

The number of distribution-related interruptions increased from 2,724 to 2,856 from 2024 to 2025 (an increase of 5%). The number of customers interrupted increased from 244,274 in 2024, to 269,027 in 2025 (an increase of 10%), while the customer-hours interrupted decreased from 652,960 in 2024, to 647,546 in 2025 (a decrease of 0.8%).

b. **PLANNED PROGRAMS OR PLANNED CORRECTIVE ACTIONS AND PROPOSED IMPROVEMENTS TO THE PERFORMANCE INDICES.**

The Company is continuing its efforts in the Northeast Region to maintain reliability. These efforts include distribution patrols, maintenance programs, single phase and three phase line recloser installations, protection coordination studies, lightning protection installations, and tree trimming programs. All these programs and corrective actions not only will reduce the number of interruptions and/or customers interrupted but also the restoration times. The Company will continue to stay on schedule for tree trimming and believes that this maintained schedule for tree trimming and miles trimmed will reduce both the incidence and duration of tree-related interruptions.

Tree trimming around the distribution system will remain a priority in 2026, to address what is typically the single largest contributor to customer interruptions within the Northeast Region.

In addition to the capital improvement work outlined in the Northeast Region Worst Performing Feeder's Action Plan, below are additional efforts to improve reliability and performance indices in the Northeast Region:

- On a monthly basis, the Eastern Division Reliability Team will continue to investigate and analyze outages that impact more than 2,500 customers or exceed 50,000 customer-minutes-interrupted (CMI). This effort continues to highlight interruptions with the greatest impact on CAIDI and SAIFI, helping to identify and implement mitigation measures that reduce outage duration or prevent the interruption from occurring in the first place.
- Review of suitable locations for the installation of additional 3-phase reclosers. These continue to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage as well as prevent sustained outages that, otherwise, would have been momentary in nature.
- Review of suitable locations for the installation of additional cutout-mounted reclosers. These continue to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage as well as prevent sustained outages that, otherwise, would have been momentary in nature.
- Review of suitable locations for the installation of switches which will offer significant operational flexibility, allowing additional opportunity to isolate faults, thereby significantly decreasing customer-hours interrupted in the event of a sustained outage.
- Review of protective device coordination to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage.

I. NORTHERN REGION

1. OPERATING REGIONAL PERFORMANCE

a. HISTORIC CAIDI AND SAIFI INDICES

IDS Info:

	2025	2024	2023	2022	2021	2020
CAIDI (Threshold 2.111)	1.72	2.04	1.92	1.49	1.81	2.07
SAIFI (Threshold 1.412)	1.36	1.13	1.08	1.61	1.29	1.28
SAIDI	2.34	2.30	2.06	2.41	2.34	2.65
Interruptions	1,700	1,666	1,544	1,644	1,717	1,797
Customers Interrupted	189,776	157,250	149,646	224,254	179,190	176,759
Customers Hours Interrupted	325,825	320,424	286,629	334,798	323,604	365,060
Customers Served	139,405	139,544	138,940	138,947	138,437	137,722
Customers Per Interruption	111.63	94.39	96.92	136.41	104.36	98.36
Availability Index	99.9733	99.9739	99.9765	99.9725	99.9733	99.9698
Interruptions/1000 Customers	12.19	11.94	11.11	11.83	12.40	13.05

b. DISCUSSION OF REGIONAL PERFORMANCE

In 2025, the Northern Region met its CAIDI reliability target and met its SAIFI reliability target as set forth by the New York Public Service Commission (PSC). The final System Average Interruption Frequency Index (SAIFI) result was 1.36 interruptions, 4% below the PSC goal of 1.412 interruptions. As shown in the table above, the Customer Average Interruption Duration index (CAIDI) was 1.72 in 2025, 19% below the PSC's regional target of 2.111 hours.

The 2025 CAIDI result was 16% below the 2024 result of 2.04 hours, and 7% below the previous 5-year average of 1.84 hours. The 2025 SAIFI was 20% above the 2024 result of 1.13 interruptions, and 6% above the previous 5-year average of 1.28 interruptions.

In 2025, excluding major storms, the Northern Region experienced 13 transmission interruptions. These interruptions accounted for 1% of the region's total interruptions (13 of 1,700), 12% of the region's total customers interrupted (CI), (23,268 of 189,776), and 13% (42,848 of 325,825) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of 1.84 hours, and a SAIFI of 0.17 interruptions.

The number of transmission-related interruptions increased from 11 in 2024 to 13 in 2025 (an increase of 18%). The number of customers interrupted increased from 13,162 in 2024, to 23,268 in 2025 (an increase of 77%), while the customer-hours interrupted increased from 21,078 in 2024, to 42,848 in 2025 (an increase of 103%).

In 2025, excluding major storms, the Northern Region experienced 6 substation interruptions. These interruptions accounted for 0.4% of the region's total interruptions (6 of 1,700), 16% of the region's total customers interrupted, (30,887 of 189,776), and 10% (33,710 of 325,825) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 1.09 hours, and a SAIFI of 0.22 interruptions.

The number of substation-related interruptions decreased from 9 to 6 from 2024 to 2025 (a decrease of 33%). The number of customers interrupted increased from 20,873 in 2024, to 30,887 in 2025 (an increase of 48%), while the customer-hours interrupted decreased from 38,883 in 2024, to 33,710 in 2025 (a decrease of 13%).

In 2025, excluding major storms, the Northern Region experienced 1,681 distribution interruptions. These interruptions accounted for 99% of the region's total interruptions (1,681 of 1,700), 71% of the region's total customers interrupted, (135,621 of 189,776), and 77% (249,267 of 325,825) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 1.84 hours, and a SAIFI of 0.97 interruptions.

The number of distribution-related interruptions increased from 1,646 to 1,681 from 2024 to 2025 (an increase of 2%). The number of customers interrupted increased from 123,215 in 2024, to 135,621 in 2025 (an increase of 10%), while the customer-hours interrupted decreased from 260,464 in 2024, to 249,267 in 2025 (a decrease of 4%).

c. MONTHLY CAIDI AND SAIFI GRAPHS

The graphs on the following page show the monthly CAIDI and Year-to-Date SAIFI for the Northern Region for 2025 (Excluding Major Storms).

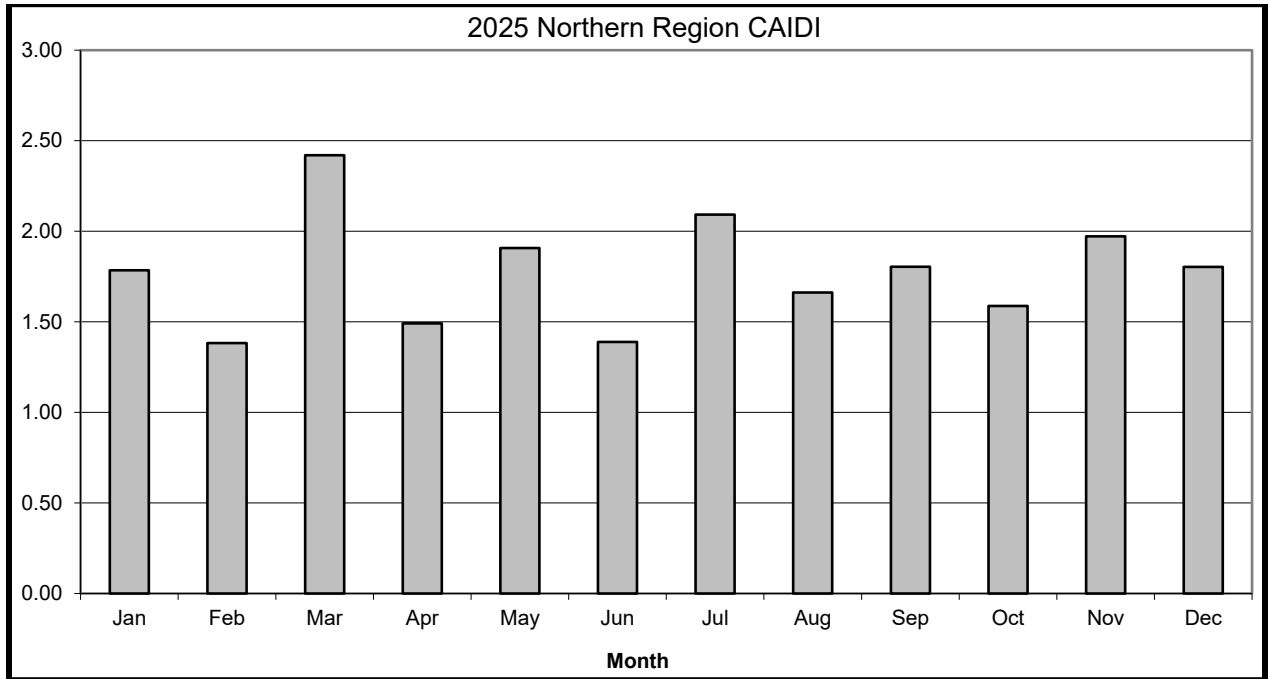
The CAIDI graph shows the individual CAIDI by month. The Northern Region was below the CAIDI threshold of 2.111 hours for 11 of the 12 months in 2025, with March being the month above threshold.

- March was the highest month with a CAIDI of 2.42 hours, accounting for 6% of the customers interrupted (11,084 of 189,776) and 8% of the customer-hours interrupted (26,821 of 325,825). The Northern Region ended the year with an overall CAIDI of 1.72.

The SAIFI graph shows the cumulative SAIFI by month. The Northern Region ended the year at 1.36 interruptions, below the SAIFI threshold of 1.412 interruptions.

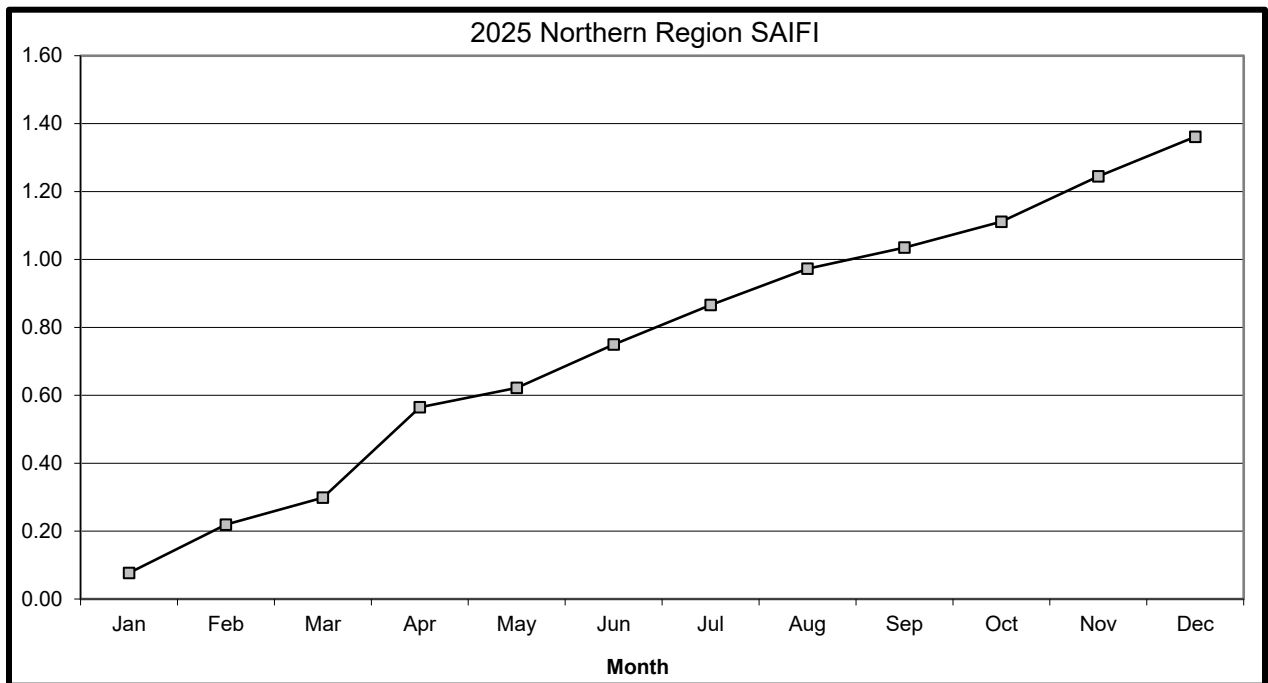
- Excluding Major Storms, there were 37,123 customers interrupted in the month of April. The month of April's SAIFI increased by 0.26. This is mainly due to the 27,040 customer interruptions caused by device failures.

GRAPH OF MONTHLY CAIDI AND SAIFI FOR THE NORTHERN REGION



PSC CAIDI Goal:	
Threshold	2.111
2025 Actual	1.72

PSC SAIFI Goal:	
Threshold	1.412
2025 Actual	1.36



d. PSC CAUSE CODES

1) Number of Events by Cause – Historical

IDS Info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	588	1,243	74	1,286	670	945
02 Tree Contacts	608	565	471	433	536	480
03 Overloads	11	5	3	6	8	5
04 Oper. Error	1	1	6	2	8	3
05 Equipment	379	410	362	360	382	425
06 Accidents	287	296	266	350	284	248
07 Prearranged	51	74	49	52	62	48
08 Cust. Equip.	-	-	-	-	-	-
09 Lightning	49	56	126	127	124	115
10 Unknown	314	259	261	314	313	349
Total	2,288	2,909	1,618	2,930	2,387	1,898

2) Customers Interrupted by Cause – Historical

IDS Info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	61,407	130,994	7,643	102,811	65,782	67,523
02 Tree Contacts	62,013	54,489	34,863	50,158	50,011	51,796
03 Overloads	328	958	337	428	247	10
04 Oper. Error	26	1	1,960	14	9,352	216
05 Equipment	65,346	44,726	41,693	104,230	53,029	50,671
06 Accidents	30,842	26,064	29,628	43,175	28,386	23,453
07 Prearranged	9,297	15,744	7,433	9,326	11,909	4,693
08 Cust. Equip.	-	-	-	-	-	-
09 Lightning	1,130	2,130	15,081	3,782	4,583	3,459
10 Unknown	20,794	13,138	18,651	13,141	21,673	22,998
Total	251,183	288,244	157,289	327,065	244,972	186,042

3) Customer-Hours Interrupted by Cause – Historical

IDS Info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	209,653	1,332,586	24,049	543,011	585,445	598,233
02 Tree Contacts	125,655	134,156	72,815	95,121	111,124	105,293
03 Overloads	365	7,882	609	827	161	30
04 Oper. Error	121	3	531	17	7,022	121
05 Equipment	90,453	92,752	97,188	121,165	110,743	98,734
06 Accidents	58,238	33,824	56,156	73,153	35,798	59,150
07 Prearranged	9,358	20,380	13,604	16,618	11,707	4,463
08 Cust. Equip.	-	-	-	-	-	-
09 Lightning	2,407	5,958	25,623	6,184	9,314	7,427
10 Unknown	39,229	25,470	20,101	21,714	37,737	38,826
Total	535,477	1,653,011	310,676	877,810	909,050	393,578

4) Interruptions, Customers Interrupted and Customer-Hours Interrupted – 2025

Cause Code	Interruptions		Customers Interrupted		Customer-hours Interrupted	
	Number	% Total	Number	% Total	Number	% Total
01 Major Storms	588	25.7%	61,407	24.4%	209,653	39.2%
02 Tree Contacts	608	26.6%	62,013	24.7%	125,655	23.5%
03 Overloads	11	0.5%	328	0.1%	365	0.1%
04 Oper. Error	1	0.0%	26	0.0%	121	0.0%
05 Equipment	379	16.6%	65,346	26.0%	90,453	16.9%
06 Accidents	287	12.5%	30,842	12.3%	58,238	10.9%
07 Prearranged	51	2.2%	9,297	3.7%	9,358	1.7%
08 Cust. Equip.	0	0.0%	0	0.0%	0	0.0%
09 Lightning	49	2.1%	1,130	0.4%	2,407	0.4%
10 Unknown	314	13.7%	20,794	8.3%	39,229	7.3%
Total	2,288	100.0%	251,183	100.0%	535,477	100.0%

e. **INTERRUPTION REVIEW BY PSC CAUSE CODES**

Cause Code 01 - Major Storms

In 2025, Major Storms accounted for 26% of interruptions, 24% of customers interrupted, and 39% of Customer-Hours Interrupted.

Interruptions due to Major Storm were down 53% from 2024, and down 13% over the 5-year average. Customers interrupted due to Major Storms were down 53% from 2024, and down 3% over the 5-year average. Customer-Hours interrupted were down 84% from 2024 and down 58% over the 5-year average.

The remaining PSC code descriptions do not include Major Storms in the percentages.

Cause Code 02 - Tree Contacts

In 2025, Tree Contacts accounted for 36% of interruptions, 33% of customers interrupted, and 39% of Customer-Hours Interrupted.

Interruptions due to Tree Contacts were up 8% from 2024, and up 18% over the 5-year average. Customers interrupted due to Tree Contacts were up 14% from 2024, and up 31% over the 5-year average. Customer-Hours interrupted were down 6% from 2024 and up 20% over the 5-year average.

Tree Contacts were the largest cause of interruptions in 2025.

Cause Code 03 - Overloads

In 2025, Overloads accounted for 1% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Overloads were up 120% from 2024, and up 83% over the 5-year average. Customers interrupted due to Overloads were down 66% from 2024, and down 19% over the 5-year average. Customer-Hours interrupted were down 95% from 2024 and down 81% over the 5-year average.

Overloads were the 7th largest cause of interruptions in 2025.

Cause Code 04 - Operator Error

In 2025, Operator Errors accounted for 0% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Operator Error were flat at 0% from 2024, and down 80% over the 5-year average. Customers interrupted due to Operator Error were up 2500% from 2024, and down 99% over the 5-year average. Customer-Hours interrupted were up 3468% from 2024 and down 95% over the 5-year average.

Operator Error was the 8th largest cause of interruptions in 2025.

Cause Code 05 - Equipment Failure

In 2025, Equipment Failure accounted for 22% of interruptions, 34% of customers interrupted, and 28% of Customer-Hours Interrupted.

Interruptions due to Equipment Failure were down 8% from 2024, and down 1% over the 5-year average. Customers interrupted due to Equipment Failure were up 46% from 2024, and up 10% over the 5-year average. Customer-Hours interrupted were down 2% from 2024 and down 17% over the 5-year average.

Equipment Failures were the 2nd largest cause of interruptions in 2025.

Cause Code 06 - Accidents

In 2025, Accidents accounted for 17% of interruptions, 16% of customers interrupted, and 18% of Customer-Hours Interrupted.

Interruptions due to Accidents were down 3% from 2024, and down 5% over the 5-year average. Customers interrupted due to Accidents were up 18% from 2024, and down 5% over the 5-year average. Customer-Hours interrupted were up 72% from 2024 and up 7% over the 5-year average.

Accidents were the 4th largest cause of interruptions in 2025.

Cause Code 07 - Prearranged

In 2025, Prearranged accounted for 3% of interruptions, 5% of customers interrupted, and 3% of Customer-Hours Interrupted.

Interruptions due to Prearranged were down 31% from 2024, and down 15% over the 5-year average. Customers interrupted due to Prearranged were down 41% from 2024, and down 16% over the 5-year average. Customer-Hours interrupted were down 54% from 2024 and down 34% over the 5-year average.

Prearranged was the 5th largest cause of interruptions in 2025.

Cause Code 08 - Customer Equipment

There were no Customer Equipment interruptions in 2025.

Cause Code 09 - Lightning

In 2025, Lightning accounted for 3% of interruptions, 1% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Lightning were down 13% from 2024, and down 52% over the 5-year average. Customers interrupted due to Lightning were down 47% from 2024, and down 80% over the 5-year average. Customer-Hours interrupted were down 60% from 2024 and down 77% over the 5-year average.

Lightning was the 6th largest cause of interruptions in 2025.

Cause Code 10 - Unknown

In 2025, Unknown causes accounted for 18% of interruptions, 11% of customers interrupted, and 12% of Customer-Hours Interrupted.

Interruptions due to Unknown causes were up 21% from 2024, and up 4% over the 5-year average. Customers interrupted due to Unknown causes were up 58% from 2024, and up 17% over the 5-year average. Customer-Hours interrupted were up 54% from 2024 and up 36% over the 5-year average.

Unknown causes were the 3rd largest cause of interruptions in 2025.

f. DISCUSSION OF REGIONAL CAPEX PROJECTS WITH 2025/2026 SPENDS:

The Northern Region continues to work on capital projects in order to maintain customer satisfaction and future reliability. Some specific projects that were constructed in either CY25 or will be constructed in CY26 are listed below, in addition to a description of a major infrastructure project.

There are load relief projects scheduled to be completed throughout the Northern Region. Most of these load relief projects are ratio transformer replacements or voltage conversions. Line reconductoring is also included in the voltage conversions where appropriate.

There are projects where lines are being rebuilt or reconducted. These projects are either the result of the company's Storm Hardening program, engineering reliability reviews (ERRs) conducted on the Worst Performing Circuits, or are the responses to customer inquiries via the Quick Resolution System (QRS).

There are also substation projects that were completed, are underway or slated to begin in 2025. All are load relief projects. One of the project is replacing motor operated disconnect and gang operated disconnect inside the East Watertown Substation.

Major Capital Projects for Northern Region:

Region	Project Name	Project Type	Fin Sys Proj. No.	Finish	Total Spend
Northern	NYS RTE 37 Rebuild Part 2 32358	Dist Line	C081821	03-05-25	\$1,249,677
Northern	West Road Conversion 77353	Dist Line	C089363	09-05-25	\$1,500,000
Northern	CLCPA PH2 – East Watertown Substation Upgrades	Dist Sub	C090048	07-17-25	\$1,200,000

g. DISCUSSION OF REGIONAL PERFORMANCE OF LVAC NETWORK DISTRIBUTION SYSTEM(S):

City of Watertown – Mill Street LVAC Network

The Watertown LVAC Network serves the Public Square area of the City of Watertown as well as one or two blocks of the following streets: Court Street, Arsenal Street, Stone Street, Washington Street, Clinton Street, Franklin Street, and State Street. This network is supplied by 6 – 4.8kV feeders, all from the Mill Street Substation. This system serves approximately 663 customer accounts and experienced a peak load of approximately 3.584 MVA in 2025.

The table below lists the breaker operations in 2025 that were a result of a fault and/or failure.

Substation	Feeder Number	Breaker Number	# Breaker Operations from Failures
Mill Street	74860	R600	0
Mill Street	74871	R710	0
Mill Street	*74866	R660	0
Mill Street	74873	R730	0
Mill Street	74874	R740	0
Mill Street	**74867	R670	0

*Previous 74872 feeder, **Previous 74875 feeder

As shown above, the Watertown LVAC Network experienced zero feeder outages in 2025. At no time was the network operated beyond its single contingency (N-1) design criteria.

There were no major events associated with the network in 2025.

Major equipment replacements in 2025 consisted of 0 network transformers and 0 network protectors. Annual maintenance consisted of manhole and vault inspections, network protector and transformer inspections, and network protector operation checks.

There are Two major project is being planned:

1. Removal of a double riser pole which has two network feeders on it. We are planning to transfer the OH portion off that riser pole to a neighboring station ultimately removing that OH line from the network. This project is scheduled to be completed in FY2027
2. Two 500kVA network transformers are proposed to be installed to support the general network during a double contingency condition. The project is scheduled to start design in FY2027.

2. OPERATING CIRCUIT LISTS

This section includes the following three tables and Worst Performing Circuit analysis for the Northern Region.

- a. Worst Performing Circuit List
- b. Worst Performing Circuits with 3 Year History for CAIDI and SAIFI Indices
- c. Worst Performing Circuits by number of Momentary Interruptions

a. NATIONAL GRID WORST PERFORMING CIRCUIT LIST

NORTHERN REGION

FEEDER #	A CUST. SERVED	B TOTAL INTER.	C # CUST. INTER.	D CUST. HRS. INTER.	C/A SAIFI	D/A SAIDI	D/C CAIDI	NUMBER OF MOMENTARIES
CHASM FALLS 85251	1,136	36	2,960	9,542	2.61	8.4	3.22	2
PAUL SMITHS 83462	322	32	1,745	4,979	5.42	15.46	2.85	4
INDIAN RIVER 32358	1,719	30	4,915	9,436	2.86	5.49	1.92	1
GILPIN BAY 95661	910	23	2,390	8,549	2.63	9.39	3.58	3
LYME 73352	2,907	23	9,798	12,286	3.37	4.23	1.25	2
THOUSAND ISL 81452	2,215	44	3,767	11,293	1.7	5.1	3	1
INDIAN RIVER 32356	1,086	19	4,004	6,212	3.69	5.72	1.55	1
LITTLE RIVER 95554	1,079	30	3,775	4,557	3.5	4.22	1.21	2
W ADAMS 87551	2,118	30	4,774	7,703	2.25	3.64	1.61	0
HIGLEY 92451	1,106	34	1,600	7,250	1.45	6.55	4.53	2
HIGLEY 92452	1,419	33	3,940	4,847	2.78	3.42	1.23	4
LYME 73353	2,102	26	5,436	6,984	2.59	3.32	1.28	5
FINE 97866	378	13	1,054	4,800	2.79	12.7	4.55	0
ANTWERP 80161	556	11	2,546	4,758	4.58	8.56	1.87	2
DEKALB 98455	1,169	28	2,292	5,001	1.96	4.28	2.18	5
THOUSAND ISL 81453	900	15	2,003	5,942	2.23	6.6	2.97	0
INDIAN RIVER 32355	3,052	19	7,744	9,182	2.54	3.01	1.19	2

Regional Goals:
CAIDI 2.111
SAIFI 1.412

b. NATIONAL GRID WORST PERFORMING CIRCUITS WITH 3 YEAR HISTORY FOR CAIDI AND SAIFI INDICES

NORTHERN REGION

FEEDER #	2025 CAIDI	2024 CAIDI	2023 CAIDI	2022 CAIDI	2025 SAIFI	2024 SAIFI	2023 SAIFI	2022 SAIFI
CHASM FALLS 85251	3.22	3.09	5.63	3.20	2.61	1.63	0.76	4.14
PAUL SMITHS 83462	2.85	1.25	3.52	2.52	5.42	2.57	1.22	1.19
INDIAN RIVER 32358	1.92	1.68	2.97	0.94	2.86	1.26	0.69	1.71
GILPIN BAY 95661	3.58	3.07	4.00	1.39	2.63	1.09	0.85	1.89
LYME 73352	1.25	4.82	3.51	1.10	3.37	0.97	1.25	1.38
THOUSAND ISL 81452	3	3.58	2.11	2.42	1.7	2.95	1.46	3.37
INDIAN RIVER 32356	1.55	1.71	0.57	0.89	3.69	0.55	1.75	0.45
LITTLE RIVER 95554	1.21	1.82	1.42	2.03	3.5	1.98	0.72	0.34
W ADAMS 87551	1.61	1.14	1.80	1.10	2.25	2.09	1.45	2.62
HIGLEY 92451	4.53	2.01	2.06	2.45	1.45	1.02	0.99	0.94
HIGLEY 92452	1.23	1.72	2.00	0.98	2.78	0.34	0.94	5.57
LYME 73353	1.28	1.78	6.19	1.09	2.59	0.08	0.01	1.85
FINE 97866	4.55	1.63	2.83	0.70	2.79	1.18	4.01	2.09
ANTWERP 80161	1.87	3.57	8.10	1.78	4.58	0.35	2.21	2.09
DEKALB 98455	2.18	2.26	0.77	1.73	1.96	1.62	1.34	3.94
THOUSAND ISL 81453	2.97	2.31	1.92	1.08	2.23	0.11	0.49	4.43
INDIAN RIVER 32355	1.19	0.99	1.09	2.59	2.54	0.85	0.20	0.51

Regional Goals:
 CAIDI 2.111
 SAIFI 1.412

c. NATIONAL GRID WORST PERFORMING CIRCUITS BY # OF MOMENTARY INTERRUPTIONS

NORTHERN REGION

Feeders			Customer Momentaries				Ranks		
Volts (kV)	Station Name	Ckt/F No.	Substation	Transmission	Distribution	Total	Within Region	Within System	Reliability Ranking
No circuits experienced 10 or more momentary interruptions in 2025.									

d. WORST PERFORMING CIRCUIT ANALYSIS

For 2025, the Company identified seventeen Worst Performing Circuits in the Northern Region. The list consists of thirteen 13.2kV circuits and four 4.8kV circuits.

For the Northern Region, the CAIDI threshold is 2.111 hours and the SAIFI threshold is 1.412 interruptions.

1. CHASM FALLS 85251 - 13.2kV

Profile: 1,136 Customers, 79.4 Circuit Miles
 Indices: CAIDI = 3.22, SAIFI = 2.61

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	29	80.56%	2,855	96.45%	9,120	95.58%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	1	2.78%	2	0.07%	4	0.04%
6	ACCIDENTS	1	2.78%	1	0.03%	3	0.04%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	2.78%	2	0.07%	8	0.09%
10	UNKNOWN	4	11.11%	100	3.38%	406	4.26%
Totals		36	100.00%	2,960	100.00%	9,542	100.00%

Problem Analysis:

- There were 36 interruptions on the Chasm Falls 85251 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on April 03, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 38% of the total customers interrupted (1,134 of 2,960), and 55% of the total customer-hours interrupted (5,201 of 9,542). Tree fell between structures 149 and 150 on Malone-Chasm #23 Line (23kV).
- There were no substation interruptions.
- The remaining 35 events occurred at the distribution level.
- The distribution circuit breaker for the Chasm Falls 85251 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Chasm Falls 85251 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Chasm Falls 85251 in 2025, accounting for 81% of total interruptions (29 of 36). Unknown were the 2nd leading cause of interruptions, accounting for 11% of total interruptions (4 of 36). Equipment Failures were the 3rd leading cause of interruptions, accounting for 3% of total interruptions (1 of 36).
- Trees were the leading cause of customers interrupted (CI) on the Chasm Falls 85251 in 2025, accounting for 96% of total customers interrupted (2,855 of 2,960). Unknown were the 2nd leading cause of customers interrupted, accounting for 3% of total customers interrupted (100 of 2,960). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 0% of total customers interrupted (2 of 2,960).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Chasm Falls 85251 in 2025, accounting for 96% of total customer-hours interrupted (9,120 of 9,542).

Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (406 of 9,542). Lightning were the 3rd leading cause of customer-hours interrupted, accounting for 0% of total customer-hours interrupted (8 of 9,542).

- Of the 36 interruptions on this circuit, 13 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- In 2021, the Regional Forestry Department completed scheduled distribution cycle pruning.
- In 2021, an I&M foot patrol was completed.
- All level 2 maintenance work identified from the feeder inspection was completed in 2022.
- All level 3 maintenance work identified from the feeder inspection was completed in 2024.

Action Plan:

- This feeder is scheduled to be inspected again in 2026.
- The next scheduled distribution cycle pruning will be completed in 2027.
- No further action is required.

2. PAUL SMITHS 83462 – 4.8kV

Profile: 322 Customers, 44.1 Circuit Miles
 Indices: CAIDI = 2.85, SAIFI = 5.42

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	23	71.88%	1,145	65.62%	2,813	56.51%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	9.38%	550	31.52%	2,108	42.34%
6	ACCIDENTS	2	6.25%	3	0.17%	3	0.06%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	12.50%	47	2.69%	54	1.09%
Totals		32	100.00%	1,745	100.00%	4,979	100.00%

Problem Analysis:

- There were 32 interruptions on the Paul Smiths 83462 in 2025.
- There were 2 transmission interruptions.
 - The first Transmission interruption occurred on March 05, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 25% of the total customers interrupted (428 of 1,745), and 42% of the total customer-hours interrupted (2,076 of 4,979). Line burned/failed tap on structure 14 on Lake Clear – Lake Colby #30 (46kV).
 - The second Transmission interruption occurred on October 19, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 18% of the total customers interrupted (321 of 1,745), and 9% of the total customer-hours interrupted (449 of 4,979). Tree fell on main line on Lake Clear – Lake Colby #30 (46kV).
- There were no substation interruptions.
- The remaining 30 events occurred at the distribution level.
- The distribution circuit breaker for the Paul Smiths 83462 experienced 4 momentary operations in 2025.
- The distribution circuit breaker for the Paul Smiths 83462 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Paul Smiths 83462 in 2025, accounting for 72% of total interruptions (23 of 32). Unknown were the 2nd leading cause of interruptions, accounting for 13% of total interruptions (4 of 32). Equipment Failures were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (3 of 32).
- Trees were the leading cause of customers interrupted (CI) on the Paul Smiths 83462 in 2025, accounting for 66% of total customers interrupted (1,145 of 1,745). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 32% of total

customers interrupted (550 of 1,745). Unknown were the 3rd leading cause of customers interrupted, accounting for 3% of total customers interrupted (47 of 1,745).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Paul Smiths 83462 in 2025, accounting for 57% of total customer-hours interrupted (2,813 of 4,979). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 42% of total customer-hours interrupted (2,108 of 4,979). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (54 of 4,979).
- Of the 32 interruptions on this circuit, 18 affected 10 customers or less, with 10 being single customer outages.

Action Taken:

- In 2021, an I&M foot patrol was completed.
- All level 2 maintenance work identified from the feeder inspection was completed in 2022.
- In 2024, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- All level 3 maintenance work identified from the feeder inspection was completed in 2024.

Action Plan:

- The next I&M foot patrol is scheduled for 2026.
- The next distribution cycle pruning is scheduled for 2031.
- There are no further actions required.

3. INDIAN RIVER 32358 – 13.2kV

Profile: 1,719 Customers, 122 Circuit Miles
 Indices: CAIDI = 1.92, SAIFI = 2.86

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	6	20.00%	1,667	33.92%	4,537	48.08%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	13	43.33%	1,079	21.95%	1,026	10.87%
6	ACCIDENTS	6	20.00%	341	6.94%	530	5.62%
7	PREARRANGED	1	3.33%	82	1.67%	25	0.26%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	13.33%	1,746	35.52%	3,319	35.17%
Totals		30	100.00%	4,915	100.00%	9,436	100.00%

Problem Analysis:

- There were 30 interruptions on the Indian River 32358 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on August 03, 2025, coded as a cause of unknown (PSC cause code 10). This lockout accounted for 35% of the total customers interrupted (1,720 of 4,915), and 35% of the total customer-hours interrupted (3,275 of 9,436). Indian River Mobile TB7 Lockout, no cause found.
- There were no substation interruptions.
- The remaining 29 events occurred at the distribution level.
- The distribution circuit breaker for the Indian River 32358 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Indian River 32358 experienced 0 sustained operations (lockouts) in 2025.
- Equipment Failures were the leading cause of interruptions on the Indian River 32358 in 2025, accounting for 43% of total interruptions (13 of 30). Trees were the 2nd leading cause of interruptions, accounting for 20% of total interruptions (6 of 30). Accidents were the 3rd leading cause of interruptions, accounting for 20% of total interruptions (6 of 30).
- Unknown were the leading cause of customers interrupted (CI) on the Indian River 32358 in 2025, accounting for 36% of total customers interrupted (1,746 of 4,915). Trees were the 2nd leading cause of customers interrupted, accounting for 34% of total customers interrupted (1,667 of 4,915). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 22% of total customers interrupted (1,079 of 4,915).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Indian River 32358 in 2025, accounting for 48% of total customer-hours interrupted (4,537 of 9,436). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 35%

of total customer-hours interrupted (3,319 of 9,436). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 11% of total customer-hours interrupted (1,026 of 9,436).

- Of the 30 interruptions on this circuit, 13 affected 10 customers or less, with 10 being single customer outages.

Action Taken:

- In 2021, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- In 2023, an I&M foot patrol was completed.
- All level 2 maintenance work identified from the feeder inspection was completed in 2024.

Action Plan:

- All level 3 maintenance work identified from the feeder inspection will be completed in 2026.
- The next I&M foot patrol will be completed in 2028.
- The next distribution cycle pruning is scheduled for 2027.
- There are no further actions required.

4. GILPIN BAY 95661 – 4.8kV

Profile: 910 Customers, 16.8 Circuit Miles
 Indices: CAIDI = 3.58, SAIFI = 2.63

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	19	82.61%	1,463	61.21%	3,484	40.75%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	2	8.70%	902	37.74%	4,999	58.47%
6	ACCIDENTS	1	4.35%	4	0.17%	15	0.17%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	4.35%	21	0.88%	52	0.60%
Totals		23	100.00%	2,390	100.00%	8,549	100.00%

Problem Analysis:

- There were 23 interruptions on the Gilpin Bay 95661 in 2025.
- There were 2 transmission interruptions.
 - The first Transmission interruption occurred on March 05, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 38% of the total customers interrupted (900 of 2,390), and 58% of the total customer-hours interrupted (4,981 of 8,549). Line burned/failed tap on structure 14 on Lake Clear – Lake Colby #30 (46kV).
 - The second Transmission interruption occurred on October 19, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 36% of the total customers interrupted (865 of 2,390), and 14% of the total customer-hours interrupted (1,211 of 8,549). Tree fell on main line on Lake Clear – Lake Colby #30 (46kV).
- There were no substation interruptions.
- The remaining 21 events occurred at the distribution level.
- The distribution circuit breaker for the Gilpin Bay 95661 experienced 3 momentary operations in 2025.
- The distribution circuit breaker for the Gilpin Bay 95661 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Gilpin Bay 95661 in 2025, accounting for 83% of total interruptions (19 of 23). Equipment Failures were the 2nd leading cause of interruptions, accounting for 9% of total interruptions (2 of 23). Accidents were the 3rd leading cause of interruptions, accounting for 4% of total interruptions (1 of 23).
- Trees were the leading cause of customers interrupted (CI) on the Gilpin Bay 95661 in 2025, accounting for 61% of total customers interrupted (1,463 of 2,390). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 38% of total

customers interrupted (902 of 2,390). Unknown were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (21 of 2,390).

- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Gilpin Bay 95661 in 2025, accounting for 58% of total customer-hours interrupted (4,999 of 8,549). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 41% of total customer-hours interrupted (3,484 of 8,549). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (52 of 8,549).
- Of the 23 interruptions on this circuit, 10 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- In 2023, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- An I&M foot patrol was completed in 2023.
- All level 2 maintenance work identified from the feeder inspection was completed in 2024.

Action Plan:

- All level 3 maintenance work identified from the feeder inspection will be completed in 2026.
- The next I&M foot patrol will be completed in 2028.
- The next distribution cycle pruning is scheduled for 2030.
- No further actions are required.

5. LYME 73352 - 13.2kV

Profile: 2,907 Customers, 131.17 Circuit Miles
 Indices: CAIDI = 1.25, SAIFI = 3.37

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	5	21.74%	277	2.83%	464	3.78%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	13.04%	3,113	31.77%	3,776	30.73%
6	ACCIDENTS	12	52.17%	6,327	64.57%	7,922	64.48%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	4.35%	6	0.06%	27	0.22%
10	UNKNOWN	2	8.70%	75	0.77%	97	0.79%
Totals		23	100.00%	9,798	100.00%	12,286	100.00%

Problem Analysis:

- There were 23 interruptions on the Lyme 73352 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption.
 - This Substation interruption occurred on April 25, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 29% of the total customers interrupted (2,889 of 9,798), and 27% of the total customer-hours interrupted (3,330 of 12,286). Breaker at Coffeen station failed which caused Coffeen 115KV bus to trip.
- The remaining 22 events occurred at the distribution level.
- The distribution circuit breaker for the Lyme 73352 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Lyme 73352 experienced 0 sustained operations (lockouts) in 2025.
- Accidents were the leading cause of interruptions on the Lyme 73352 in 2025, accounting for 52% of total interruptions (12 of 23). Trees were the 2nd leading cause of interruptions, accounting for 22% of total interruptions (5 of 23). Equipment Failures were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (3 of 23).
- Accidents were the leading cause of customers interrupted (CI) on the Lyme 73352 in 2025, accounting for 65% of total customers interrupted (6,327 of 9,798). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 32% of total customers interrupted (3,113 of 9,798). Trees were the 3rd leading cause of customers interrupted, accounting for 3% of total customers interrupted (277 of 9,798).
- Accidents were the leading cause of customer-hours interrupted (CHI) on the Lyme 73352 in 2025, accounting for 64% of total customer-hours interrupted (7,922 of 12,286).

Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 31% of total customer-hours interrupted (3,776 of 12,286). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (464 of 12,286).

- Of the 23 interruptions on this circuit, 10 affected 10 customers or less, with 4 being single customer outages.

Action Taken:

- In 2021, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- In 2025, an I&M foot patrol was completed.

Action Plan:

- The level 2 maintenance work identified from the feeder inspection will be completed in 2026.
- The next distribution cycle pruning is scheduled for 2027.
- The level 3 maintenance work identified from the feeder inspection will be completed in 2028.
- The next I&M foot patrol is scheduled for 2030.
- At this time, no further action is required.

6. THOUSAND ISL 81452 – 13.2kV

Profile: 2,215 Customers, 113.1 Circuit Miles
 Indices: CAIDI = 3.00, SAIFI = 1.70

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	11	25.00%	527	13.99%	5,983	52.98%
3	OVERLOADS	1	2.27%	7	0.19%	19	0.17%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	15	34.09%	2,696	71.57%	4,446	39.37%
6	ACCIDENTS	9	20.45%	243	6.45%	474	4.20%
7	PREARRANGED	5	11.36%	270	7.17%	269	2.38%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	6.82%	24	0.64%	102	0.90%
Totals		44	100.00%	3,767	100.00%	11,293	100.00%

Problem Analysis:

- There were 44 interruptions on the Thousand Isl 81452 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption.
 - This Substation interruption occurred on April 25, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 58% of the total customers interrupted (2,189 of 3,767), and 23% of the total customer-hours interrupted (2,576 of 11,293). Breaker at Coffeen station failed which caused Coffeen 115KV bus to trip.
- The remaining 43 events occurred at the distribution level.
- The distribution circuit breaker for the Thousand Isl 81452 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Thousand Isl 81452 experienced 0 sustained operations (lockouts) in 2025.
- Equipment Failures were the leading cause of interruptions on the Thousand Isl 81452 in 2025, accounting for 34% of total interruptions (15 of 44). Trees were the 2nd leading cause of interruptions, accounting for 25% of total interruptions (11 of 44). Accidents were the 3rd leading cause of interruptions, accounting for 20% of total interruptions (9 of 44).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Thousand Isl 81452 in 2025, accounting for 72% of total customers interrupted (2,696 of 3,767). Trees were the 2nd leading cause of customers interrupted, accounting for 14% of total customers interrupted (527 of 3,767). Prearranged were the 3rd leading cause of customers interrupted, accounting for 7% of total customers interrupted (270 of 3,767).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Thousand Isl 81452 in 2025, accounting for 53% of total customer-hours interrupted (5,983 of 11,293).

Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 39% of total customer-hours interrupted (4,446 of 11,293). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (474 of 11,293).

- Of the 44 interruptions on this circuit, 22 affected 10 customers or less, with 7 being single customer outages.

Action Taken:

- In 2022, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- In 2022, an I&M foot patrol was completed.
- All level 2 maintenance work identified from the feeder inspection was completed in 2024.
- All level 3 maintenance work identified from the feeder inspection was completed in 2025.

Action Plan:

- The next I&M foot patrol is scheduled for 2027.
- The next distribution cycle pruning is scheduled for 2028.
- No further actions are required.

7. INDIAN RIVER 32356 – 13.2kV

Profile: 1,086 Customers, 58 Circuit Miles
 Indices: CAIDI = 1.55, SAIFI = 3.69

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	1	5.26%	1,088	27.17%	1,686	27.13%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	31.58%	1,734	43.31%	2,258	36.35%
6	ACCIDENTS	9	47.37%	19	0.47%	47	0.76%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	3	15.79%	1,163	29.05%	2,221	35.75%
Totals		19	100.00%	4,004	100.00%	6,212	100.00%

Problem Analysis:

- There were 19 interruptions on the Indian River 32356 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on August 03, 2025, coded as a cause of unknown (PSC cause code 10). This lockout accounted for 27% of the total customers interrupted (1,090 of 4,004), and 34% of the total customer-hours interrupted (2,094 of 6,212). Indian River Mobile TB7 Lockout, no cause found.
- There were no substation interruptions.
- The remaining 18 events occurred at the distribution level.
- The distribution circuit breaker for the Indian River 32356 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Indian River 32356 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 27% of the total amount of customers interrupted (1,088 out of 4,004) and 27% of the total amount of the customer-hours interrupted (1,686 out of 6,212).
 - This lockout occurred on November 16, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 27% of the total customers interrupted (1,088 of 4,004), and 27% of the total customer-hours interrupted (1,686 of 6,212). Tree fell and took down conductor between poles 5 and 7, tripped feeder breaker.
- Accidents were the leading cause of interruptions on the Indian River 32356 in 2025, accounting for 47% of total interruptions (9 of 19). Equipment Failures were the 2nd leading cause of interruptions, accounting for 32% of total interruptions (6 of 19). Unknown were the 3rd leading cause of interruptions, accounting for 16% of total interruptions (3 of 19).

- Equipment Failures were the leading cause of customers interrupted (CI) on the Indian River 32356 in 2025, accounting for 43% of total customers interrupted (1,734 of 4,004). Unknown were the 2nd leading cause of customers interrupted, accounting for 29% of total customers interrupted (1,163 of 4,004). Trees were the 3rd leading cause of customers interrupted, accounting for 27% of total customers interrupted (1,088 of 4,004).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Indian River 32356 in 2025, accounting for 36% of total customer-hours interrupted (2,258 of 6,212). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 36% of total customer-hours interrupted (2,221 of 6,212). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 27% of total customer-hours interrupted (1,686 of 6,212).
- Of the 19 interruptions on this circuit, 12 affected 10 customers or less, with 12 being single customer outages.

Action Taken:

- In 2023, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- In 2023, an I&M foot patrol was completed.
- All level 2 maintenance work identified from the feeder inspection was completed in 2024.

Action Plan:

- All level 3 maintenance work identified from the feeder inspection will be completed in 2026.
- The next I&M foot patrol will be completed in 2028.
- The next distribution cycle pruning is scheduled for 2029.
- There are no further actions required.

8. LITTLE RIVER 95554 - 13.2kV

Profile: 1,079 Customers, 80.24 Circuit Miles
 Indices: CAIDI = 1.21, SAIFI = 3.50

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	7	23.33%	1,770	46.89%	2,490	54.64%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	8	26.67%	1,245	32.98%	645	14.16%
6	ACCIDENTS	1	3.33%	39	1.03%	99	2.18%
7	PREARRANGED	1	3.33%	22	0.58%	29	0.64%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	2	6.67%	223	5.91%	243	5.33%
10	UNKNOWN	11	36.67%	476	12.61%	1,050	23.04%
Totals		30	100.00%	3,775	100.00%	4,557	100.00%

Problems Analysis:

- There were 30 interruptions on the Little River 95554 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 30 events occurred at the distribution level.
- The distribution circuit breaker for the Little River 95554 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Little River 95554 experienced 2 sustained operations (lockouts) in 2025. These interruptions accounted for 29% of the total amount of customers interrupted (1,095 out of 3,775) and 28% of the total amount of the customer-hours interrupted (1,263 out of 4,557).
 - The first lockout occurred on October 13, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 1% of the total customers interrupted (21 of 3,775), and 0% of the total customer-hours interrupted (5 of 4,557). Open feeder breaker to make repair of deteriorating center phase switch.
 - The second lockout occurred on November 09, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 28% of the total customers interrupted (1,074 of 3,775), and 28% of the total customer-hours interrupted (1,258 of 4,557). Tree fell across all three phases between poles 14 and 15 causing the feeder breaker to trip to lock out.
- Unknown were the leading cause of interruptions on the Little River 95554 in 2025, accounting for 37% of total interruptions (11 of 30). Equipment Failures were the 2nd leading cause of interruptions, accounting for 27% of total interruptions (8 of 30). Trees were the 3rd leading cause of interruptions, accounting for 23% of total interruptions (7 of 30).

- Trees were the leading cause of customers interrupted (CI) on the Little River 95554 in 2025, accounting for 47% of total customers interrupted (1,770 of 3,775). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 33% of total customers interrupted (1,245 of 3,775). Unknown were the 3rd leading cause of customers interrupted, accounting for 13% of total customers interrupted (476 of 3,775).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Little River 95554 in 2025, accounting for 55% of total customer-hours interrupted (2,490 of 4,557). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 23% of total customer-hours interrupted (1,050 of 4,557). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 14% of total customer-hours interrupted (645 of 4,557).
- Of the 30 interruptions on this circuit, 8 affected 10 customers or less, with 4 being single customer outages.

Action Taken:

- In 2022, the Regional Forestry Department completed the scheduled distribution cycle pruning
- An I&M foot patrol was completed in 2025.

Action Plan:

- The level 2 maintenance work identified from the feeder inspection will be completed in 2026.
- The level 3 maintenance work identified from the feeder inspection will be completed in 2028.
- The next distribution cycle pruning is scheduled for 2028.
- The next I&M foot patrol is scheduled to be completed in 2030.
- No further actions are required.

9. W ADAMS 87551 – 13.2kV

Profile: 2,118 Customers, 119.4 Circuit Miles
 Indices: CAIDI = 1.61, SAIFI = 2.25

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	6	20.00%	891	18.66%	1,187	15.41%
3	OVERLOADS	2	6.67%	10	0.21%	24	0.31%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	8	26.67%	382	8.00%	534	6.94%
6	ACCIDENTS	5	16.67%	1,328	27.82%	2,459	31.93%
7	PREARRANGED	1	3.33%	36	0.75%	68	0.88%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	8	26.67%	2,127	44.55%	3,430	44.54%
Totals		30	100.00%	4,774	100.00%	7,703	100.00%

Problem Analysis:

- There were 30 interruptions on the W Adams 87551 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 30 events occurred at the distribution level.
- The distribution circuit breaker for the W Adams 87551 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the W Adams 87551 experienced 0 sustained operations (lockouts) in 2025.
- Equipment Failures were the leading cause of interruptions on the W Adams 87551 in 2025, accounting for 27% of total interruptions (8 of 30). Unknown were the 2nd leading cause of interruptions, accounting for 27% of total interruptions (8 of 30). Trees were the 3rd leading cause of interruptions, accounting for 20% of total interruptions (6 of 30).
- Unknown were the leading cause of customers interrupted (CI) on the W Adams 87551 in 2025, accounting for 45% of total customers interrupted (2,127 of 4,774). Accidents were the 2nd leading cause of customers interrupted, accounting for 28% of total customers interrupted (1,328 of 4,774). Trees were the 3rd leading cause of customers interrupted, accounting for 19% of total customers interrupted (891 of 4,774).
- Unknown were the leading cause of customer-hours interrupted (CHI) on the W Adams 87551 in 2025, accounting for 45% of total customer-hours interrupted (3,430 of 7,703). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 32% of total customer-hours interrupted (2,459 of 7,703). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 15% of total customer-hours interrupted (1,187 of 7,703).

- Of the 30 interruptions on this circuit, 12 affected 10 customers or less, with 6 being single customer outages.

Action Taken:

- In 2024, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- An I&M foot patrol was completed in 2025.

Action Plan:

- The level 2 maintenance work identified from the feeder inspection will be completed in 2026.
- The level 3 maintenance work identified from the feeder inspection will be completed in 2028.
- The next I&M foot patrol is scheduled for 2030.
- The next distribution cycle pruning is scheduled for 2030.
- There are no further actions required.

10. HIGLEY 92451 – 13.2kV

Profile: 1,106 Customers, 93.7 Circuit Miles
 Indices: CAIDI = 4.53, SAIFI = 1.45

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	19	55.88%	1,418	88.63%	6,705	92.49%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	8.82%	17	1.06%	104	1.44%
6	ACCIDENTS	1	2.94%	2	0.13%	7	0.10%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	11	32.35%	163	10.19%	433	5.97%
Totals		34	100.00%	1,600	100.00%	7,250	100.00%

Problem Analysis:

- There were 34 interruptions on the Higley 92451 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 34 events occurred at the distribution level.
- The distribution circuit breaker for the Higley 92451 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Higley 92451 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Higley 92451 in 2025, accounting for 56% of total interruptions (19 of 34). Unknown were the 2nd leading cause of interruptions, accounting for 32% of total interruptions (11 of 34). Equipment Failures were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (3 of 34).
- Trees were the leading cause of customers interrupted (CI) on the Higley 92451 in 2025, accounting for 89% of total customers interrupted (1,418 of 1,600). Unknown were the 2nd leading cause of customers interrupted, accounting for 10% of total customers interrupted (163 of 1,600). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (17 of 1,600).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Higley 92451 in 2025, accounting for 92% of total customer-hours interrupted (6,705 of 7,250). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (433 of 7,250). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (104 of 7,250).

- Of the 34 interruptions on this circuit, 10 affected 10 customers or less, with 3 being single customer outages.

-

Action Taken:

- In 2020, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- An I&M foot patrol was completed in 2025.

Action Plan:

- The next distribution cycle pruning is scheduled for 2026.
- All level 2 maintenance work identified during the inspection will be completed in 2026.
- All level 3 maintenance work identified during the inspection will be completed in 2028.
- The next I&M foot patrol is scheduled for 2030.
- No further actions are required.

11. HIGLEY 92452 – 13.2kV

Profile: 1,419 Customers, 79.2 Circuit Miles
 Indices: CAIDI = 1.23, SAIFI = 2.78

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	18	54.55%	2,722	69.09%	3,689	76.11%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	9.09%	582	14.77%	176	3.62%
6	ACCIDENTS	5	15.15%	525	13.32%	537	11.08%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	2	6.06%	15	0.38%	30	0.62%
10	UNKNOWN	5	15.15%	96	2.44%	415	8.56%
Totals		33	100.00%	3,940	100.00%	4,847	100.00%

Problem Analysis:

- There were 33 interruptions on the Higley 92452 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 33 events occurred at the distribution level.
- The distribution circuit breaker for the Higley 92452 experienced 4 momentary operations in 2025.
- The distribution circuit breaker for the Higley 92452 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Higley 92452 in 2025, accounting for 55% of total interruptions (18 of 33). Accidents were the 2nd leading cause of interruptions, accounting for 15% of total interruptions (5 of 33). Unknown were the 3rd leading cause of interruptions, accounting for 15% of total interruptions (5 of 33).
- Trees were the leading cause of customers interrupted (CI) on the Higley 92452 in 2025, accounting for 69% of total customers interrupted (2,722 of 3,940). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 15% of total customers interrupted (582 of 3,940). Accidents were the 3rd leading cause of customers interrupted, accounting for 13% of total customers interrupted (525 of 3,940).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Higley 92452 in 2025, accounting for 76% of total customer-hours interrupted (3,689 of 4,847). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 11% of total customer-hours interrupted (537 of 4,847). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 9% of total customer-hours interrupted (415 of 4,847).

- Of the 33 interruptions on this circuit, 5 affected 10 customers or less, with 3 being single customer outages.

Action Taken:

- In 2020, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- An I&M foot patrol was completed in 2021.
- All level 2 maintenance work identified during the inspection was completed in 2022.
- All level 3 maintenance work identified during the inspection was completed in 2024.

Action Plan:

- The next I&M foot patrol is scheduled for 2026.
- The next distribution cycle pruning is scheduled for 2026.
- No further actions are required.

12. LYME 73353 – 13.2kV

Profile: 2,102 Customers, 82.7 Circuit Miles
 Indices: CAIDI = 1.28, SAIFI = 2.59

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	3	11.54%	808	14.86%	891	12.76%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	9	34.62%	4,497	82.73%	5,793	82.95%
6	ACCIDENTS	11	42.31%	22	0.40%	49	0.70%
7	PREARRANGED	1	3.85%	44	0.81%	98	1.41%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	3.85%	1	0.02%	3	0.04%
10	UNKNOWN	1	3.85%	64	1.18%	149	2.13%
Totals		26	100.00%	5,436	100.00%	6,984	100.00%

Problem Analysis:

- There were 26 interruptions on the Lyme 73353 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption.
 - This Substation interruption occurred on April 25, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 39% of the total customers interrupted (2,099 of 5,436), and 35% of the total customer-hours interrupted (2,419 of 6,984). Breaker at Coffeen station failed which caused Coffeen 115KV bus to trip.
- The remaining 25 events occurred at the distribution level.
- The distribution circuit breaker for the Lyme 73353 experienced 5 momentary operations in 2025.
- The distribution circuit breaker for the Lyme 73353 experienced 0 sustained operations (lockouts) in 2025.
- Accidents were the leading cause of interruptions on the Lyme 73353 in 2025, accounting for 42% of total interruptions (11 of 26). Equipment Failures were the 2nd leading cause of interruptions, accounting for 35% of total interruptions (9 of 26). Trees were the 3rd leading cause of interruptions, accounting for 12% of total interruptions (3 of 26).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Lyme 73353 in 2025, accounting for 83% of total customers interrupted (4,497 of 5,436). Trees were the 2nd leading cause of customers interrupted, accounting for 15% of total customers interrupted (808 of 5,436). Unknown were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (64 of 5,436).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Lyme 73353 in 2025, accounting for 83% of total customer-hours interrupted (5,793 of 6,984). Trees were the 2nd leading cause of customer-hours interrupted, accounting for

13% of total customer-hours interrupted (891 of 6,984). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 2% of total customer-hours interrupted (149 of 6,984).

- Of the 26 interruptions on this circuit, 18 affected 10 customers or less, with 9 being single customer outages.

Action Taken:

- In 2023, an I&M foot patrol was completed.
- The level 2 maintenance work identified was completed in 2024.
- In 2025, the Regional Forestry Department completed the scheduled distribution cycle pruning.

Action Plan:

- The level 3 maintenance work identified will be completed in 2026.
- The next I&M foot patrol is scheduled for 2028.
- The next distribution cycle pruning is scheduled for 2031.
- No further actions are required.

13. FINE 97866 – 4.8kV

Profile: 378 Customers, 39.9 Circuit Miles
 Indices: CAIDI = 4.55, SAIFI = 2.79

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	1	7.69%	10	0.95%	32	0.66%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	0	0.00%	0	0.00%	0	0.00%
6	ACCIDENTS	2	15.38%	757	71.82%	4,271	88.96%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	2	15.38%	46	4.36%	85	1.76%
10	UNKNOWN	8	61.54%	241	22.87%	414	8.62%
Totals		13	100.00%	1,054	100.00%	4,800	100.00%

Problem Analysis:

- There were 13 interruptions on the Fine 97866 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on July 12, 2025, coded as a cause of animal (PSC cause code 06). This lockout accounted for 36% of the total customers interrupted (380 of 1,054), and 77% of the total customer-hours interrupted (3,705 of 4,800). Animal on Fine station bank TB1 cause Browns Falls 21 line to lock out (34.5kV).
- There was 1 substation interruption.
 - This Substation interruption occurred on May 25, 2025, coded as a cause of animal (PSC cause code 06). This lockout accounted for 36% of the total customers interrupted (377 of 1,054), and 12% of the total customer-hours interrupted (566 of 4,800). Dead animal found at Browns Falls station which tripped and locked out the 34.5kV bus.
- The remaining 11 events occurred at the distribution level.
- The distribution circuit breaker for the Fine 97866 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Fine 97866 experienced 0 sustained operations (lockouts) in 2025.
- Unknown were the leading cause of interruptions on the Fine 97866 in 2025, accounting for 62% of total interruptions (8 of 13). Accidents were the 2nd leading cause of interruptions, accounting for 15% of total interruptions (2 of 13). Lightning were the 3rd leading cause of interruptions, accounting for 15% of total interruptions (2 of 13).
- Accidents were the leading cause of customers interrupted (CI) on the Fine 97866 in 2025, accounting for 72% of total customers interrupted (757 of 1,054). Unknown were the 2nd

leading cause of customers interrupted, accounting for 23% of total customers interrupted (241 of 1,054). Lightning were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (46 of 1,054).

- Accidents were the leading cause of customer-hours interrupted (CHI) on the Fine 97866 in 2025, accounting for 89% of total customer-hours interrupted (4,271 of 4,800). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 9% of total customer-hours interrupted (414 of 4,800). Lightning were the 3rd leading cause of customer-hours interrupted, accounting for 2% of total customer-hours interrupted (85 of 4,800).
- Of the 13 interruptions on this circuit, 7 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- In 2023, an I&M foot patrol was completed.
- The level 2 maintenance work identified was completed in 2024.
- In 2025, the Regional Forestry Department completed the scheduled distribution cycle pruning.

Action Plan:

- The level 3 maintenance work identified will be completed in 2026.
- The next I&M foot patrol is scheduled for 2028.
- The next distribution cycle pruning is scheduled for 2032.
- No further actions are required.

14. ANTWERP 80161 – 4.8kV

Profile: 556 Customers, 40.3 Circuit Miles
 Indices: CAIDI = 1.87, SAIFI = 4.58

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	1	9.09%	23	0.90%	31	0.65%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	45.45%	847	33.27%	2,386	50.14%
6	ACCIDENTS	2	18.18%	557	21.88%	69	1.46%
7	PREARRANGED	2	18.18%	1,115	43.79%	2,261	47.51%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	9.09%	4	0.16%	11	0.24%
Totals		11	100.00%	2,546	100.00%	4,758	100.00%

Problem Analysis:

- There were 11 interruptions on the Antwerp 80161 in 2025.
- There were 4 transmission interruptions.
 - The first Transmission interruption occurred on February 22, 2025, coded as a cause of Prearranged (PSC cause code 07). This lockout accounted for 22% of the total customers interrupted (562 of 2,546), and 2% of the total customer-hours interrupted (84 of 4,758). Schedule maintenance outage for work on Fort Drum – Indian River line 9 (115kV).
 - The second Transmission interruption occurred on November 01, 2025, coded as a cause of Prearranged (PSC cause code 07). This lockout accounted for 22% of the total customers interrupted (553 of 2,546), and 46% of the total customer-hours interrupted (2,176 of 4,758). Scheduled maintenance outage to reframe pole on the 23kV line.
 - The third Transmission interruption occurred on December 03, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 22% of the total customers interrupted (553 of 2,546), and 43% of the total customer-hours interrupted (2,026 of 4,758). Phase down inside Theresa municipal, trip the 23kV line recloser.
 - The fourth Transmission interruption occurred on December 04, 2025, coded as a cause of non-company activities (PSC cause code 06). This lockout accounted for 22% of the total customers interrupted (553 of 2,546), and 1% of the total customer-hours interrupted (62 of 4,758). Broken insulator at the Theresa municipal caused a fault on the 23kV line that tripped the mobile substation at Indian River.
- There were no substation interruptions.
- The remaining 7 events occurred at the distribution level.

- The distribution circuit breaker for the Antwerp 80161 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Antwerp 80161 experienced 0 sustained operations (lockouts) in 2025.
- Equipment Failures were the leading cause of interruptions on the Antwerp 80161 in 2025, accounting for 45% of total interruptions (5 of 11). Accidents were the 2nd leading cause of interruptions, accounting for 18% of total interruptions (2 of 11). Prearranged were the 3rd leading cause of interruptions, accounting for 18% of total interruptions (2 of 11).
- Prearranged were the leading cause of customers interrupted (CI) on the Antwerp 80161 in 2025, accounting for 44% of total customers interrupted (1,115 of 2,546). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 33% of total customers interrupted (847 of 2,546). Accidents were the 3rd leading cause of customers interrupted, accounting for 22% of total customers interrupted (557 of 2,546).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Antwerp 80161 in 2025, accounting for 50% of total customer-hours interrupted (2,386 of 4,758). Prearranged were the 2nd leading cause of customer-hours interrupted, accounting for 48% of total customer-hours interrupted (2,261 of 4,758). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (69 of 4,758).
- Of the 11 interruptions on this circuit, 4 affected 10 customers or less, with 1 being single customer outages.

Action Taken:

- In 2022, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- In 2025, an I&M foot patrol was completed.

Action Plan:

- The level 2 maintenance work identified will be completed in 2026.
- The level 3 maintenance work identified will be completed in 2028.
- The next distribution cycle pruning is scheduled for 2029.
- The next I&M foot patrol is scheduled for 2030.
- No further actions are required.

15. DEKALB 98455 – 13.2kV

Profile: 1,169 Customers, 109.9 Circuit Miles
 Indices: CAIDI = 2.18, SAIFI = 1.96

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	14	50.00%	2,037	88.87%	4,207	84.12%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	10.71%	122	5.32%	380	7.59%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	3.57%	2	0.09%	2	0.04%
10	UNKNOWN	10	35.71%	131	5.72%	412	8.25%
Totals		28	100.00%	2,292	100.00%	5,001	100.00%

Problem Analysis:

- There were 28 interruptions on the Dekalb 98455 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 28 events occurred at the distribution level.
- The distribution circuit breaker for the Dekalb 98455 experienced 5 momentary operations in 2025.
- The distribution circuit breaker for the Dekalb 98455 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Dekalb 98455 in 2025, accounting for 50% of total interruptions (14 of 28). Unknown were the 2nd leading cause of interruptions, accounting for 36% of total interruptions (10 of 28). Equipment Failures were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (3 of 28).
- Trees were the leading cause of customers interrupted (CI) on the Dekalb 98455 in 2025, accounting for 89% of total customers interrupted (2,037 of 2,292). Unknown were the 2nd leading cause of customers interrupted, accounting for 6% of total customers interrupted (131 of 2,292). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 5% of total customers interrupted (122 of 2,292).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Dekalb 98455 in 2025, accounting for 84% of total customer-hours interrupted (4,207 of 5,001). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 8% of total customer-hours interrupted (412 of 5,001). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 8% of total customer-hours interrupted (380 of 5,001).

- Of the 28 interruptions on this circuit, 10 affected 10 customers or less, with 3 being single customer outages.

Action Taken:

- In 2022, an I&M foot patrol was completed.
- The level 2 maintenance work identified was completed in 2023.
- The level 3 maintenance work identified was completed in 2025.
- In 2025, the Regional Forestry Department completed the scheduled distribution cycle pruning.

Action Plan:

- The next I&M foot patrol is scheduled for 2027.
- The next distribution cycle pruning is scheduled for 2031.
- No further actions are required.

16. THOUSAND ISL 81453 – 13.2kV

Profile: 900 Customers, 54.8 Circuit Miles
Indices: CAIDI = 2.97, SAIFI = 2.23

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	0	0.00%	0	0.00%	0	0.00%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	4	26.67%	968	48.33%	1,046	17.61%
6	ACCIDENTS	6	40.00%	1,004	50.12%	4,836	81.39%
7	PREARRANGED	1	6.67%	4	0.20%	15	0.26%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	2	13.33%	2	0.10%	7	0.11%
10	UNKNOWN	2	13.33%	25	1.25%	38	0.63%
Totals		15	100.00%	2,003	100.00%	5,942	100.00%

Problem Analysis:

- There were 15 interruptions on the Thousand Isl 81453 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption.
 - This Substation interruption occurred on April 25, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 45% of the total customers interrupted (902 of 2,003), and 16% of the total customer-hours interrupted (949 of 5,942). Breaker at Coffeen station failed which caused Coffeen 115KV bus to trip.
- The remaining 14 events occurred at the distribution level.
- The distribution circuit breaker for the Thousand Isl 81453 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Thousand Isl 81453 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 45% of the total amount of customers interrupted (898 out of 2,003) and 73% of the total amount of the customer-hours interrupted (4,351 out of 5,942).
 - This lockout occurred on July 27, 2025, coded as a cause of animal (PSC cause code 06). This lockout accounted for 45% of the total customers interrupted (898 of 2,003), and 73% of the total customer-hours interrupted (4,351 of 5,942). Osprey damage/burnt line at P75 cause feeder breaker to trip to lock out.
- Accidents were the leading cause of interruptions on the Thousand Isl 81453 in 2025, accounting for 40% of total interruptions (6 of 15). Equipment Failures were the 2nd leading cause of interruptions, accounting for 27% of total interruptions (4 of 15). Lightning were the 3rd leading cause of interruptions, accounting for 13% of total interruptions (2 of 15).

- Accidents were the leading cause of customers interrupted (CI) on the Thousand Isl 81453 in 2025, accounting for 50% of total customers interrupted (1,004 of 2,003). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 48% of total customers interrupted (968 of 2,003). Unknown were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (25 of 2,003).
- Accidents were the leading cause of customer-hours interrupted (CHI) on the Thousand Isl 81453 in 2025, accounting for 81% of total customer-hours interrupted (4,836 of 5,942). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 18% of total customer-hours interrupted (1,046 of 5,942). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 1% of total customer-hours interrupted (38 of 5,942).
- Of the 15 interruptions on this circuit, 9 affected 10 customers or less, with 6 being single customer outages.

Action Taken:

- In 2024, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- In 2024, an I&M foot patrol was completed.
- The level 2 maintenance work identified was completed in 2025.

Action Plan:

- The level 3 maintenance work identified will be completed in 2027.
- The next I&M foot patrol is scheduled for 2029.
- The next distribution cycle pruning is scheduled for 2030.
- No further actions are required.

17. INDIAN RIVER 32355 – 13.2kV

Profile: 3,052 Customers, 86.9 Circuit Miles
 Indices: CAIDI = 1.19, SAIFI = 2.54

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	0	0.00%	0	0.00%	0	0.00%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	12	63.16%	1,327	17.14%	2,492	27.14%
6	ACCIDENTS	3	15.79%	158	2.04%	203	2.21%
7	PREARRANGED	2	10.53%	3,229	41.70%	666	7.25%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	2	10.53%	3,030	39.13%	5,822	63.41%
Totals		19	100.00%	7,744	100.00%	9,182	100.00%

Problem Analysis:

- There were 19 interruptions on the Indian River 32355 in 2025.
- There were 2 transmission interruptions.
 - The first Transmission interruption occurred on February 22, 2025, coded as a cause of Prearranged (PSC cause code 07). This lockout accounted for 40% of the total customers interrupted (3,075 of 7,744), and 5% of the total customer-hours interrupted (461 of 9,182). Schedule maintenance outage for work on Fort Drum – Indian River line 9 (115kV).
 - The second Transmission interruption occurred on August 03, 2025, coded as a cause of unknown (PSC cause code 10). This lockout accounted for 39% of the total customers interrupted (3,029 of 7,744), and 63% of the total customer-hours interrupted (5,818 of 9,182). Indian River Mobile TB7 Lockout, no cause found.
- There were no substation interruptions.
- The remaining 17 events occurred at the distribution level.
- The distribution circuit breaker for the Indian River 32355 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Indian River 32355 experienced 0 sustained operations (lockouts) in 2025.
- Equipment Failures were the leading cause of interruptions on the Indian River 32355 in 2025, accounting for 63% of total interruptions (12 of 19). Accidents were the 2nd leading cause of interruptions, accounting for 16% of total interruptions (3 of 19). Prearranged were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (2 of 19).
- Prearranged were the leading cause of customers interrupted (CI) on the Indian River 32355 in 2025, accounting for 42% of total customers interrupted (3,229 of 7,744).

Unknown were the 2nd leading cause of customers interrupted, accounting for 39% of total customers interrupted (3,030 of 7,744). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 17% of total customers interrupted (1,327 of 7,744).

- Unknown were the leading cause of customer-hours interrupted (CHI) on the Indian River 32355 in 2025, accounting for 63% of total customer-hours interrupted (5,822 of 9,182). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 27% of total customer-hours interrupted (2,492 of 9,182). Prearranged were the 3rd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (666 of 9,182).
- Of the 19 interruptions on this circuit, 9 affected 10 customers or less, with 3 being single customer outages.

Action Taken:

- In 2022, an I&M foot patrol was completed.
- The level 2 maintenance work identified was completed in 2023.
- In 2024, the Regional Forestry Department completed the scheduled distribution cycle pruning.
- The level 3 maintenance work identified was completed in 2025.

Action Plan:

- The next I&M foot patrol is scheduled for 2027.
- The next distribution cycle pruning is scheduled for 2030.
- No further actions are required.

3. ACTION PLAN SUMMARIES

a. SUMMARY OF ACTION PLANS FOR 2025 WORST PERFORMING CIRCUITS

Station	Circuit	Report Year	Action Plan	Estimated Completion Date	Comments
Chasm Falls	85251	2025	The next scheduled distribution cycle pruning will be completed in 2027.	2027	
Chasm Falls	85251	2025	The next I&M foot patrol is scheduled to be completed in 2026.	2026	
Paul Smith	83462	2025	The next I&M foot patrol is scheduled to be completed in 2026.	2026	
Paul Smith	83462	2025	The next scheduled distribution cycle pruning will be completed in 2031.	2031	
Indian River	32358	2025	All level 3 maintenance work identified from the feeder inspection will be completed in 2026.	2026	
Indian River	32358	2025	The next I&M foot patrol is scheduled to be completed in 2028.	2028	
Indian River	32358	2025	The next scheduled distribution cycle pruning will be completed in 2027.	2027	
Gilpin Bay	95661	2025	All level 3 maintenance work identified from the feeder inspection will be completed in 2026.	2026	
Gilpin Bay	95661	2025	The next I&M foot patrol is scheduled to be completed in 2028.	2028	
Gilpin Bay	95661	2025	The next scheduled distribution cycle pruning will be completed in 2030.	2030	
Lyme	73352	2025	All level 2 maintenance work identified from the feeder inspection will be completed in 2026.	2026	
Lyme	73352	2025	The next scheduled distribution cycle pruning will be completed in 2027.	2027	
Lyme	73352	2025	All level 3 maintenance work identified from the feeder inspection will be completed in 2028.	2028	
Lyme	73352	2025	The next I&M foot patrol is scheduled to be completed in 2030.	2030	
Thousand Island	81452	2025	The next I&M foot patrol will be completed in 2027.	2027	
Thousand Island	81452	2025	The next distribution cycle pruning is scheduled for 2028.	2028	
Indian River	32356	2025	All level 3 maintenance work identified from the feeder inspection will be completed in 2026.	2026	
Indian River	32356	2025	The next I&M foot patrol is scheduled for 2028	2028	
Indian River	32356	2025	The next distribution cycle pruning is scheduled for 2029.	2029	
Little River	95554	2025	All level 2 maintenance work identified from the feeder inspection will be completed by 2026.	2026	
Little River	95554	2025	All level 3 maintenance work identified from the feeder inspection will be completed by 2028	2028	
Little River	95554	2025	The next distribution cycle pruning is scheduled for 2028.	2028	
Little River	95554	2025	The next I&M foot patrol is scheduled to be completed in 2030.	2030	
West Adams	87551	2025	All level 2 maintenance work identified from the feeder inspection will be completed by 2026.	2026	
West Adams	87551	2025	All level 3 maintenance work identified from the feeder inspection will be completed by 2028	2028	
West Adams	87551	2025	The next distribution cycle pruning is scheduled for 2030.	2030	
West Adams	87551	2025	The next I&M foot patrol is scheduled to be completed in 2030.	2030	
Higley	92451	2025	The next distribution cycle pruning is scheduled for 2026.	2026	
Higley	92451	2025	All level 2 maintenance work identified from the feeder inspection will be completed by 2026.	2026	
Higley	92451	2025	All level 3 maintenance work identified from the feeder inspection will be completed by 2028	2028	
Higley	92451	2025	The next I&M foot patrol is scheduled to be completed in 2030.	2030	
Higley	92452	2025	The next I&M foot patrol is scheduled to be completed in 2026.	2026	
Higley	92452	2025	The next scheduled distribution cycle pruning will be completed in 2026.	2026	
Lyme	73353	2025	All level 3 maintenance work identified from the feeder inspection will be completed in 2026.	2026	
Lyme	73353	2025	The next I&M foot patrol is scheduled for 2028	2028	
Lyme	73353	2025	The next distribution cycle pruning is scheduled for 2031.	2031	
Fine	97866	2025	All level 3 maintenance work identified from the feeder inspection will be completed in 2026.	2026	
Fine	97866	2025	The next I&M foot patrol is scheduled for 2028	2028	
Fine	97866	2025	The next distribution cycle pruning is scheduled for 2032.	2032	
Antwerp	80161	2025	All level 2 maintenance work identified from the feeder inspection will be completed by 2026.	2026	
Antwerp	80161	2025	All level 3 maintenance work identified from the feeder inspection will be completed by 2028	2028	
Antwerp	80161	2025	The next distribution cycle pruning is scheduled for 2029.	2029	

Station	Circuit	Report Year	Action Plan	Estimated Completion Date	Comments
Antwerp	80161	2025	The next I&M foot patrol is scheduled to be completed in 2030.	2030	
Dekalb	98455	2025	The next I&M foot patrol is scheduled to be completed in 2027.	2027	
Dekalb	98455	2025	The next scheduled distribution cycle pruning will be completed in 2031.	2031	
Thousand Island	81453	2025	All level 3 maintenance work identified from the feeder inspection will be completed in 2027.	2027	
Thousand Island	81453	2025	The next I&M foot patrol is scheduled for 2029.	2029	
Thousand Island	81453	2025	The next distribution cycle pruning is scheduled for 2030.	2030	
Indian River	32355	2025	The next I&M foot patrol is scheduled for 2027.	2027	
Indian River	32355	2025	The next scheduled distribution cycle pruning will be completed in 2030.	2030	

b. STATUS OF ACTION PLANS FOR 2024 WORST PERFORMING CIRCUITS

Station	Circuit	Report Year	Action Plan	Estimated Completion Date	Comments
Lowville	77354	2024	The next scheduled distribution cycle pruning will be completed in 2026.	2026	
Lowville	77354	2024	This feeder is scheduled to be inspected again in 2026.	2026	
Thousand Isl	81452	2024	The next distribution cycle pruning is scheduled for 2028.	2028	
Thousand Isl	81452	2024	The level 3 maintenance work identified during the inspection will be completed in 2025.	2025	
Thousand Isl	81452	2024	The next I&M foot patrol is scheduled for 2027.	2027	
N Gouverneur	98352	2024	All level 3 maintenance work identified from the feeder inspection will be completed in 2026.	2026	
N Gouverneur	98352	2024	The next I&M foot patrol is scheduled for 2028.	2028	
N Gouverneur	98352	2024	The next distribution cycle pruning is scheduled for 2030.	2030	
West Adams	87554	2024	The next I&M foot patrol is scheduled for 2026.	2026	
West Adams	87554	2024	The next distribution cycle pruning is scheduled for 2030.	2030	
North Carthage	81652	2024	All level 3 maintenance work identified from the feeder inspection will be completed in 2027.	2027	
North Carthage	81652	2024	The next distribution cycle pruning is scheduled for 2028.	2028	
North Carthage	81652	2024	The next I&M foot patrol will be completed in 2029.	2029	
North Carthage	81652	2024	All level 2 maintenance work identified from the feeder inspection will be completed in 2025.	2025	
N Gouverneur	98351	2024	The next I&M foot patrol will be completed in 2028.	2028	
N Gouverneur	98351	2024	The next distribution cycle pruning is scheduled for 2027.	2027	
N Gouverneur	98351	2024	All level 3 maintenance work identified from the feeder inspection will be completed in 2026.	2026	
Collinsville	71661	2024	The next distribution cycle pruning is scheduled for 2029.	2029	
Collinsville	71661	2024	The next I&M foot patrol is scheduled for 2027.	2027	
Collinsville	71661	2024	All level 3 maintenance work identified from the feeder inspection will be completed in 2025.	2025	
West Adams	87552	2024	The next distribution cycle pruning is scheduled for 2029.	2029	
West Adams	87552	2024	The level 3 maintenance work identified from the feeder inspection will be completed by 2026.	2026	
West Adams	87552	2024	The next I&M foot patrol is scheduled to be completed in 2028.	2028	
Hammond	37061	2024	The next distribution cycle pruning is scheduled for 2028.	2028	
Hammond	37061	2024	The level 2 maintenance work identified from the feeder inspection will be completed in 2025.	2025	
Hammond	37061	2024	The level 3 maintenance work identified from the feeder inspection will be completed in 2027.	2027	
Hammond	37061	2024	The next I&M foot patrol is scheduled to be completed in 2029.	2029	
Chasm Falls	85251	2024	The next distribution cycle pruning is scheduled for 2027.	2027	
Chasm Falls	85251	2024	The next I&M foot patrol is scheduled for 2026.	2026	
Sunday Creek	87651	2024	The next I&M foot patrol is scheduled for 2029.	2029	
Sunday Creek	87651	2024	The next distribution cycle pruning is scheduled for 2030.	2030	

Station	Circuit	Report Year	Action Plan	Estimated Completion Date	Comments
Sunday Creek	87651	2024	The level 2 maintenance work identified from the feeder inspection will be completed in 2025.	2025	
Sunday Creek	87651	2024	The level 3 maintenance work identified from the feeder inspection will be completed in 2027.	2027	

J. SOUTHWEST REGION

1. OPERATING REGIONAL PERFORMANCE

a. HISTORIC CAIDI AND SAIFI INDICES

IDS Info:

	2025	2024	2023	2022	2021	2020
CAIDI (Threshold 1.950)	2.09	2.08	1.74	1.72	1.74	1.70
SAIFI (Threshold 1.181)	1.17	1.36	0.89	1.32	1.06	0.99
SAIDI	2.46	2.83	1.55	2.27	1.85	1.67
Interruptions	1,575	1,296	974	1,207	1,192	1,088
Customers Interrupted	125,168	144,610	94,412	139,448	112,268	103,991
Customer-Hours Interrupted	261,848	301,465	163,990	240,403	195,894	176,339
Customers Served	106,591	106,385	105,951	106,001	105,961	105,512
Customers Per Interruption	79.47	111.58	96.93	115.53	94.18	95.58
Availability Index	99.9720	99.9677	99.9823	99.9741	99.9789	99.9810
Interruptions/1000 Customers	14.78	12.18	9.19	11.39	11.25	10.31

b. DISCUSSION OF REGIONAL PERFORMANCE

In 2025, the Southwest Region did not meet its CAIDI reliability target and met its SAIFI reliability target as set forth by the New York Public Service Commission (PSC). The final System Average Interruption Frequency Index (SAIFI) result was 1.17 interruptions, 1% below the PSC goal of 1.181 interruptions. As shown in the table above, the Customer Average Interruption Duration index (CAIDI) was 2.09 in 2025, 7% above the PSC's regional target of 1.950 hours.

The 2025 CAIDI result was 0.5% above the 2024 result of 2.08 hours, and 15% above the previous 5-year average of 1.81 hours. The 2025 SAIFI was 14% below the 2024 result of 1.36 interruptions, and 4% above the previous 5-year average of 1.12 interruptions.

In 2025, excluding major storms, the Southwest Region experienced 21 transmission interruptions. These interruptions accounted for 1% of the region's total interruptions (21 of 1,575), 27% of the region's total customers interrupted (CI), (33,508 of 125,168), and 31% (80,267 of 261,848) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of 2.4 hours, and a SAIFI of 0.31 interruptions.

The number of transmission-related interruptions increased from 15 in 2024 to 21 in 2025 (an increase of 40%). The number of customers interrupted decreased from 44,849 in 2024, to 33,508 in 2025 (a decrease of 25%), while the customer-hours interrupted increased from 79,251 in 2024, to 80,267 in 2025 (an increase of 1%).

In 2025, excluding major storms, the Southwest Region experienced 3 substation interruptions. These interruptions accounted for 0.2% of the region's total interruptions (3 of 1,575), 3% of the region's total customers interrupted, (3,351 of 125,168), and 2% (4,146 of 261,848) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 1.24 hours, and a SAIFI of 0.03 interruptions.

The number of substation-related interruptions remained the same from 3 to 3 from 2024 to 2025 (no change). The number of customers interrupted decreased from 19,460 in 2024, to 3,351 in 2025 (a decrease of 83%), while the customer-hours interrupted decreased from 63,511 in 2024, to 4,146 in 2025 (a decrease of 93%).

In 2025, excluding major storms, the Southwest Region experienced 1,551 distribution interruptions. These interruptions accounted for 98% of the region's total interruptions (1,551 of 1,575), 71% of the region's total customers interrupted, (88,309 of 125,168), and 68% (177,435 of 261,848) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 2.01 hours, and a SAIFI of 0.83 interruptions.

The number of distribution-related interruptions increased from 1,278 to 1,551 from 2024 to 2025 (an increase of 21%). The number of customers interrupted increased from 80,301 in 2024, to 88,309 in 2025 (an increase of 10%), while the customer-hours interrupted increased from 158,702 in 2024, to 177,435 in 2025 (an increase of 12%).

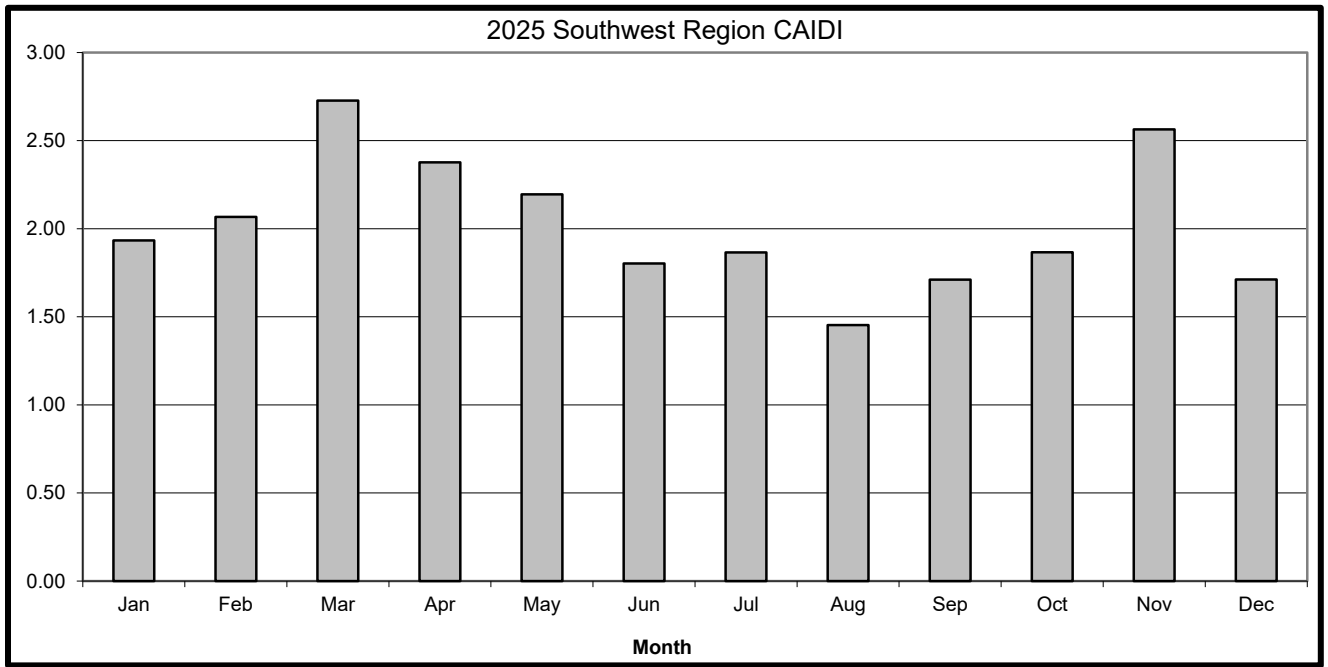
c. MONTHLY CAIDI AND SAIFI GRAPHS

The following graphs show the monthly CAIDI and SAIFI for the Southwest Region for 2025 (Excluding Major Storms).

The Southwest Region met the CAIDI goals for seven months, with the lowest three months being August (1.45), September (1.71) and December (1.71). CAIDI was above the threshold for five months in 2025: February (2.07), March (2.73), April (2.38), May (2.20) and November (2.56).

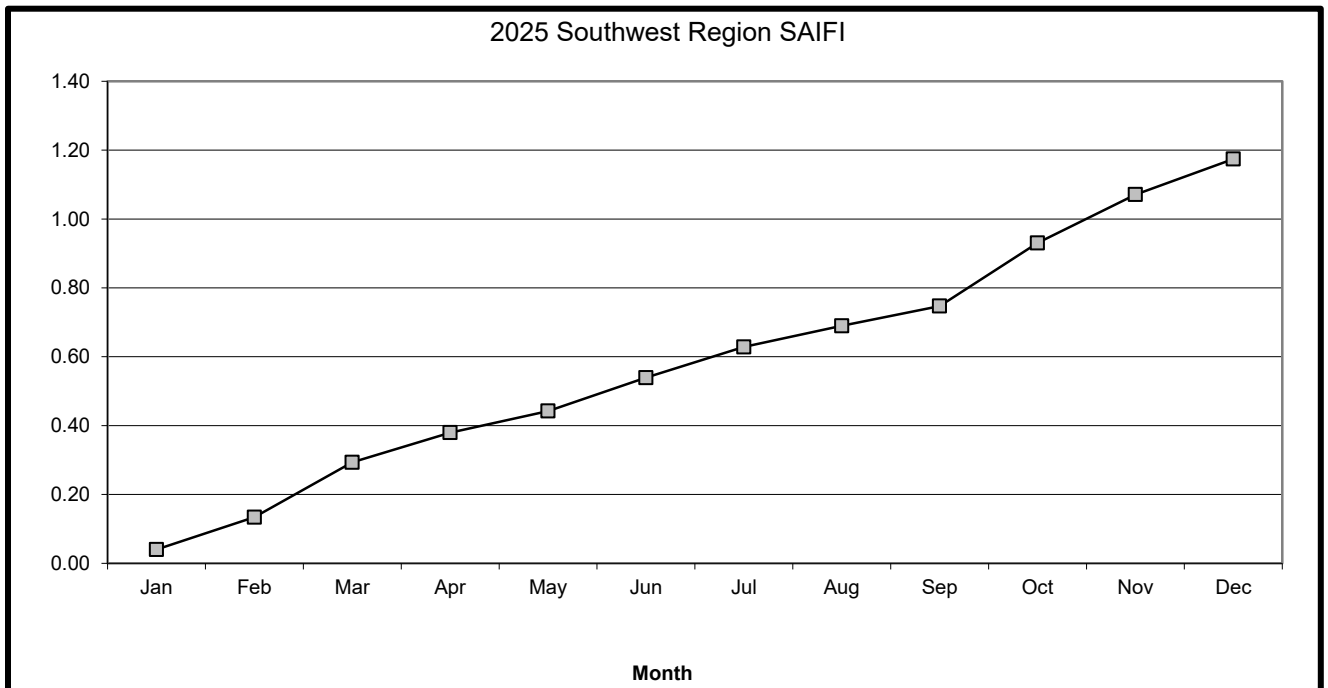
The year-end SAIFI for 2025 did meet the target for the Southwest Region. It showed the greatest increase during the months of March (0.16), June (0.1), October (0.18), November (0.14) and December (0.1); 57% of the SAIFI was accrued during these five months. The lowest seven months for SAIFI were January (0.04), February (0.09), April (0.09), May (0.6), July (0.09), August (0.06), and September (0.06); the interruptions which occurred during these seven months contributed 43% of the total SAIFI.

GRAPH OF MONTHLY CAIDI AND SAIFI FOR THE SOUTHWEST REGION



PSC CAIDI Goal:	
Threshold	1.950
2025 Actual	2.09

PSC SAIFI Goal:	
Threshold	1.181
2025 Actual	1.17



d. PSC CAUSE CODES

1) Number of Events by Cause – Historical

IDS Info:

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	170	602	522	264	300	264
02 Tree Contacts	906	678	447	554	507	469
03 Overloads	12	14	6	5	7	3
04 Oper. Error	5	1	6	9	4	3
05 Equipment	280	225	178	255	191	248
06 Accidents	162	167	126	157	156	112
07 Prearranged	33	18	20	20	33	19
08 Cust. Equip.	-	-	-	-	-	-
09 Lightning	47	48	46	56	123	70
10 Unknown	130	145	145	151	171	202
Total	1,745	1,898	1,496	1,471	1,492	1,796

2) Customers Interrupted by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
01 Major Storms	15,369	64,548	61,611	24,060	21,813	50,280
02 Tree Contacts	54,339	47,446	26,430	59,477	46,680	36,522
03 Overloads	335	166	22	17	439	42
04 Oper. Error	5	12	1,443	7,070	277	1,005
05 Equipment	47,950	51,193	20,972	24,143	24,740	25,493
06 Accidents	13,869	14,227	8,178	14,734	12,525	16,737
07 Prearranged	1,429	9,813	5,375	9,476	3,654	1,375
08 Cust. Equip.	-	-	-	-	-	-
09 Lightning	2,285	3,735	7,079	2,918	10,144	1,591
10 Unknown	4,956	18,018	24,913	21,613	13,809	33,623
Total	140,537	209,158	156,023	163,508	134,081	174,666

3) Customer-Hours Interrupted by Cause – Historical

Cause Code	2025	2024	2023	2022	2021	2020
Major Storms	83,976	483,489	347,089	110,325	141,665	136,780
Tree Contacts	134,698	103,788	66,011	129,551	92,454	94,555
Overloads	1,629	479	63	47	641	80
Oper. Error	8	57	1,523	1,474	111	187
Equipment	83,857	125,728	43,126	52,288	43,633	47,833
Accidents	26,038	20,883	14,384	18,803	22,955	18,831
Prearranged	2,584	27,161	7,509	10,265	3,080	1,144
Cust. Equip.	-	-	-	-	-	-
Lightning	3,196	5,936	10,615	6,321	20,180	3,833
Unknown	9,840	17,432	20,758	21,653	12,841	29,254
Total	345,825	784,954	511,079	350,727	337,560	532,440

4) Interruptions, Customers Interrupted, and Customer-Hours Interrupted – 2025

Cause Code	Interruptions		Customers Interrupted		Customer Hours Interrupted	
	Number	% Total	Number	% Total	Number	% Total
01 Major Storms	170	9.7%	15,369	10.9%	83,976	24.3%
02 Tree Contacts	906	51.9%	54,339	38.7%	134,698	38.9%
03 Overloads	12	0.7%	335	0.2%	1,629	0.5%
04 Oper. Error	5	0.3%	5	0.0%	8	0.0%
05 Equipment	280	16.0%	47,950	34.1%	83,857	24.2%
06 Accidents	162	9.3%	13,869	9.9%	26,038	7.5%
07 Prearranged	33	1.9%	1,429	1.0%	2,584	0.7%
08 Cust. Equip.	0	0.0%	0	0.0%	0	0.0%
09 Lightning	47	2.7%	2,285	1.6%	3,196	0.9%
10 Unknown	130	7.4%	4,956	3.5%	9,840	2.8%
Total	1,745	100.0%	140,537	100.0%	345,825	100.0%

e. **INTERRUPTION REVIEW BY PSC CAUSE CODES**

Cause Code 01 - Major Storms

In 2025, Major Storms accounted for 10% of interruptions, 11% of customers interrupted, and 24% of Customer-Hours Interrupted.

Interruptions due to Major Storm were down 72% from 2024, and down 65% over the 5-year average. Customers interrupted due to Major Storms were down 76% from 2024, and down 68% over the 5-year average. Customer-Hours interrupted were down 83% from 2024 and down 71% over the 5-year average.

The remaining PSC code descriptions do not include Major Storms in the percentages.

Cause Code 02 - Tree Contacts

In 2025, Tree Contacts accounted for 58% of interruptions, 43% of customers interrupted, and 51% of Customer-Hours Interrupted.

Interruptions due to Tree Contacts were up 34% from 2024, and up 72% over the 5-year average. Customers interrupted due to Tree Contacts were up 15% from 2024, and up 22% over the 5-year average. Customer-Hours interrupted were up 30% from 2024 and up 41% over the 5-year average.

Tree Contacts were the largest cause of interruptions in 2025.

Cause Code 03 - Overloads

In 2025, Overloads accounted for 1% of interruptions, 0% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Overloads were down 14% from 2024, and up 50% over the 5-year average. Customers interrupted due to Overloads were up 102% from 2024, and up 139% over the 5-year average. Customer-Hours interrupted were up 240% from 2024 and up 471% over the 5-year average.

Overloads were the 7th largest cause of interruptions in 2025.

Cause Code 04 - Operator Error

In 2025, Operator Error accounted for 0% of interruptions, 0% of customers interrupted, and 0% of Customer-Hours Interrupted.

Interruptions due to Operator Error were up 400% from 2024, and flat at 0% over the 5-year average. Customers interrupted due to Operator Error were down 58% from 2024, and down 100% over the 5-year average. Customer-Hours interrupted were down 85% from 2024 and down 99% over the 5-year average.

Operator Error was the 8th largest cause of interruptions in 2025.

Cause Code 05 - Equipment Failure

In 2025, Equipment Failures accounted for 18% of interruptions, 38% of customers interrupted, and 32% of Customer-Hours Interrupted.

Interruptions due to Equipment Failure were up 24% from 2024, and up 34% over the 5-year average. Customers interrupted due to Equipment Failure were down 6% from 2024, and up 80% over the 5-year average. Customer-Hours interrupted were down 33% from 2024 and up 47% over the 5-year average.

Equipment Failures were the 2nd largest cause of interruptions in 2025.

Cause Code 06 - Accidents

In 2025, Accidents accounted for 10% of interruptions, 11% of customers interrupted, and 10% of Customer-Hours Interrupted.

Interruptions due to Accidents were down 3% from 2024, and up 7% over the 5-year average. Customers interrupted due to Accidents were down 3% from 2024, and up 4% over the 5-year average. Customer-Hours interrupted were up 25% from 2024 and up 24% over the 5-year average.

Accidents were the 3rd largest cause of interruptions in 2025.

Cause Code 07 - Prearranged

In 2025, Prearranged accounted for 2% of interruptions, 1% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Prearranged were up 83% from 2024, and up 43% over the 5-year average. Customers interrupted due to Prearranged were down 85% from 2024, and down 77% over the 5-year average. Customer-Hours interrupted were down 90% from 2024 and down 75% over the 5-year average.

Prearranged was the 6th largest cause of interruptions in 2025.

Cause Code 08 - Customer Equipment

There were no Customer Equipment interruptions in 2025.

Cause Code 09 - Lightning

In 2025, Lightning accounted for 3% of interruptions, 2% of customers interrupted, and 1% of Customer-Hours Interrupted.

Interruptions due to Lightning were down 2% from 2024, and down 36% over the 5-year average. Customers interrupted due to Lightning were down 39% from 2024, and down 64% over the 5-year average. Customer-Hours interrupted were down 46% from 2024 and down 69% over the 5-year average.

Lightning was the 5th largest cause of interruptions in 2025.

Cause Code 10 - Unknown

In 2025, Unknown causes accounted for 8% of interruptions, 4% of customers interrupted, and 4% of Customer-Hours Interrupted.

Interruptions due to Unknown causes were down 10% from 2024, and down 16% over the 5-year average. Customers interrupted due to Unknown causes were down 72% from 2024, and down 75% over the 5-year average. Customer-Hours interrupted were down 44% from 2024 and down 52% over the 5-year average.

Unknown causes were the 4th largest cause of interruptions in 2025.

f. DISCUSSION OF REGIONAL CAPEX PROJECTS WITH 2024/25 SPENDS:

The Southwest Region continues to work on capital-related projects in order to maintain customer satisfaction and future reliability. Some specific projects constructed either in 2025 or planned for construction in 2026 are discussed below. An additional table of major infrastructure projects follows and includes distribution, sub-transmission, and transmission-related projects.

Some projects on the list or discussed below are substation-related projects located throughout the Region intended to address reliability, loading concerns or equipment condition issues, including Delameter #93 and Eden Switch Structure.

There are numerous distribution projects where lines are being rebuilt or reconducted. These projects resulted from reliability reviews, responses to QRS inquiries, results of implementing asset strategies, and/or responses to load-related issues. Some specific reliability-related projects in the Southwest Region follow below:

Delameter Substation #93

Delameter substation is an 115kV/13.2kV substation with one transformer bank, which serves over 9,342 customers. A project is underway to add another for reliability and reconfigure two new feeders. Transformer bank #1 violates the 240MWhr criteria. The station has only one tie to an adjacent 13.2kV station (Lakeview). This project will improve asset conditions and reliability. The project is expected to be completed by the end of 2029.

Eden Switch Structure Substation

Eden Switch Structure substation will be a 34.5kV/13.2kV substation with one transformer banks, which serves customers from North Eden, Delameter, Eden Center, and North Collins. A project is underway to purchase the land nearby the existing structures and create a standard 13.2 distribution station. This project will improve surround area system capacity and reliability. The project is expected to be completed by the end of 2028.

Sub-Transmission Infrastructure Projects:

The 34.5kV system in the Southwest Region consists of several very long loops, which traverse through some of the most rugged terrain in the Western Division. Additionally, there are numerous distribution circuits built below the sub-transmission circuits on shared poles. If either circuit fails, often both are affected.

The following transmission projects were completed in 2025: T6080 Falconer-Warren #171, NORTH LAKEVILLE - RELAY UPGRADE FOR R292, R302, R342, R372, Dunkirk-Falconer 160 Str. 122, 123,124 Art VII, Dunkirk-Falconer 160L I&M non-Art VII 39 Strc, Dunkirk-Falconer 160L Added non-Art VII 11 Strc, Dunkirk-Falconer 160 I&M Art VII 15 Strc, Dunkirk-Falconer 160 Added Art VII 4 Strc Replc. The following Sub-Transmission project was completed in 2025: FLISR SubT West Poland-Sherman #867. These projects will improve asset conditions and reliability.

Major Capital Projects for Southwest Region:

Region	Project Name	Project Type	Fin Sys Proj No.	Finish	Total Spend
Southwest	T6080 Falconer-Warren #171	Trans	C026923	10-10-25	\$28,860,000
Southwest	NORTH LAKEVILLE - RELAY UPGRADE FOR R292, R302, R342, R372	Trans	C094425	08-14-25	\$1,371,014
Southwest	Dunkirk-Falconer 160 Str. 122, 123,124 Art VII	Trans	C090515	09-30-25	\$1,050,000
Southwest	Dunkirk-Falconer 160L I&M non-Art VII 39 Strc	Trans	C026293	10-29-25	\$12,480,000
Southwest	Dunkirk-Falconer 160L Added non-Art VII 11 Strc	Trans	C093930	07-24-25	\$2,425,693
Southwest	Dunkirk-Falconer 160 I&M Art VII 15 Strc	Trans	C026923	10-24-25	\$4,800,000
Southwest	Dunkirk-Falconer 160 Added Art VII 4 Strc Replc	Trans	C093930	10-14-25	\$2,425,693
Southwest	FLISR SubT West Poland-Sherman #867	Sub Trans	C084935	09-08-25	\$2,612,000
Southwest	FLISR W Portland 51- Berry 51	Dist	C080090	01-20-25	\$5,135,000
Southwest	FLISR Berry Rd 53 - Bennett Rd 56	Dist	C080090	02-12-25	\$5,135,000
Southwest	FLISR Berry Rd 53 - Bennett Rd 53	Dist	C080090	03-07-25	\$5,135,000
Southwest	FLISR Berry Rd 52 - S. Roberts Rd.52	Dist	C080090	04-02-25	\$5,135,000
Southwest	FLISR E. Dunkirk 55 - S. Roberts Rd 52	Dist	C080090	03-10-25	\$5,135,000
Southwest	FLISR E. Bennett Rd 54 - Bennett Rd 56 - S. Roberts Rd 54	Dist	C080090	08-25-25	\$5,135,000
Southwest	FLISR W Portland 51- Berry 51	Dist	C080090	05-14-25	\$5,135,000

2. OPERATING CIRCUIT LISTS

This section includes the following three (3) tables and Worst Performing Circuit analysis for the Southwest Region.

- a. Worst Performing Circuit List
- b. Worst Performing Circuits with Three-Year History for CAIDI and SAIFI Indices
- c. Worst Performing Circuits by number of Momentary Interruptions

a. NATIONAL GRID WORST PERFORMING CIRCUIT LIST

SOUTHWEST REGION

FEEDER #	A CUST. SERVED	B TOTAL INTER.	C #CUST. INTER.	D CUST. HRS. INTER.	C/A SAIFI	D/A SAIDI	D/C CAIDI	NUMBER OF MOMENTARIES
FARMERSVILLE STA 27 2762	731	28	3,335	13,598	4.56	18.6	4.08	2
WHITESVILLE STA 101 10161	586	20	3,935	14,890	6.72	25.41	3.78	1
FRANKLINVILLE STA 24 2462	650	29	2,401	6,217	3.69	9.57	2.59	0
ELLICOT STA 65 6561	726	23	2,516	7,474	3.47	10.29	2.97	5
DELAMETER 9353	2,956	30	7,265	15,456	2.46	5.23	2.13	1
VANDALIA STA 104 10451	974	17	5,028	7,792	5.16	8	1.55	1
GREENHURST 6063	623	15	4,503	8,156	7.23	13.09	1.81	5
DELEVAN STA 11 1161	696	23	2,385	4,760	3.43	6.84	2	2
PRICE CORNERS STA 14 1452	496	28	1,581	2,896	3.19	5.84	1.83	2
W OLEAN 3353	1,555	21	3,292	7,826	2.12	5.03	2.38	1
COLLINS STA 83 8362	960	45	1,644	4,749	1.71	4.95	2.89	1
FARMERSVILLE STA 27 2761	286	10	1,368	5,256	4.78	18.38	3.84	2
RESERVOIR STA 103 10361	200	12	990	3,275	4.95	16.37	3.31	2

Regional Goals:
CAIDI 1.95
SAIFI 1.181

b. NATIONAL GRID WORST PERFORMING CIRCUITS WITH A 3 YEAR HISTORY FOR CAIDI AND SAIFI INDICES.

SOUTHWEST REGION

FEEDER #	2025 CAIDI	2024 CAIDI	2023 CAIDI	2022 CAIDI	2025 SAIFI	2024 SAIFI	2023 SAIFI	2022 SAIFI
FARMERSVILLE STA 27 2762	4.08	4.05	5.43	0.39	4.56	2.79	1.63	1.31
WHITESVILLE STA 101 10161	3.78	3.80	1.45	7.15	6.72	0.70	1.08	0.72
FRANKLINVILLE STA 24 2462	2.59	1.57	1.76	2.81	3.69	3.16	2.03	1.24
ELLICOT STA 65 6561	2.97	2.42	2.15	2.28	3.47	4.89	0.72	2.32
DELAMETER 9353	2.13	2.53	1.57	1.58	2.46	5.05	1.71	2.99
VANDALIA STA 104 10451	1.55	2.40	4.44	0.61	5.16	0.85	0.45	4.27
GREENHURST 6063	1.81	1.69	1.76	0.98	7.23	3.14	1.24	1.00
DELEVAN STA 11 1161	2	4.35	3.13	3.66	3.43	1.65	1.78	1.16
PRICE CORNERS STA 14 1452	1.83	1.72	2.88	2.28	3.19	2.31	0.98	2.76
W OLEAN 3353	2.38	2.32	1.63	1.21	2.12	0.27	0.08	0.57
COLLINS STA 83 8362	2.89	2.43	1.42	3.28	1.71	0.62	1.43	0.87
FARMERSVILLE STA 27 2761	3.84	4.79	5.23	2.35	4.78	1.30	1.72	1.23
RESERVOIR STA 103 10361	3.31	3.13	4.26	3.73	4.95	7.36	2.97	4.28

Regional Goals:
 CAIDI 1.95
 SAIFI 1.181

c. NATIONAL GRID WORST PERFORMING CIRCUITS BY # OF MOMENTARY INTERRUPTIONS

SOUTHWEST REGION

Feeders			Customer Momentaries				Ranks		
Volts (kV)	Station Name	Ckt/F No.	Substation	Transmission	Distribution	Total	Within Region	Within System	Reliability Ranking
No circuits experienced 10 or more momentary interruptions in 2025.									

d. WORST PERFORMING CIRCUIT ANALYSIS

For 2025, the Company is reporting on the thirteen (13) worst performing feeders in the Southwest Region. The list consists of four (4) 13.2kV feeders and nine (9) 4.8kV feeders.

For the Southwest Region, the CAIDI threshold is 1.95 hours, and the SAIFI threshold is 1.181 interruptions.

1. FARMERSVILLE STA 27 2762 – 4.8kV

Profile: 731 Customers, 81.936 Circuit Miles

Indices: CAIDI = 4.08, SAIFI = 4.56

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	16	57.14%	660	19.79%	1,843	13.56%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	21.43%	2,196	65.85%	6,865	50.48%
6	ACCIDENTS	3	10.71%	432	12.95%	4,733	34.80%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	3.57%	45	1.35%	154	1.13%
10	UNKNOWN	2	7.14%	2	0.06%	3	0.02%
Totals		28	100.00%	3,335	100.00%	13,598	100.00%

Problem Analysis:

- There were 28 interruptions on the Farmersville Sta 27 2762 in 2025.
- There were 4 transmission interruptions.
 - The first Transmission interruption occurred on April 26, 2025, coded as a cause of animal (PSC cause code 06). This lockout accounted for 13% of the total customers interrupted (430 of 3,335), and 35% of the total customer-hours interrupted (4,730 of 13,598). Line 801 Machias – Delavan, Raccoon took B phase wire down on L801 between P77 and P79.
 - The second Transmission interruption occurred on November 27, 2025, coded as a cause of insulation failure - other (PSC cause code 05). This lockout accounted for 22% of the total customers interrupted (731 of 3,335), and 25% of the total customer-hours interrupted (3,399 of 13,598). Line 801 Machias – Delavan tripped. L801 lockout patrolled found no issues restored customers - replaced burnt hood guard cover.
 - The third Transmission interruption occurred on November 27, 2025, coded as a cause of insulation failure - other (PSC cause code 05). This lockout accounted for 22% of the total customers interrupted (731 of 3,335), and 12% of the total customer-hours interrupted (1,608 of 13,598). Line 801 Machias – Delavan tripped. L801 lockout patrolled found no issues restored customers - replaced burnt hood guard cover.
 - The fourth Transmission interruption occurred on December 28, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 22% of the total customers interrupted (731 of 3,335), and 14% of the total customer-hours interrupted (1,852 of 13,598). Farmersville Lockout (L/O). conductor found burned open at P107 L801 - made repairs and WRCC restored remotely- device failed/connector.
- There were no substation interruptions.

- The remaining 24 events occurred at the distribution level.
- The distribution circuit breaker for the Farmersville Sta 27 2762 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Farmersville Sta 27 2762 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Farmersville Sta 27 2762 in 2025, accounting for 57% of total interruptions (16 of 28). Equipment Failures were the 2nd leading cause of interruptions, accounting for 21% of total interruptions (6 of 28). Accidents were the 3rd leading cause of interruptions, accounting for 11% of total interruptions (3 of 28).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Farmersville Sta 27 2762 in 2025, accounting for 66% of total customers interrupted (2,196 of 3,335). Trees were the 2nd leading cause of customers interrupted, accounting for 20% of total customers interrupted (660 of 3,335). Accidents were the 3rd leading cause of customers interrupted, accounting for 13% of total customers interrupted (432 of 3,335).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Farmersville Sta 27 2762 in 2025, accounting for 50% of total customer-hours interrupted (6,865 of 13,598). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 35% of total customer-hours interrupted (4,733 of 13,598). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 14% of total customer-hours interrupted (1,843 of 13,598).
- Of the 28 interruptions on this circuit, 10 affected 10 customers or less, with 8 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in May 2021. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning completed in 2020.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2027.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

2. WHITESVILLE STA 101 10161 – 4.8kV

Profile: 586 Customers, 71.868 Circuit Miles
 Indices: CAIDI = 3.78, SAIFI = 6.72

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	12	60.00%	798	20.28%	2,214	14.87%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	30.00%	2,503	63.61%	11,502	77.25%
6	ACCIDENTS	1	5.00%	586	14.89%	1,037	6.96%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	5.00%	48	1.22%	137	0.92%
Totals		20	100.00%	3,935	100.00%	14,890	100.00%

Problem Analysis:

- There were 20 interruptions on the Whitesville Sta 101 10161 in 2025.
- There were 5 transmission interruptions.
 - The first Transmission interruption occurred on March 16, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 15% of the total customers interrupted (584 of 3,935), and 43% of the total customer-hours interrupted (6,414 of 14,890). South Wellsville – Andover, L541 34.5kV L/O - 34.5 at P69 L.541 ROW fell in to underbuilt - sectionalized and stations restored - device failed/ insulator.
 - The second Transmission interruption occurred on August 22, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 15% of the total customers interrupted (588 of 3,935), and 9% of the total customer-hours interrupted (1,363 of 14,890). Line 541 South Wellsville - Andover L/O - repairs made to connection at P12 1/2 L-541 ROW – deterioration.
 - The third Transmission interruption occurred on September 05, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 15% of the total customers interrupted (588 of 3,935), and 12% of the total customer-hours interrupted (1,833 of 14,890). L541 L/O - PTR R25411 burned up.
 - The fourth Transmission interruption occurred on September 11, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 15% of the total customers interrupted (587 of 3,935), and 10% of the total customer-hours interrupted (1,517 of 14,890). New Whitesville L/O. Sub-T fell into distribution at P69 Independence Rd due to tree - sectionalized and restored/ fuse blown at P43 Hallsport-Independence Rd. Breaker: R610; Cycles: 326; Operations: 1; Relay: 50/51 ph A tim/inst.
 - The fifth Transmission interruption occurred on October 10, 2025, coded as a cause of non-company activities (PSC cause code 06). This lockout accounted for 15% of

the total customers interrupted (586 of 3,935), and 7% of the total customer-hours interrupted (1,037 of 14,890). 10161 NEW WHITESVILLE L/O - primary conductor burned down between P74 and P75 on L541 due to peak loading on solar DG's - multiple switching steps taken to place clearance on L541 and restore customers - non-company activity.

- There was 1 substation interruption.
 - This Substation interruption occurred on March 20, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 15% of the total customers interrupted (584 of 3,935), and 11% of the total customer-hours interrupted (1,600 of 14,890). New Whitesville L/O. Broken d/s 613 at Whitesville Station - after changing fuses to solid blades/ opened at P1A and P76 - closed at P86 State Hwy 248 picking up majority of customers - back fed at P7A-2.
- The remaining 14 events occurred at the distribution level.
- The distribution circuit breaker for the Whitesville Sta 101 10161 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Whitesville Sta 101 10161 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Whitesville Sta 101 10161 in 2025, accounting for 60% of total interruptions (12 of 20). Equipment Failures were the 2nd leading cause of interruptions, accounting for 30% of total interruptions (6 of 20). Accidents were the 3rd leading cause of interruptions, accounting for 5% of total interruptions (1 of 20).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Whitesville Sta 101 10161 in 2025, accounting for 64% of total customers interrupted (2,503 of 3,935). Trees were the 2nd leading cause of customers interrupted, accounting for 20% of total customers interrupted (798 of 3,935). Accidents were the 3rd leading cause of customers interrupted, accounting for 15% of total customers interrupted (586 of 3,935).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Whitesville Sta 101 10161 in 2025, accounting for 77% of total customer-hours interrupted (11,502 of 14,890). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 15% of total customer-hours interrupted (2,214 of 14,890). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (1,037 of 14,890).
- Of the 20 interruptions on this circuit, 4 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in October 2021. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning completed in 2023.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2029.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

3. FRANKLINVILLE STA 24 2462 – 4.8kV

Profile: 650 Customers, 74.1473 Circuit Miles
 Indices: CAIDI = 2.59, SAIFI = 3.69

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	18	62.07%	718	29.90%	2,535	40.78%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	17.24%	867	36.11%	2,005	32.24%
6	ACCIDENTS	1	3.45%	1	0.04%	1	0.01%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	5	17.24%	815	33.94%	1,677	26.97%
Totals		29	100.00%	2,401	100.00%	6,217	100.00%

Problem Analysis:

- There were 29 interruptions on the Franklinville Sta 24 2462 in 2025.
- There were no transmission interruptions.
- There was 1 substation interruption.
 - This Substation interruption occurred on September 04, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 27% of the total customers interrupted (651 of 2,401), and 22% of the total customer-hours interrupted (1,383 of 6,217). 2462 FRANKLINVILLE L/O - feeder locked out due to faulty station breaker (R357) - isolated breaker and restored customers via field tie 2433 at Tx P 214 Old Route 16 – device failed.
- The remaining 28 events occurred at the distribution level.
- The distribution circuit breaker for the Franklinville Sta 24 2462 experienced 0 momentary operations in 2025.
- The distribution circuit breaker for the Franklinville Sta 24 2462 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Franklinville Sta 24 2462 in 2025, accounting for 62% of total interruptions (18 of 29). Equipment Failures were the 2nd leading cause of interruptions, accounting for 17% of total interruptions (5 of 29). Unknown were the 3rd leading cause of interruptions, accounting for 17% of total interruptions (5 of 29).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Franklinville Sta 24 2462 in 2025, accounting for 36% of total customers interrupted (867 of 2,401). Unknown were the 2nd leading cause of customers interrupted, accounting for 34% of total customers interrupted (815 of 2,401). Trees were the 3rd leading cause of customers interrupted, accounting for 30% of total customers interrupted (718 of 2,401).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Franklinville Sta 24 2462 in 2025, accounting for 41% of total customer-hours interrupted (2,535 of 6,217).

Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 32% of total customer-hours interrupted (2,005 of 6,217). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 27% of total customer-hours interrupted (1,677 of 6,217).

- Of the 29 interruptions on this circuit, 5 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in November 2024. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning completed in 2022.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2029.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

4. ELLICOT STA 65 6561 – 4.8kV

Profile: 726 Customers, 49.0091 Circuit Miles
 Indices: CAIDI = 2.97, SAIFI = 3.47

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	12	52.17%	775	30.80%	1,102	14.75%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	8	34.78%	1,717	68.24%	6,346	84.92%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	1	4.35%	5	0.20%	9	0.11%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	2	8.70%	19	0.76%	16	0.22%
Totals		23	100.00%	2,516	100.00%	7,474	100.00%

Problem Analysis:

- There were 23 interruptions on the Ellicot Sta 65 6561 in 2025.
- There were 2 transmission interruptions.
 - The first Transmission interruption occurred on February 16, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 29% of the total customers interrupted (726 of 2,516), and 67% of the total customer-hours interrupted (5,036 of 7,474). L859 Hartfield L/O. Broken pole and crossarm at P114-1 on L859 - deterioration - switching to restore.
 - The second Transmission interruption occurred on February 24, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 29% of the total customers interrupted (726 of 2,516), and 4% of the total customer-hours interrupted (290 of 7,474). L859 Hartfield L/O. Lockout on the 859L due to a broken insulator on P2-2 - sectionalized line with DA switched restoring customers.
- There were no substation interruptions.
- The remaining 21 events occurred at the distribution level.
- The distribution circuit breaker for the Ellicot Sta 65 6561 experienced 5 momentary operations in 2025.
- The distribution circuit breaker for the Ellicot Sta 65 6561 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Ellicot Sta 65 6561 in 2025, accounting for 52% of total interruptions (12 of 23). Equipment Failures were the 2nd leading cause of interruptions, accounting for 35% of total interruptions (8 of 23). Unknown were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (2 of 23).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Ellicot Sta 65 6561 in 2025, accounting for 68% of total customers interrupted (1,717 of 2,516). Trees were the 2nd leading cause of customers interrupted, accounting for 31% of total customers

interrupted (775 of 2,516). Unknown were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (19 of 2,516).

- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Ellicot Sta 65 6561 in 2025, accounting for 85% of total customer-hours interrupted (6,346 of 7,474). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 15% of total customer-hours interrupted (1,102 of 7,474). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 0% of total customer-hours interrupted (16 of 7,474).
- Of the 23 interruptions on this circuit, 3 affected 10 customers or less, with 1 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in June 2023. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning completed in 2018.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2027.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

5. DELAMETER 9353 – 13.2kV

Profile: 2,956 Customers, 75.6322 Circuit Miles
Indices: CAIDI = 2.13, SAIFI = 2.46

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	19	63.33%	4,885	67.24%	8,147	52.71%
3	OVERLOADS	1	3.33%	194	2.67%	1,027	6.64%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	10.00%	22	0.30%	39	0.25%
6	ACCIDENTS	6	20.00%	2,161	29.75%	6,232	40.32%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	3.33%	3	0.04%	12	0.08%
Totals		30	100.00%	7,265	100.00%	15,457	100.00%

Problem Analysis:

- There were 30 interruptions on the Delameter 9353 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 30 events occurred at the distribution level.
- The distribution circuit breaker for the Delameter 9353 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Delameter 9353 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 41% of the total amount of customers interrupted (2,950 out of 7,265) and 21% of the total amount of the customer-hours interrupted (3,315 out of 15,457).
 - This lockout occurred on April 02, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 41% of the total customers interrupted (2,950 of 7,265), and 21% of the total customer-hours interrupted (3,315 of 15,457). Delameter Rd L/O. Tree pinned primary down at P33 Commercial Dr - opened recloser R40221 at P29 Main St for partial restoration. Breaker: R530; Cycles: 215; Operations: 4; Relay: Phase A to ground insta.
- Trees were the leading cause of interruptions on the Delameter 9353 in 2025, accounting for 63% of total interruptions (19 of 30). Accidents were the 2nd leading cause of interruptions, accounting for 20% of total interruptions (6 of 30). Equipment Failures were the 3rd leading cause of interruptions, accounting for 10% of total interruptions (3 of 30).
- Trees were the leading cause of customers interrupted (CI) on the Delameter 9353 in 2025, accounting for 67% of total customers interrupted (4,885 of 7,265). Accidents were the 2nd leading cause of customers interrupted, accounting for 30% of total customers interrupted (2,161 of 7,265). Overloads were the 3rd leading cause of customers interrupted, accounting for 3% of total customers interrupted (194 of 7,265).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Delameter 9353 in 2025, accounting for 53% of total customer-hours interrupted (8,147 of 15,457). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 40% of total customer-hours interrupted (6,232 of 15,457). Overloads were the 3rd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (1,027 of 15,457).
- Of the 30 interruptions on this circuit, 10 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in September 2022. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning was completed in 2025.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2029.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

6. VANDALIA STA 104 10451 – 13.2kV

Profile: 974 Customers, 64.8898 Circuit Miles
 Indices: CAIDI = 1.55, SAIFI = 5.16

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	9	52.94%	2,101	41.79%	5,170	66.34%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	5	29.41%	1,948	38.74%	2,490	31.95%
6	ACCIDENTS	1	5.88%	977	19.43%	130	1.67%
7	PREARRANGED	1	5.88%	1	0.02%	1	0.01%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	1	5.88%	1	0.02%	2	0.02%
Totals		17	100.00%	5,028	100.00%	7,792	100.00%

Problem Analysis:

- There were 17 interruptions on the Vandalia Sta 104 10451 in 2025.
- There were 4 transmission interruptions.
 - The first Transmission interruption occurred on March 11, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 19% of the total customers interrupted (973 of 5,028), and 49% of the total customer-hours interrupted (3,807 of 7,792). 805 West Salamanca - Homer Hill. Tree fell and broke P43 and P44 State Route 417 causing several trips (and eventually the lockout of L805) - transformer at P82 Thorpe Hollow failed due to line 805 coming into underbuilt - opened fuses at P1 US Hwy 219 for partial restoration/ isolated transformer at P82 to be replaced.
 - The second Transmission interruption occurred on March 16, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 19% of the total customers interrupted (973 of 5,028), and 5% of the total customer-hours interrupted (412 of 7,792). Vandalia L805 34.5kV L/O caused loss of supply to station - restored remotely at 1501 - device failed/ insulator.
 - The third Transmission interruption occurred on May 03, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 19% of the total customers interrupted (973 of 5,028), and 14% of the total customer-hours interrupted (1,064 of 7,792). Line 805 West Salamanca - Homer Hill L805 L/O - tree fell and took down primary Tx Pole 137 L805.
 - The fourth Transmission interruption occurred on May 13, 2025, coded as a cause of fire on company equipment (PSC cause code 05). This lockout accounted for 19% of the total customers interrupted (972 of 5,028), and 26% of the total customer-hours interrupted (2,046 of 7,792). Line 805 West Salamanca - Homer Hill - L805 L/O due to fire at Pole 92 off RTE 417 - isolated fault and restored customers from Homer Hill.
- There were no substation interruptions.

- The remaining 13 events occurred at the distribution level.
- The distribution circuit breaker for the Vandalia Sta 104 10451 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Vandalia Sta 104 10451 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 19% of the total amount of customers interrupted (977 out of 5,028) and 2% of the total amount of the customer-hours interrupted (130 out of 7,792).
- This lockout occurred on December 22, 2025, coded as a cause of flying debris (PSC cause code 06). This lockout accounted for 19% of the total customers interrupted (977 of 5,028), and 2% of the total customer-hours interrupted (130 of 7,792). Vandalia R510 - Emergency Repair - deenergized feeder to make safe - telecom wire wrapped around primary at P39 N Main St.
- Trees were the leading cause of interruptions on the Vandalia Sta 104 10451 in 2025, accounting for 53% of total interruptions (9 of 17). Equipment Failures were the 2nd leading cause of interruptions, accounting for 29% of total interruptions (5 of 17). Accidents were the 3rd leading cause of interruptions, accounting for 6% of total interruptions (1 of 17).
- Trees were the leading cause of customers interrupted (CI) on the Vandalia Sta 104 10451 in 2025, accounting for 42% of total customers interrupted (2,101 of 5,028). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 39% of total customers interrupted (1,948 of 5,028). Accidents were the 3rd leading cause of customers interrupted, accounting for 19% of total customers interrupted (977 of 5,028).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Vandalia Sta 104 10451 in 2025, accounting for 66% of total customer-hours interrupted (5,170 of 7,792). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 32% of total customer-hours interrupted (2,490 of 7,792). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 2% of total customer-hours interrupted (130 of 7,792).
- Of the 17 interruptions on this circuit, 9 affected 10 customers or less, with 5 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in September 2022. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning was completed in 2023.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2028.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

7. GREENHURST 6063 – 4.8kV

Profile: 623 Customers, 20.3441 Circuit Miles
 Indices: CAIDI = 1.81, SAIFI = 7.23

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	8	53.33%	2,230	49.52%	7,077	86.77%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	20.00%	1,861	41.33%	487	5.97%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	4	26.67%	412	9.15%	592	7.26%
Totals		15	100.00%	4,503	100.00%	8,156	100.00%

Problem Analysis:

- There were 15 interruptions on the Greenhurst 6063 in 2025.
- There were 2 transmission interruptions.
 - The first Transmission interruption occurred on February 16, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 14% of the total customers interrupted (618 of 4,503), and 1% of the total customer-hours interrupted (72 of 8,156). L859 Hartfield L/O broken pole and crossarm at P114-1 on L859 - deterioration - switching to restore.
 - The second Transmission interruption occurred on February 24, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 14% of the total customers interrupted (618 of 4,503), and 3% of the total customer-hours interrupted (237 of 8,156). Hartfield L/O lockout on the 859L due to a broken insulator on P2-2 - sectionalized line with DA switched restoring customers.
- There were no substation interruptions.
- The remaining 13 events occurred at the distribution level.
- The distribution circuit breaker for the Greenhurst 6063 experienced 5 momentary operations in 2025.
- The distribution circuit breaker for the Greenhurst 6063 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 24% of the total amount of customers interrupted (1,062 out of 4,503) and 27% of the total amount of the customer-hours interrupted (2,214 out of 8,156).
 - This lockout occurred on June 26, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 24% of the total customers interrupted (1,062 of 4,503), and 27% of the total customer-hours interrupted (2,214 of 8,156). Emergency Repair - Greenhurst Station breaker opened to make safe - tree fell and took down primary Tx Pole 263 Sheldon Hall Rd - opened switch 6046 at P1 Sheldon Hall Rd

and line fuses at P16 1/2 State HWY 430 to isolate - closed field tie at P1 Driftwood Rd and closed field tie 6030 at P124 Town Line Rd to backfeed for partial restoration.

- Trees were the leading cause of interruptions on the Greenhurst 6063 in 2025, accounting for 53% of total interruptions (8 of 15). Unknown were the 2nd leading cause of interruptions, accounting for 27% of total interruptions (4 of 15). Equipment Failures were the 3rd leading cause of interruptions, accounting for 20% of total interruptions (3 of 15).
- Trees were the leading cause of customers interrupted (CI) on the Greenhurst 6063 in 2025, accounting for 50% of total customers interrupted (2,230 of 4,503). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 41% of total customers interrupted (1,861 of 4,503). Unknown were the 3rd leading cause of customers interrupted, accounting for 9% of total customers interrupted (412 of 4,503).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Greenhurst 6063 in 2025, accounting for 87% of total customer-hours interrupted (7,077 of 8,156). Unknown were the 2nd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (592 of 8,156). Equipment Failures were the 3rd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (487 of 8,156).
- Of the 15 interruptions on this circuit, 0 affected 10 customers or less, with 0 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in September 2021. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning was completed in 2024.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2031.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

8. DELEVAN STA 11 1161 – 4.8kV

Profile: 696 Customers, 40.097 Circuit Miles
Indices: CAIDI = 2.00, SAIFI = 3.43

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	13	56.52%	235	9.85%	495	10.41%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	6	26.09%	2,102	88.13%	4,170	87.60%
6	ACCIDENTS	1	4.35%	4	0.17%	7	0.14%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	4.35%	1	0.04%	3	0.07%
10	UNKNOWN	2	8.70%	43	1.80%	84	1.77%
Totals		23	100.00%	2,385	100.00%	4,760	100.00%

Problem Analysis:

- There were 23 interruptions on the Delevan Sta 11 1161 in 2025.
- There were 3 transmission interruptions.
 - The first Transmission interruption occurred on June 12, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 29% of the total customers interrupted (697 of 2,385), and 16% of the total customer-hours interrupted (779 of 4,760). Emergency Repair - de-energized portion of L801 due to defective insulators at Tx Pole 8 on L801 - deterioration.
 - The second Transmission interruption occurred on November 27, 2025, coded as a cause of insulation failure - other (PSC cause code 05). This lockout accounted for 29% of the total customers interrupted (699 of 2,385), and 39% of the total customer-hours interrupted (1,841 of 4,760). L801 lockout patrolled found no issues restored customers - replaced burnt hood guard.
 - The third Transmission interruption occurred on November 27, 2025, coded as a cause of insulation failure - other (PSC cause code 05). This lockout accounted for 29% of the total customers interrupted (699 of 2,385), and 32% of the total customer-hours interrupted (1,538 of 4,760). L801 lockout patrolled found no issues restored customers - replaced burnt hood guard cover.
- There were no substation interruptions.
- The remaining 20 events occurred at the distribution level.
- The distribution circuit breaker for the Delevan Sta 11 1161 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Delevan Sta 11 1161 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Delevan Sta 11 1161 in 2025, accounting for 57% of total interruptions (13 of 23). Equipment Failures were the 2nd

leading cause of interruptions, accounting for 26% of total interruptions (6 of 23). Unknown were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (2 of 23).

- Equipment Failures were the leading cause of customers interrupted (CI) on the Delevan Sta 11 1161 in 2025, accounting for 88% of total customers interrupted (2,102 of 2,385). Trees were the 2nd leading cause of customers interrupted, accounting for 10% of total customers interrupted (235 of 2,385). Unknown were the 3rd leading cause of customers interrupted, accounting for 2% of total customers interrupted (43 of 2,385).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Delevan Sta 11 1161 in 2025, accounting for 88% of total customer-hours interrupted (4,170 of 4,760). Trees were the 2nd leading cause of customer-hours interrupted, accounting for 10% of total customer-hours interrupted (495 of 4,760). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 2% of total customer-hours interrupted (84 of 4,760).
- Of the 23 interruptions on this circuit, 12 affected 10 customers or less, with 4 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in November 2023. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning was completed in 2024.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2030.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

9. PRICE CORNERS STA 14 1452 – 13.2kV

Profile: 496 Customers, 39.0837 Circuit Miles
 Indices: CAIDI = 1.83, SAIFI = 3.19

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	21	75.00%	969	61.29%	1,898	65.55%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	2	7.14%	500	31.63%	607	20.95%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	3.57%	14	0.89%	26	0.89%
10	UNKNOWN	4	14.29%	98	6.20%	365	12.61%
Totals		28	100.00%	1,581	100.00%	2,896	100.00%

Problem Analysis:

- There were 28 interruptions on the Price Corners Sta 14 1452 in 2025.
- There were 2 transmission interruptions.
 - The first Transmission interruption occurred on February 14, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 31% of the total customers interrupted (496 of 1,581), and 21% of the total customer-hours interrupted (595 of 2,896). Line 804 Cold Springs lockout on the 804I due to a blown arrestor on P105 ROW - isolated fault and restored portion of line from NYSEG's Cold Springs.
 - The second Transmission interruption occurred on June 28, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 31% of the total customers interrupted (497 of 1,581), and 16% of the total customer-hours interrupted (455 of 2,896). Line 804 L/O - tree fell on wire at P38 - isolated fault and restored customers.
- There were no substation interruptions.
- The remaining 26 events occurred at the distribution level.
- The distribution circuit breaker for the Price Corners Sta 14 1452 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Price Corners Sta 14 1452 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Price Corners Sta 14 1452 in 2025, accounting for 75% of total interruptions (21 of 28). Unknown were the 2nd leading cause of interruptions, accounting for 14% of total interruptions (4 of 28). Equipment Failures were the 3rd leading cause of interruptions, accounting for 7% of total interruptions (2 of 28).
- Trees were the leading cause of customers interrupted (CI) on the Price Corners Sta 14 1452 in 2025, accounting for 61% of total customers interrupted (969 of 1,581). Equipment

Failures were the 2nd leading cause of customers interrupted, accounting for 32% of total customers interrupted (500 of 1,581). Unknown were the 3rd leading cause of customers interrupted, accounting for 6% of total customers interrupted (98 of 1,581).

- Trees were the leading cause of customer-hours interrupted (CHI) on the Price Corners Sta 14 1452 in 2025, accounting for 66% of total customer-hours interrupted (1,898 of 2,896). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 21% of total customer-hours interrupted (607 of 2,896). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 13% of total customer-hours interrupted (365 of 2,896).
- Of the 28 interruptions on this circuit, 5 affected 10 customers or less, with 3 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in November 2023. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed and identified trees are being worked. Last Pruning was completed in 2021.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2026.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

10. W OLEAN 3353 – 13.2kV

Profile: 1,555 Customers, 24.4769 Circuit Miles
 Indices: CAIDI = 2.38, SAIFI = 2.12

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	16	76.19%	1,642	49.88%	7,153	91.41%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	4	19.05%	1,615	49.06%	519	6.63%
6	ACCIDENTS	1	4.76%	35	1.06%	154	1.96%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	0	0.00%	0	0.00%	0	0.00%
Totals		21	100.00%	3,292	100.00%	7,826	100.00%

Problem Analysis:

- There were 21 interruptions on the W Olean 3353 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 21 events occurred at the distribution level.
- The distribution circuit breaker for the W Olean 3353 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the W Olean 3353 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 47% of the total amount of customers interrupted (1,551 out of 3,292) and 4% of the total amount of the customer-hours interrupted (310 out of 7,826).
 - This lockout occurred on March 17, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 47% of the total customers interrupted (1,551 of 3,292), and 4% of the total customer-hours interrupted (310 of 7,826). Emergency Repair -W Olean R530/ opened breaker EMS to make safe - wire arcing on crossarm at P64 S 19th St - broken insulator/ deterioration.
- Trees were the leading cause of interruptions on the W Olean 3353 in 2025, accounting for 76% of total interruptions (16 of 21). Equipment Failures were the 2nd leading cause of interruptions, accounting for 19% of total interruptions (4 of 21). Accidents were the 3rd leading cause of interruptions, accounting for 5% of total interruptions (1 of 21).
- Trees were the leading cause of customers interrupted (CI) on the W Olean 3353 in 2025, accounting for 50% of total customers interrupted (1,642 of 3,292). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 49% of total customers interrupted (1,615 of 3,292). Accidents were the 3rd leading cause of customers interrupted, accounting for 1% of total customers interrupted (35 of 3,292).

- Trees were the leading cause of customer-hours interrupted (CHI) on the W Olean 3353 in 2025, accounting for 91% of total customer-hours interrupted (7,153 of 7,826). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 7% of total customer-hours interrupted (519 of 7,826). Accidents were the 3rd leading cause of customer-hours interrupted, accounting for 2% of total customer-hours interrupted (154 of 7,826).
- Of the 21 interruptions on this circuit, 7 affected 10 customers or less, with 0 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in August 2022. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed and identified trees are being worked. Last Pruning was completed in 2025.
- Hazard Tree Patrol feeder to first and second protective device. Special Attention to downstream of 13th St Fuse P47A.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2030.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

11. COLLINS STA 83 8362 – 4.8kV

Profile: 960 Customers, 79.2451 Circuit Miles
 Indices: CAIDI = 2.89, SAIFI = 1.71

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	26	57.78%	1,370	83.33%	3,832	80.70%
3	OVERLOADS	1	2.22%	52	3.16%	399	8.40%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	8	17.78%	100	6.08%	223	4.69%
6	ACCIDENTS	3	6.67%	3	0.18%	8	0.16%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	4	8.89%	6	0.37%	13	0.28%
10	UNKNOWN	3	6.67%	113	6.87%	274	5.76%
Totals		45	100.00%	1,644	100.00%	4,749	100.00%

Problem Analysis:

- There were 45 interruptions on the Collins Sta 83 8362 in 2025.
- There were no transmission interruptions.
- There were no substation interruptions.
- All 45 events occurred at the distribution level.
- The distribution circuit breaker for the Collins Sta 83 8362 experienced 1 momentary operation in 2025.
- The distribution circuit breaker for the Collins Sta 83 8362 experienced 0 sustained operations (lockouts) in 2025.
- Trees were the leading cause of interruptions on the Collins Sta 83 8362 in 2025, accounting for 58% of total interruptions (26 of 45). Equipment Failures were the 2nd leading cause of interruptions, accounting for 18% of total interruptions (8 of 45). Lightning were the 3rd leading cause of interruptions, accounting for 9% of total interruptions (4 of 45).
- Trees were the leading cause of customers interrupted (CI) on the Collins Sta 83 8362 in 2025, accounting for 83% of total customers interrupted (1,370 of 1,644). Unknown were the 2nd leading cause of customers interrupted, accounting for 7% of total customers interrupted (113 of 1,644). Equipment Failures were the 3rd leading cause of customers interrupted, accounting for 6% of total customers interrupted (100 of 1,644).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Collins Sta 83 8362 in 2025, accounting for 81% of total customer-hours interrupted (3,832 of 4,749). Overloads were the 2nd leading cause of customer-hours interrupted, accounting for 8% of total customer-hours interrupted (399 of 4,749). Unknown were the 3rd leading cause of customer-hours interrupted, accounting for 6% of total customer-hours interrupted (274 of 4,749).

- Of the 45 interruptions on this circuit, 24 affected 10 customers or less, with 12 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in July 2022. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning was completed in 2021.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2027.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

12. FARMERSVILLE STA 27 2761 – 4.8kV

Profile: 286 Customers, 31.6953 Circuit Miles
 Indices: CAIDI = 3.84, SAIFI = 4.78

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	4	40.00%	60	4.39%	210	4.00%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	3	30.00%	854	62.43%	2,648	50.38%
6	ACCIDENTS	2	20.00%	453	33.11%	2,396	45.59%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	1	10.00%	1	0.07%	2	0.03%
10	UNKNOWN	0	0.00%	0	0.00%	0	0.00%
Totals		10	100.00%	1,368	100.00%	5,256	100.00%

Problem Analysis:

- There were 10 interruptions on the Farmersville Sta 27 2761 in 2025.
- There were 4 transmission interruptions.
 - The first Transmission interruption occurred on April 26, 2025, coded as a cause of animal (PSC cause code 06). This lockout accounted for 12% of the total customers interrupted (167 of 1,368), and 35% of the total customer-hours interrupted (1,845 of 5,256). Line 801 Machias – Delavan. Raccoon took B phase wire down on L801 between P77 and P79.
 - The second Transmission interruption occurred on November 27, 2025, coded as a cause of insulation failure - other (PSC cause code 05). This lockout accounted for 21% of the total customers interrupted (285 of 1,368), and 25% of the total customer-hours interrupted (1,325 of 5,256). L801 lockout patrolled found no issues restored customers - replaced burnt hood guard cover.
 - The third Transmission interruption occurred on November 27, 2025, coded as a cause of insulation failure - other (PSC cause code 05). This lockout accounted for 21% of the total customers interrupted (285 of 1,368), and 12% of the total customer-hours interrupted (627 of 5,256). L801 lockout patrolled found no issues restored customers - replaced burnt hood guard.
 - The fourth Transmission interruption occurred on December 28, 2025, coded as a cause of device failed (PSC cause code 05). This lockout accounted for 21% of the total customers interrupted (284 of 1,368), and 13% of the total customer-hours interrupted (696 of 5,256). P51 Pigeon Hill Rd - blown line fuse - tree fell P2-7 Pigeon Hill Rd.
- There were no substation interruptions.
- The remaining 6 events occurred at the distribution level.

- The distribution circuit breaker for the Farmersville Sta 27 2761 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Farmersville Sta 27 2761 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 21% of the total amount of customers interrupted (286 out of 1,368) and 10% of the total amount of the customer-hours interrupted (552 out of 5,256).
- This lockout occurred on June 18, 2025, coded as a cause of animal (PSC cause code 06). This lockout accounted for 21% of the total customers interrupted (286 of 1,368), and 10% of the total customer-hours interrupted (552 of 5,256). Farmersville L/O - breaker R706 locked open - bird's nest contacted regulator P48 Elton Rd – animal. Cycles: 258; Operations: 4; Relay: Ph1 50/51 inst.
- Trees were the leading cause of interruptions on the Farmersville Sta 27 2761 in 2025, accounting for 40% of total interruptions (4 of 10). Equipment Failures were the 2nd leading cause of interruptions, accounting for 30% of total interruptions (3 of 10). Accidents were the 3rd leading cause of interruptions, accounting for 20% of total interruptions (2 of 10).
- Equipment Failures were the leading cause of customers interrupted (CI) on the Farmersville Sta 27 2761 in 2025, accounting for 62% of total customers interrupted (854 of 1,368). Accidents were the 2nd leading cause of customers interrupted, accounting for 33% of total customers interrupted (453 of 1,368). Trees were the 3rd leading cause of customers interrupted, accounting for 4% of total customers interrupted (60 of 1,368).
- Equipment Failures were the leading cause of customer-hours interrupted (CHI) on the Farmersville Sta 27 2761 in 2025, accounting for 50% of total customer-hours interrupted (2,648 of 5,256). Accidents were the 2nd leading cause of customer-hours interrupted, accounting for 46% of total customer-hours interrupted (2,396 of 5,256). Trees were the 3rd leading cause of customer-hours interrupted, accounting for 4% of total customer-hours interrupted (210 of 5,256).
- Of the 10 interruptions on this circuit, 4 affected 10 customers or less, with 2 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in September 2024. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning was completed in 2020.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2027.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

13. RESERVOIR STA 103 10361 – 4.8kV

Profile: 200 Customers, 26.278 Circuit Miles
 Indices: CAIDI = 3.31, SAIFI = 4.95

CAUSE CODE PERFORMANCE TABLE

Code	Category	Interruptions		Customers Interrupted		Customer Hours	
		Number	% Total	Number	% Total	Number	% Total
2	TREE	11	91.67%	793	80.10%	2,700	82.46%
3	OVERLOADS	0	0.00%	0	0.00%	0	0.00%
4	OPER. ERROR	0	0.00%	0	0.00%	0	0.00%
5	EQUIPMENT	1	8.33%	197	19.90%	575	17.54%
6	ACCIDENTS	0	0.00%	0	0.00%	0	0.00%
7	PREARRANGED	0	0.00%	0	0.00%	0	0.00%
8	CUST. EQUIP.	0	0.00%	0	0.00%	0	0.00%
9	LIGHTNING	0	0.00%	0	0.00%	0	0.00%
10	UNKNOWN	0	0.00%	0	0.00%	0	0.00%
Totals		12	100.00%	990	100.00%	3,275	100.00%

Problem Analysis:

- There were 12 interruptions on the Reservoir Sta 103 10361 in 2025.
- There was 1 transmission interruption.
 - This Transmission interruption occurred on February 14, 2025, coded as a cause of deterioration (PSC cause code 05). This lockout accounted for 20% of the total customers interrupted (197 of 990), and 18% of the total customer-hours interrupted (575 of 3,275). Line 804 Cold Springs lockout on the 804I due to a blown arrestor on P105 ROW - isolated fault and restored portion of line from NYSEG's Cold Springs.
- There were no substation interruptions.
- The remaining 11 events occurred at the distribution level.
- The distribution circuit breaker for the Reservoir Sta 103 10361 experienced 2 momentary operations in 2025.
- The distribution circuit breaker for the Reservoir Sta 103 10361 experienced 1 sustained operation (lockout) in 2025. This interruption accounted for 21% of the total amount of customers interrupted (203 out of 990) and 10% of the total amount of the customer-hours interrupted (330 out of 3,275).
 - This lockout occurred on October 15, 2025, coded as a cause of tree fell (PSC cause code 02). This lockout accounted for 21% of the total customers interrupted (203 of 990), and 10% of the total customer-hours interrupted (330 of 3,275). 10361 RESERVOIR L/O - tree fell P37 Hotchkiss Hollow Rd.
- Trees were the leading cause of interruptions on the Reservoir Sta 103 10361 in 2025, accounting for 92% of total interruptions (11 of 12). Equipment Failures were the 2nd leading cause of interruptions, accounting for 8% of total interruptions (1 of 12). Overloads were the 3rd leading cause of interruptions, accounting for 0% of total interruptions (of 12).

- Trees were the leading cause of customers interrupted (CI) on the Reservoir Sta 103 10361 in 2025, accounting for 80% of total customers interrupted (793 of 990). Equipment Failures were the 2nd leading cause of customers interrupted, accounting for 20% of total customers interrupted (197 of 990). Overloads were the 3rd leading cause of customers interrupted, accounting for 0% of total customers interrupted (of 990).
- Trees were the leading cause of customer-hours interrupted (CHI) on the Reservoir Sta 103 10361 in 2025, accounting for 82% of total customer-hours interrupted (2,700 of 3,275). Equipment Failures were the 2nd leading cause of customer-hours interrupted, accounting for 18% of total customer-hours interrupted (575 of 3,275). Overloads were the 3rd leading cause of customer-hours interrupted, accounting for 0% of total customer-hours interrupted (of 3,275).
- Of the 12 interruptions on this circuit, 2 affected 10 customers or less, with 1 being single customer outages.

Action Taken:

- Distribution Line Inspection was completed in August 2023. All level 1 and Level 2 maintenance have been completed.
- Sub-T Line Inspection was completed in December 2025. All levels of maintenance have been completed.
- Hazard Tree Removal was performed in FY2018. Last Pruning was completed in 2021.
- Hazard Tree Patrol feeder to first and second protective device.

Action Plan:

- Complete Level 2 Distribution Line Inspection work due in 2026.
- Complete Level 3 Distribution Line Inspection work due in 2026.
- Distribution cycle tree trimming scheduled for FY2028.
- Actively monitor 2026 hazard tree events and will escalate if necessary.

3. ACTION PLAN SUMMARIES

a. SUMMARY OF ACTION PLANS FOR 2025 WORST PERFORMING CIRCUIT

Station	Feeder	Report Year	Action Plan	Estimated Compl. Date	Comments
FARMERSVILLE 27	2762	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
FARMERSVILLE 27	2762	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
FARMERSVILLE 27	2762	2025	Distribution cycle tree trimming scheduled for FY2027.	2027	
FARMERSVILLE 27	2762	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
WHITESVILLE 101	10161	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
WHITESVILLE 101	10161	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
WHITESVILLE 101	10161	2025	Distribution cycle tree trimming scheduled for FY2029.	2029	
WHITESVILLE 101	10161	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
FRANKLINVILLE 24	2462	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
FRANKLINVILLE 24	2462	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
FRANKLINVILLE 24	2462	2025	Distribution cycle tree trimming scheduled for FY2029.	2029	
FRANKLINVILLE 24	2462	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
ELLICOT 65	6561	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
ELLICOT 65	6561	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
ELLICOT 65	6561	2025	Distribution cycle tree trimming scheduled for FY2027.	2027	
ELLICOT 65	6561	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
DELAMETER 93	9353	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
DELAMETER 93	9353	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
DELAMETER 93	9353	2025	Distribution cycle tree trimming scheduled for FY2029.	2029	
DELAMETER 93	9353	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
VANDALIA 104	10451	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
VANDALIA 104	10451	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
VANDALIA 104	10451	2025	Distribution cycle tree trimming scheduled for FY2028.	2028	
VANDALIA 104	10451	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
GREENHURST 60	6063	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
GREENHURST 60	6063	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
GREENHURST 60	6063	2025	Distribution cycle tree trimming scheduled for FY2031.	2031	
GREENHURST 60	6063	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
DELEVAN 11	1161	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
DELEVAN 11	1161	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
DELEVAN 11	1161	2025	Distribution cycle tree trimming scheduled for FY2030.	2030	
DELEVAN 11	1161	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
PRICE CORNERS 14	1452	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
PRICE CORNERS 14	1452	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
PRICE CORNERS 14	1452	2025	Distribution cycle tree trimming scheduled for FY2026.	2026	
PRICE CORNERS 14	1452	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
W. OLEAN 33	3353	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
W. OLEAN 33	3353	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
W. OLEAN 33	3353	2025	Distribution cycle tree trimming scheduled for FY2030.	2030	

W. OLEAN 33	3353	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
COLLINS 83	8362	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
COLLINS 83	8362	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
COLLINS 83	8362	2025	Distribution cycle tree trimming scheduled for FY2027.	2027	
COLLINS 83	8362	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
FARMERSVILLE 27	2761	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
FARMERSVILLE 27	2761	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
FARMERSVILLE 27	2761	2025	Distribution cycle tree trimming scheduled for FY2027.	2027	
FARMERSVILLE 27	2761	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	
RESERVOIR 103	10361	2025	Complete Level 2 Distribution Line Inspection work due in 2026.	2026	
RESERVOIR 103	10361	2025	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
RESERVOIR 103	10361	2025	Distribution cycle tree trimming scheduled for FY2028.	2028	
RESERVOIR 103	10361	2025	Actively monitor 2026 hazard tree events and will escalate if necessary	2026	

b. STATUS OF ACTION PLANS FOR 2024 WORST PERFORMING CIRCUITS

Station	Feeder	Report Year	Action Plan	Estimated Compl. Date	Comments
Delameter 93	07-9354	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Delameter 93	07-9354	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Delameter 93	07-9354	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Delameter 93	07-9352	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Delameter 93	07-9352	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Delameter 93	07-9352	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Delameter 93	07-9353	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Delameter 93	07-9353	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Delameter 93	07-9353	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Ellicott 65	09-6561	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Ellicott 65	09-6561	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Ellicott 65	09-6561	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Farmersville 27	10-2762	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Farmersville 27	10-2762	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Farmersville 27	10-2762	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Reservoir 103	10-10361	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Reservoir 103	10-10361	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Reservoir 103	10-10361	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Delameter 93	07-9351	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Delameter 93	07-9351	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Delameter 93	07-9351	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Maplehurst 04	10-0461	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Maplehurst 04	10-0461	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Maplehurst 04	10-0461	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Baker St. 150	09-15055	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Baker St. 150	09-15055	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Baker St. 150	09-15055	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Franklinville 24	10-2462	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Franklinville 24	10-2462	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Franklinville 24	10-2462	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete

Cassadaga 61	08-6161	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Cassadaga 61	08-6161	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Cassadaga 61	08-6161	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Valley 44	10-4458	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Valley 44	10-4458	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Valley 44	10-4458	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Franklinville 24	10-2461	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Franklinville 24	10-2461	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Franklinville 24	10-2461	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete
Baker St. 150	09-15056	2024	Complete Level 2 Distribution Line Inspection work due in 2025.	2025	Complete
Baker St. 150	09-15056	2024	Complete Level 3 Distribution Line Inspection work due in 2026.	2026	
Baker St. 150	09-15056	2024	Distribution cycle tree trimming scheduled for FY2025.	2025	Complete

4. OPERATING REGION PERFORMANCE BELOW MINIMUM

a. MAINTENANCE HISTORY AND ANALYSIS OF FACTORS THAT CAUSED THE BELOW MINIMUM PERFORMANCE.

In 2025, the Southwest Region did not meet the annual CAIDI goal of 1.950 with a CAIDI of 2.09. The 2025 CAIDI result was 0.5% above the 2024 result of 2.08 hours, and 14% above the previous 5-year average of 1.80 hours. The 2025 SAIFI was 16% below the 2024 result of 1.36 interruptions, and 4% above the previous 5-year average of 1.124 interruptions. The Southwest region met the PSC minimum SAIFI requirement of 1.181 with a 2025 score of 1.17.

In 2025, excluding major storms, the Southwest Region experienced 21 transmission interruptions. These interruptions accounted for 1% of the region's total interruptions (21 of 1,575), 27% of the region's total customers interrupted (CI), (33,508 of 125,168), and 31% (80,267 of 261,848) of the region's total customer-hours interrupted (CHI). Overall, transmission interruptions had a CAIDI of 2.4 hours, and a SAIFI of 0.31 interruptions.

The number of transmission-related interruptions increased from 15 in 2024 to 21 in 2025 (an increase of 40%). The number of customers interrupted decreased from 44,849 in 2024, to 33,508 in 2025 (a decrease of 25%), while the customer-hours interrupted increased from 79,251 in 2024, to 80,267 in 2025 (an increase of 1%).

In 2025, excluding major storms, the Southwest Region experienced 3 substation interruptions. These interruptions accounted for 0.2% of the region's total interruptions (3 of 1,575), 3% of the region's total customers interrupted, (3,351 of 125,168), and 2% (4,146 of 261,848) of the region's total customer-hours interrupted. Overall, substation interruptions had a CAIDI of 1.24 hours, and a SAIFI of 0.03 interruptions.

The number of substation-related interruptions remained the same from 3 to 3 from 2024 to 2025 (no change). The number of customers interrupted decreased from 19,460 in 2024, to 3,351 in 2025 (a decrease of 83%), while the customer-hours interrupted decreased from 63,511 in 2024, to 4,146 in 2025 (a decrease of 93%).

In 2025, excluding major storms, the Southwest Region experienced 1,551 distribution interruptions. These interruptions accounted for 98% of the region's total interruptions (1,551 of 1,575), 71% of the region's total customers interrupted, (88,309 of 125,168), and 68% (177,435 of 261,848) of the region's total customer-hours interrupted. Overall, distribution interruptions had a CAIDI of 2.01 hours, and a SAIFI of 0.83 interruptions.

The number of distribution-related interruptions increased from 1,278 to 1,551 from 2024 to 2025 (an increase of 21%). The number of customers interrupted increased from 80,301 in 2024, to 88,309 in 2025 (an increase of 10%), while the customer-hours interrupted increased from 158,702 in 2024, to 177,435 in 2025 (an increase of 12%).

b. **PLANNED PROGRAMS OR PLANNED CORRECTIVE ACTIONS AND PROPOSED IMPROVEMENTS TO THE PERFORMANCE INDICES.**

The Company is continuing its efforts in the Southwest Region to maintain reliability. These efforts include distribution patrols, maintenance programs, single phase and three phase line recloser installations, protection coordination studies, lightning protection installations, and tree trimming programs. All these programs and corrective actions not only will reduce the number of interruptions and/or customers interrupted but also the restoration times. The Company will continue to stay on schedule for tree trimming and believes that this maintained schedule for tree trimming and miles trimmed will reduce both the incidence and duration of tree-related interruptions.

The contribution of transmission outages is significant to the regional performance indices, as can be seen in the data provided in the previous section. It is very difficult to predict transmission equipment failures in advance, and in a continued attempt to minimize these interruptions, Transmission Planning and Asset Management (TPAM) has several projects in the works to improve the performance of some of the worst performing transmission lines.

Tree trimming around the distribution system will remain a priority in 2026, to address what is typically the single largest contributor to customer interruptions within the Southwest Region. In addition, there is a list of distribution improvement capital projects that were designed and constructed in FY2025, which can be viewed in the 1.f section of this report.

Substation Improvements

- 1) When substation equipment is installed or repaired, animal guards are installed.
- 2) When opportunities arise, feeder-ties will be constructed to temporarily transfer load onto adjacent substations. This will improve reliability for the affected station.
- 3) The Company's ongoing maintenance program for substations should help reduce the potential for substation problems in 2026. This program includes:
 - Circuit breaker diagnostic tests
 - Circuit breaker mechanism checks
 - Load tap changer internal inspections
 - Dissolved gas analysis on load tap changers and transformers.
 - Calibration/inspections on relay positions and communication packages
 - Functional testing of relays
 - Battery maintenance

In addition to the capital improvement work outlined in the Southwest Region Worst Performing Feeder's Action Plan, below are additional efforts to improve reliability and performance indices in the Southwest Region.:

- On a monthly basis, the Western Division Reliability Team will continue to investigate and analyze outages that impact more than 2,500 customers or exceed 50,000 customer-minutes-interrupted (CMI). This effort continues to highlight interruptions with the greatest impact on CAIDI and SAIFI, helping to identify and implement mitigation measures that reduce outage duration or prevent the interruption from occurring in the first place.
- Review of suitable locations for the installation of additional 3-phase reclosers. These continue to assist in minimizing customers interrupted, and customer-hours interrupted in the event of a sustained outage as well as prevent sustained outages that, otherwise, would have been momentary in nature.
- Review of suitable locations for the installation of additional cutout-mounted reclosers. These continue to assist in minimizing customers interrupted, and customer-hours interrupted in the event of a sustained outage as well as prevent sustained outages that, otherwise, would have been momentary in nature.
- Review of suitable locations for the installation of switches which will offer significant operational flexibility, allowing additional opportunity to isolate faults, thereby significantly decreasing customer-hours interrupted in the event of a sustained outage.
- Review of protective device coordination to assist in minimizing customers interrupted and customer-hours interrupted in the event of a sustained outage.

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K. GLOSSARY

CAIDI - Customer Average Interruption Duration Index is the average service restoration time for customers interrupted. It is determined by dividing the sum of all customer interruption durations by the total number of customers interrupted in a year.

Customer Hours of Interruption - The hours of interruption duration multiplied by the number of customers interrupted for a given interruption.

Distribution Circuit - An electric feeder line serving customers and operating at voltage levels below 23,000 volts - Typically, 4.16, 4.8 or 13.2kV.

Failed Region - Any region whose indices exceed the CAIDI or SAIFI performance level set for that region.

Fiscal Year – Beginning in 2002 the Company changed the cycle of its annual budgeting and reporting process from a calendar year beginning January 1st and ending December 31st to a fiscal year beginning April 1st and ending March 31st of the following year. Budget estimates for work to be performed on worst performing feeders will most likely reflect this shift in fiscal year budgeting while actual costs typically reflect work completed by the end of the calendar year.

Interruption - Loss of electric service for five minutes or more to one or more customers. This is a reliability issue rather than a power quality issue.

Major Storm - A storm that causes at least 10% of the metered customers in a region to be without service or a storm that results in metered customers to be without service for 24 hours or more.

Minimum Goal - As defined by the Company and the PSC, this is the level of service reliability below which a region fails and additional analysis is required.

Momentary Interruption - Loss of electric service for less than five minutes to one customer or more. This a power quality rather than a reliability issue.

Objective Goal - The target level of service reliability as defined by the Company and the PSC.

Power Quality - The performance of a circuit other than that defined by reliability. It is characterized by parameters such as the number of momentary (less than 5 minute) interruptions, steady state voltage sags, swells, surges, noise and harmonics.

Recloser - A loadbreak device that operates when a fault current of pre-determined level and duration flows through it.

Region - One of eight geographic areas within the Company's electric territory. For the purpose of this report, the eight regions are: Capital (Albany, Troy, Schenectady, Hudson); Central (Syracuse, Fulton, Oswego, Pulaski, Cortland); Frontier (Buffalo, Niagara Falls); Genesee (Batavia, Avon,

Albion, Medina); Mohawk Valley (Utica, Rome, Oneida, Herkimer); Northeast (Glens Falls, Saratoga, Ticonderoga); Northern (Watertown, Ogdensburg, Malone, Potsdam); And Southwest (Angola, Fredonia, Stow, Olean).

Reliability - The electric performance of a distribution circuit as experienced by its customers. It is based on interruptions of five (5) minutes or longer, their duration, frequency and number of customers affected.

SAI - System Availability Index is the percent of time that service was available during the year. The SAI is derived from the ratio of the total number of customer hours that service was available during the year (24/hour/day x 365 days/year - SAIDI) to the total customer hours available per year (8,760 = 24 hours/day x 365 days/year) multiplied by 100 percent.

SAIDI - System Average Interruption Duration Index is an average interruption duration per customers served per year. It is the ratio of the customer hours interrupted to the total number of customers served.

SAIFI - System Average Interruption Frequency Index is the average number of times that a customer is interrupted in a year. It is determined by dividing the number of customers interrupted in a year by the average number of customers connected during the year.

SECTIONALIZER - A non-loadbreak circuit device that works with substation breaker or a recloser to minimize the number of customers involved in an interruption.

Worst-Performing Circuits - Circuits in the system or a given region that are the worst performing based on the Company's combined rankings of:

- a. SAIFI
- b. SAIDI
- c. Number of Interruptions
- d. Number of Customer Hours Interrupted

NATIONAL GRID
ELECTRIC SERVICE INTERRUPTION - ACTIVE FEEDER RANKING
DURING TIME PERIOD JAN 01, 2025 TO DEC 31, 2025
FACILITY TYPE(S) INCLUDE: DISTRIBUTION, SUBSTATION, AND TRANSMISSION
EXCLUDING PSC CODE(S): 01
REPORT # 4
SYSTEM REPORT

Region	Station Name	Ckt/F No.	No. Cst. Served	No. Intr.	Intr. Rank	Tot. Dur. Hours	Avg. Dur.	Max. Dur.	Cust. Intr.	Max. Cust.	Tot. Cust. Hours	Tot. CH Rank	SAIFI	SAIFI Rank	SAIDI	SAIDI Rank	CAIDI	Fdr Rank	Mmty Intr.
Northeast	Hague Road	41-41853	2,244	54	2,116	184.7	3.4	13	14,847	2,231	51,238	2,124	6.62	2,121	22.83	2,119	3.45	8,480	2
Central	West Cleveland	11-32651	1,118	52	2,114	236.2	4.5	21.9	5,085	1,114	15,523	2,113	4.55	2,105	13.88	2,109	3.05	8,441	2
Capital	Bethlehem	30-02157	1,126	37	2,078	146.9	4	15.3	6,860	995	22,804	2,118	6.09	2,119	20.25	2,118	3.32	8,433	0
Capital	Voorheesville	30-17851	2,107	46	2,111	226.9	4.9	15.5	8,374	2,111	25,863	2,122	3.97	2,093	12.27	2,103	3.09	8,429	3
Central	Lighthouse Hill	16-6144	2,370	59	2,121	242.5	4.1	21.7	9,186	2,373	25,723	2,121	3.88	2,088	10.85	2,096	2.8	8,426	0
Northeast	Gilmantown	35-15451	2,087	38	2,083	186.4	4.9	17.8	8,177	2,077	58,989	2,125	3.92	2,090	28.26	2,123	7.21	8,421	1
Northeast	Fort Gage	40-31954	2,008	38	2,083	123.1	3.2	14.2	11,041	2,016	16,923	2,115	5.5	2,116	8.43	2,072	1.53	8,386	0
Genesee	Brockport Sta 74	06-7452	2,338	55	2,119	152.9	2.8	9.6	7,804	2,342	19,773	2,117	3.34	2,060	8.46	2,074	2.53	8,370	3
Northeast	Chesterstown	40-04251	1,460	46	2,111	217.7	4.7	20.4	4,720	1,463	13,981	2,103	3.23	2,055	9.58	2,088	2.96	8,357	2
Southwest	Farmersville Sta 27	10-2762	731	28	2,020	82.2	2.9	8.1	3,335	731	13,598	2,098	4.56	2,106	18.6	2,116	4.08	8,340	2
Northeast	Bolton	40-28451	1,553	26	1,992	115.8	4.5	11.5	9,312	1,591	24,934	2,119	6	2,118	16.06	2,111	2.68	8,340	1
Northeast	Brook Road	39-36955	2,042	37	2,078	135.4	3.7	10.3	8,607	2,045	13,991	2,104	4.21	2,099	6.85	2,046	1.63	8,327	0
Central	Gilbert Mills	11-24751	2,285	33	2,061	154.1	4.7	16.7	9,725	2,291	15,504	2,112	4.26	2,102	6.79	2,041	1.59	8,316	3
Central	Colosse	16-32151	2,421	84	2,125	343.1	4.1	14.3	6,566	1,293	19,359	2,116	2.71	2,006	8	2,065	2.95	8,312	5
Capital	Boyntonville	31-33351	2,146	53	2,115	302.1	5.7	20.3	7,037	2,141	12,566	2,093	3.28	2,056	5.86	2,014	1.79	8,278	0
Northeast	North Creek	40-12252	1,251	27	2,005	101.5	3.8	8.1	4,672	1,253	13,080	2,097	3.73	2,081	10.46	2,095	2.8	8,278	1
Northeast	Burgoyne	38-33751	1,867	38	2,083	151.8	4	11.5	5,127	1,865	15,452	2,110	2.75	2,010	8.28	2,069	3.01	8,272	0
Mohawk	Salisbury	19-67857	1,057	33	2,061	166.4	5	16.2	4,090	1,061	8,992	2,049	3.87	2,087	8.51	2,075	2.2	8,272	2
Northeast	Union St-Saratoga	39-37652	954	27	2,005	105.4	3.9	16.9	3,782	956	10,605	2,069	3.96	2,092	11.12	2,098	2.8	8,264	0
Mohawk	Raquette Lake	17-39861	526	21	1,913	193.9	9.2	19.5	3,206	526	12,214	2,089	6.1	2,120	23.22	2,120	3.81	8,242	3
Capital	Burdeck St	32-26553	1,702	34	2,067	162.2	4.8	17.6	4,661	1,671	13,683	2,100	2.74	2,008	8.04	2,066	2.94	8,241	0
Capital	Brunswick	31-26452	2,004	34	2,067	143.5	4.2	19.9	6,731	2,005	12,163	2,088	3.36	2,061	6.07	2,022	1.81	8,238	1
Southwest	Whitesville Sta 101	10-10161	586	20	1,887	105.5	5.3	12.1	3,935	588	14,890	2,107	6.72	2,122	25.41	2,122	3.78	8,238	1
Northeast	Pottersville	40-42451	1,147	22	1,927	95.5	4.3	12.1	5,444	1,153	12,900	2,094	4.75	2,108	11.25	2,099	2.37	8,228	1
Central	West Monroe	11-27451	2,047	42	2,100	170.6	4.1	18.8	6,408	2,042	11,162	2,077	3.13	2,050	5.45	1,987	1.74	8,214	1
Northern	Chasm Falls	27-85251	1,136	36	2,075	108.7	3	10	2,960	1,134	9,542	2,056	2.61	1,996	8.4	2,071	3.22	8,198	2
Northern	Paul Smiths	24-83462	322	32	2,052	91.5	2.9	7.5	1,745	428	4,979	1,920	5.42	2,115	15.46	2,110	2.85	8,197	4
Mohawk	Lehigh	18-66953	2,200	84	2,125	384.9	4.6	40.1	4,918	1,883	13,851	2,102	2.24	1,937	6.3	2,030	2.82	8,194	0
Northeast	Hague Road	41-41852	1,911	28	2,020	138.3	4.9	16.3	4,229	1,914	26,000	2,123	2.21	1,927	13.61	2,108	6.15	8,178	0
Northeast	Schroon Lake	41-42951	2,444	55	2,119	197.3	3.6	13.1	7,320	2,463	11,558	2,082	3	2,037	4.73	1,935	1.58	8,173	3
Southwest	Franklinville Sta 24	10-2462	650	29	2,028	95.9	3.3	14.5	2,401	651	6,217	1,969	3.69	2,077	9.57	2,087	2.59	8,161	0
Capital	Sycaway	31-37253	2,711	24	1,965	105.4	4.4	21.2	8,761	3,992	15,916	2,114	3.23	2,055	5.87	2,015	1.82	8,149	2
Genesee	W Hamlin	06-8254	2,154	75	2,123	257.2	3.4	15.3	5,530	2,137	10,991	2,076	2.57	1,991	5.1	1,957	1.99	8,147	0
Northeast	Butler	38-36253	1,798	29	2,028	82.4	2.8	14.1	6,788	1,805	9,590	2,058	3.78	2,083	5.33	1,976	1.41	8,145	1
Northeast	Warrensburg	40-32151	1,118	30	2,040	114.4	3.8	17.6	2,711	1,122	9,699	2,060	2.42	1,965	8.68	2,077	3.58	8,142	0

Region	Station Name	Ckt/F No.	No. Cst. Served	No. Intr.	Intr. Rank	Tot. Dur. Hours	Avg. Dur.	Max. Dur.	Cust. Intr.	Max. Cust.	Tot. Cust. Hours	Tot. CH Rank	SAIFI	SAIFI Rank	SAIDI	SAIDI Rank	CAIDI	Fdr Rank	Mmty Intr.
Genesee	Leroy	04-0456	2,450	38	2,083	109.1	2.9	13.3	6,198	2,456	13,079	2,096	2.53	1,983	5.34	1,977	2.11	8,139	0
Northeast	North Creek	40-12251	1,995	71	2,122	354.6	5	18	4,569	1,994	10,818	2,072	2.29	1,949	5.42	1,984	2.37	8,127	0
Northeast	Vail Mills	35-39252	2,833	46	2,111	175.3	3.8	11.7	6,241	2,834	15,305	2,109	2.2	1,925	5.4	1,979	2.45	8,124	0
Southwest	Ellicot Sta 65	09-6561	726	23	1,948	85.2	3.7	9.2	2,516	726	7,474	2,012	3.47	2,068	10.29	2,094	2.97	8,122	5
Central	Granby Center	14-29351	1,846	22	1,927	108.8	4.9	24.5	6,690	1,865	11,777	2,084	3.62	2,072	6.38	2,033	1.76	8,116	0
Northern	Indian River	13-32358	1,719	30	2,040	97.7	3.3	10	4,915	1,720	9,436	2,054	2.86	2,023	5.49	1,989	1.92	8,106	1
Capital	North Troy	31-12351	1,373	27	2,005	119.3	4.4	10.9	3,068	1,224	12,106	2,087	2.23	1,936	8.82	2,078	3.95	8,106	2
Capital	Rotterdam	32-13850	1,859	17	1,822	56	3.3	13.3	9,140	1,866	14,825	2,106	4.92	2,111	7.97	2,063	1.62	8,102	3
Capital	Everett Road	30-42054	1,230	25	1,980	94.5	3.8	10.3	3,642	1,231	8,560	2,039	2.96	2,030	6.96	2,050	2.35	8,099	2
Southwest	Delameter	07-9353	2,956	30	2,040	94.8	3.2	11	7,265	2,950	15,456	2,111	2.46	1,970	5.23	1,970	2.13	8,091	1
Northeast	Butler	38-36251	2,122	43	2,104	154.2	3.6	13.9	8,762	2,129	7,990	2,028	4.13	2,097	3.77	1,854	0.91	8,083	2
Northeast	Ashley	38-33151	1,204	44	2,106	196.2	4.5	13.4	2,532	487	7,914	2,024	2.1	1,905	6.57	2,037	3.13	8,072	2
Northern	Gilpin Bay	24-95661	910	23	1,948	83	3.6	9	2,390	900	8,549	2,038	2.63	1,999	9.39	2,085	3.58	8,070	3
Mohawk	Sherman	17-33351	1,434	33	2,061	142.7	4.3	12.2	4,768	1,430	7,055	2,003	3.32	2,058	4.92	1,946	1.48	8,068	2
Central	New Haven	14-25652	1,668	29	2,028	139.5	4.8	19.1	4,927	1,669	8,649	2,041	2.95	2,029	5.19	1,966	1.76	8,064	0
Northeast	Union St-Saratoga	39-37654	583	21	1,913	111.6	5.3	16.5	2,257	583	5,950	1,961	3.87	2,087	10.21	2,093	2.64	8,054	0
Northeast	St Johnsville	35-33551	969	40	2,095	220.9	5.5	16.5	1,806	720	8,827	2,044	1.86	1,831	9.11	2,083	4.89	8,053	0
Capital	Hoosick	31-31451	1,763	33	2,061	181.7	5.5	17.8	4,298	1,760	9,203	2,053	2.44	1,968	5.22	1,969	2.14	8,051	0
Mohawk	Old Forge	17-38362	752	23	1,948	137.3	6	20.2	2,183	753	6,760	1,994	2.9	2,027	8.99	2,081	3.1	8,050	3
Central	Milton Ave	11-26656	1,647	21	1,913	92.4	4.4	17.7	5,068	1,606	9,932	2,062	3.08	2,044	6.03	2,021	1.96	8,040	2
Capital	Elnora	32-44256	2,573	27	2,005	85.9	3.2	13.1	9,650	2,595	10,339	2,066	3.75	2,082	4.02	1,876	1.07	8,029	0
Capital	Valkin	33-42752	2,428	33	2,061	114.3	3.5	15	6,106	2,430	10,855	2,073	2.51	1,977	4.47	1,917	1.78	8,028	0
Capital	Lasher Road	32-322151	1,731	42	2,100	164.2	3.9	16	2,911	1,727	12,237	2,090	1.68	1,784	7.07	2,053	4.2	8,027	3
Southwest	Vandalia Sta 104	10-10451	974	17	1,822	72.8	4.3	17.7	5,028	977	7,792	2,021	5.16	2,114	8	2,065	1.55	8,022	1
Southwest	Greenhurst	09-6063	623	15	1,759	37.5	2.5	6.2	4,503	1,062	8,156	2,033	7.23	2,124	13.09	2,106	1.81	8,022	5
Mohawk	Sherman	17-33352	1,548	39	2,089	133.9	3.4	11.6	4,048	1,581	7,134	2,006	2.61	1,996	4.61	1,929	1.76	8,020	1
Capital	Voorheesville	30-17853	2,056	28	2,020	106.1	3.8	13	4,892	822	10,639	2,070	2.38	1,961	5.17	1,962	2.17	8,013	2
Mohawk	Eagle Bay	17-38272	1,081	32	2,052	249.8	7.8	36.3	2,397	1,084	6,742	1,992	2.22	1,931	6.24	2,027	2.81	8,002	3
Northern	Lyme	13-73352	2,907	23	1,948	54.8	2.4	9.6	9,798	2,889	12,286	2,091	3.37	2,062	4.23	1,896	1.25	7,997	2
Mohawk	Poland - Utica	17-62257	1,625	33	2,061	154.2	4.7	18.8	3,237	1,108	9,547	2,057	1.99	1,860	5.88	2,016	2.95	7,994	3
Central	Ballina	11-22151	1,205	24	1,965	55.6	2.3	5	4,450	1,211	6,390	1,978	3.69	2,077	5.3	1,974	1.44	7,994	3
Capital	Rosa Road	32-13757	2,469	22	1,927	70.7	3.2	10.3	7,458	2,471	11,785	2,085	3.02	2,040	4.77	1,938	1.58	7,990	0
Genesee	Brockport Sta 74	06-7459	1,388	24	1,965	61.5	2.6	12	6,177	1,392	6,338	1,974	4.45	2,104	4.57	1,924	1.03	7,967	3
Central	Southwood	11-24453	2,694	21	1,913	89.7	4.3	11.1	7,047	2,707	13,655	2,099	2.62	1,997	5.07	1,955	1.94	7,964	3
Southwest	Delevan Sta 11	10-1161	696	23	1,948	58.1	2.5	7.8	2,385	699	4,760	1,905	3.43	2,065	6.84	2,044	2	7,962	2
Capital	Rosa Road	32-13755	3,045	20	1,887	57.3	2.9	15.2	9,437	3,044	13,747	2,101	3.1	2,047	4.51	1,920	1.46	7,955	0
Capital	Unionville	30-27652	2,649	43	2,104	198	4.6	22.7	4,176	2,402	14,161	2,105	1.58	1,758	5.35	1,978	3.39	7,945	4
Northern	Thousand Isl	26-81452	2,215	44	2,106	292.3	6.6	28.6	3,767	2,189	11,293	2,079	1.7	1,792	5.1	1,957	3	7,934	1
Frontier	Shawnee Rd	03-7652	2,052	22	1,927	60.3	2.7	10	5,096	2,056	10,488	2,067	2.48	1,972	5.11	1,958	2.06	7,924	0
Capital	Blue Stores	33-30353	1,442	29	2,028	152.1	5.2	16.5	2,590	1,439	9,040	2,050	1.8	1,816	6.27	2,028	3.49	7,922	5
Northern	Indian River	13-32356	1,086	19	1,866	70.2	3.7	14.4	4,004	1,090	6,212	1,968	3.69	2,077	5.72	2,000	1.55	7,911	1
Genesee	W Hamlin	06-8252	514	14	1,723	41.7	3	6.6	3,036	517	6,205	1,967	5.91	2,117	12.07	2,102	2.04	7,909	4
Genesee	W Hamlin	06-8256	2,115	25	1,980	64.2	2.6	6.2	5,871	2,120	8,299	2,037	2.78	2,015	3.92	1,870	1.41	7,902	3

Region	Station Name	Ckt/F No.	No. Cst. Served	No. Intr.	Intr. Rank	Tot. Dur. Hours	Avg. Dur.	Max. Dur.	Cust. Intr.	Max. Cust.	Tot. Cust. Hours	Tot. CH Rank	SAIFI	SAIFI Rank	SAIDI	SAIDI Rank	CAIDI	Fdr Rank	Mmty Intr.
Northern	Little River	25-95554	1,079	30	2,040	61.4	2	6.2	3,775	1,074	4,557	1,895	3.5	2,070	4.22	1,895	1.21	7,900	2
Capital	Menands	30-10157	2,302	17	1,822	39.7	2.3	5.1	5,911	2,300	12,552	2,092	2.57	1,991	5.45	1,987	2.12	7,892	5
Capital	Inman Road	32-37055	1,554	27	2,005	110.9	4.1	11	4,360	1,552	6,357	1,976	2.81	2,019	4.09	1,883	1.46	7,883	0
Northern	W Adams	13-87551	2,118	30	2,040	88.9	3	6.8	4,774	1,021	7,703	2,018	2.25	1,940	3.64	1,840	1.61	7,838	0
Southwest	Price Corners Sta 14	10-1452	496	28	2,020	105.7	3.8	13.3	1,581	497	2,896	1,752	3.19	2,053	5.84	2,011	1.83	7,836	2
Central	Paloma (Fulton)	14-25456	1,883	26	1,992	89.7	3.5	12.7	4,063	1,483	7,926	2,025	2.16	1,919	4.21	1,894	1.95	7,830	0
Northern	Higley	25-92451	1,106	34	2,067	160.8	4.7	13.1	1,600	272	7,250	2,008	1.45	1,714	6.55	2,036	4.53	7,825	2
Northern	Higley	25-92452	1,419	33	2,061	98.7	3	13.5	3,940	789	4,847	1,909	2.78	2,015	3.42	1,812	1.23	7,797	4
Southwest	W Olean	10-3353	1,555	21	1,913	99.3	4.7	15.6	3,292	1,551	7,826	2,022	2.12	1,910	5.03	1,952	2.38	7,797	1
Northern	Lyme	13-73353	2,102	26	1,992	67.7	2.6	5.6	5,436	2,099	6,984	1,999	2.59	1,993	3.32	1,800	1.28	7,784	5
Genesee	Southland Sta 84	06-8462	764	13	1,700	38	2.9	6.3	2,586	766	5,565	1,950	3.38	2,063	7.28	2,056	2.15	7,769	11
Southwest	Collins Sta 83	07-8362	960	45	2,107	179.6	4	20.4	1,644	262	4,749	1,902	1.71	1,795	4.95	1,949	2.89	7,753	1
Central	Cleveland	11-1166	980	27	2,005	99.6	3.7	14.6	2,256	979	4,278	1,879	2.3	1,950	4.36	1,908	1.9	7,742	0
Northern	Fine	29-97866	378	13	1,700	43.6	3.4	9.8	1,054	380	4,800	1,906	2.79	2,016	12.7	2,105	4.55	7,727	0
Mohawk	Lehigh	18-66954	789	30	2,040	110.8	3.7	19.6	1,477	298	4,116	1,872	1.87	1,834	5.22	1,969	2.79	7,715	0
Central	Sandy Creek	16-6652	1,742	25	1,980	104.3	4.2	19.4	4,724	1,744	5,500	1,946	2.71	2,006	3.16	1,783	1.16	7,715	3
Mohawk	Salisbury	19-67856	1,569	17	1,822	73.8	4.3	11.9	3,263	1,564	8,093	2,032	2.08	1,897	5.16	1,961	2.48	7,712	2
Southwest	Farmersville Sta 27	10-2761	286	10	1,553	33.6	3.4	6.8	1,368	286	5,256	1,933	4.78	2,109	18.38	2,115	3.84	7,710	2
Northern	Antwerp	29-80161	556	11	1,618	22.8	2.1	3.9	2,546	562	4,758	1,904	4.58	2,107	8.56	2,076	1.87	7,705	2
Mohawk	Turin Rd	18-65356	1,323	41	2,098	202.8	4.9	31.8	2,812	1,319	4,424	1,883	2.13	1,913	3.34	1,803	1.57	7,697	2
Genesee	Waterport Sta 73	06-7362	650	16	1,780	47.2	2.9	6.6	2,285	651	3,738	1,841	3.52	2,071	5.75	2,004	1.64	7,696	0
Northern	Dekalb	29-98455	1,169	28	2,020	75.9	2.7	7.8	2,292	601	5,001	1,923	1.96	1,852	4.28	1,898	2.18	7,693	5
Northern	Thousand Isl	26-81453	900	15	1,759	53	3.5	10.3	2,003	902	5,942	1,960	2.23	1,936	6.6	2,038	2.97	7,693	0
Southwest	Reservoir Sta 103	10-10361	200	12	1,662	51	4.2	8.4	990	203	3,275	1,789	4.95	2,113	16.37	2,112	3.31	7,676	2
Central	Pebble Hill	11-29056	2,051	21	1,913	52	2.5	5.5	4,828	2,047	6,885	1,997	2.35	1,957	3.36	1,806	1.43	7,673	4
Genesee	Knapp Road	04-22653	1,774	18	1,843	79.2	4.4	11	4,109	1,772	7,027	2,002	2.32	1,952	3.96	1,873	1.71	7,670	1
Northern	Indian River	13-32355	3,052	19	1,866	60.7	3.2	14.6	7,744	3,075	9,182	2,052	2.54	1,984	3.01	1,757	1.19	7,659	2
Mohawk	Poland - Utica	17-62258	1,640	39	2,089	261.4	6.7	17.7	2,060	788	7,085	2,005	1.26	1,654	4.32	1,902	3.44	7,650	3
Mohawk	Middleville	19-66671	470	15	1,759	37.5	2.5	8.2	2,288	474	2,918	1,754	4.87	2,110	6.21	2,025	1.28	7,648	5

**2024 HIGHEST NUMBER OF MOMENTARIES CIRCUIT LIST
(Circuits with 10 or more Momentaries)**

Region	Station Name	Ckt/F No.	Circuit kV	# of MI's	Rank Within Region	Rank Within System	Reliability Ranking
Genesee	Southland Sta 84	06-8462	4.8	11	1	1	109