



February 27, 2026

Ms. Melanie Bachman
Executive Director
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

Re: Connecticut Siting Council Review of the Ten-Year Forecast of Connecticut Electric Loads and Resources, The United Illuminating Company's Annual Report – 2026

Dear Ms. Bachman:

The United Illuminating Company (“UI” or the “Company”) hereby submits the attached report, to the Connecticut Siting Council (“CSC” or the “Council”), of the Company’s ten-year forecast on loads and resources. This report is provided pursuant to C.G.S § 16-50r which, in relevant part, states:

Every person engaged in electric transmission services, as defined in section 16-1, electric generation services, as defined in said section, or electric distribution services, as defined in said section, generating electric power in the state utilizing a generating facility with a capacity greater than one megawatt, shall, annually, on or before March first, file a report on a forecast of loads and resources which may consist of an update of the previous year's report with the siting council for its review. The report shall cover the ten-year forecast period beginning with the year of the report.

In accordance with C.G.S. § 16-50r and the Council’s instructions¹, this report is being filed electronically and in hardcopy-original with 15 copies.

Please contact me with any questions or concerns regarding this filing.

Very truly yours,

Alex E. Soter
Counsel
UIL Holdings Corporation
180 Marsh Hill Road
Orange, CT 06477
(203) 836-4603
alex.soter@avangrid.com

As Agent for The United Illuminating Company

¹ See, Filing Requirements, dated April 26, 2019, requiring “applicants, petitioners, parties, and intervenors to submit an electronic version [to siting.council@ct.gov], and an original with 15 hard copies of documents to the Council in all proceedings.”



Report to the Connecticut Siting Council on Loads and Transmission Resources

March 1, 2026

The United Illuminating Company
100 Marsh Hill Road
Orange, CT 06477



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Section I. Load Forecast Update

This section presents the results and a summary of the methodology for The United Illuminating Company's ("UI" or "Company") most recent ten-year energy sales forecast ("Sales Forecast") and ten-year system peak load forecast ("Peak Load Forecast"). The Sales Forecast is used for budgeting and financial planning purposes. The Peak Load Forecast is used by the Connecticut Siting Council ("CSC" or "Council") for resource planning purposes in Connecticut. The two forecasts use different forecasting methodologies chosen to fulfil their intended purpose.

Sales Forecast Purpose & Methodology

The primary purpose of the Sales Forecast is to accurately project monthly sales-by-class that is then converted to a revenue forecast using electric service rates by class. The principal output of the Sales Forecast is monthly energy sales. UI uses the ten-year Sales Forecast for a number of purposes.

A key use of the Sales Forecast is to project energy sales as the basis for predicting revenue over the next 12 to 24 months. The UI Sales Forecast produces monthly forecasted energy sales weather-adjusted to "normal weather" or average weather conditions.

Weather has a large impact on both sales and peak load. Any analysis of the actual historical sales and peak load must consider the weather conditions under which those sales and peak loads occurred. The Company's sales forecasting process begins by weather-adjusting the actual, customer-class specific, historical sales data to the sales that would have been experienced under normal weather, using heating degree days ("HDD") and cooling degree days ("CDD") based on a standard of 65 degrees Fahrenheit (F) for the transition from heating-based to cooling-based sales.

The sales forecasting process then moves to the creation of a Base Energy Sales Forecast which reflects the projected sales from UI's existing base of customers. The Base Sales Forecast development employs focused analytical processes that weather-adjusts and evaluates the most recent energy sales history of its customers, trends in the local and state economies and the sales forecast team's estimates of how these factors are likely to impact UI's future monthly sales.



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The impact to sales from Conservation and Load Management (“C&LM”) and Distributed Generation (“DG”) currently on the UI system are embedded in the historical data used to develop the Base Energy Sales Forecast, and therefore, the future impact of these resources is accounted for in the Base Energy Sales Forecast. UI adjusts the Base Energy Sales Forecast for the projected future annual impact of incremental additions of new C&LM and DG to account for the future additions of these resources. Exhibit 1 shows the historical and forecasted system energy requirements and sales.

Peak Load Forecast Purpose & Methodology

The purpose of the peak load forecast shown in Exhibit 1 is to allow the Council to effectively review and evaluate the demand and supply balance in Connecticut. The primary output of UI’s Peak Load Forecast is the projection of system peak loads under both normal and extreme weather conditions. Normal weather or average weather, also referred to as a 50/50 forecast, refers to a probability-based weather normalization of the historical system peak load data. A 50/50 weather normalization indicates a 50% probability of being exceeded and a 50% probability of not exceeding the forecasted value in any given year. Design weather, also referred to as a 90/10 forecast, indicates that the forecasted extreme weather-adjusted system peak has a 10% probability of being exceeded on the system peak day, due to weather conditions. In other words, the forecasted 90/10 peak load is expected to be achieved approximately once every ten years.

The Peak Load Forecast for 2026 was developed using a Direct Peak Forecast methodology, which utilizes the most recent ten years of weather-adjusted system peaks and econometric forecast models. The weather-adjustment for historic peak loads is based on a model that estimates the relationship between the average daily temperature and a Thermal Buildup Index (the output of a weighted mathematical formula that combines the current and lagged average temperatures above 79 F° from Hour Ending 14 through Hour Ending 21 into a single number) to historical summer weekday peak loads (Thermal Buildup Model). The Thermal Buildup Model is then used to adjust historic peak loads to the loads that would have been expected under normal, or average, temperature and humidity conditions and for extreme conditions.



The impact to the peak load from C&LM and DG currently on the UI system are embedded in the historical data used to develop the Base Peak Load Forecast. Like the Sales Forecast, the Company accounts for projected new incremental C&LM and DG programs separately. The Company also considers new large customer loads separately. UI's final Peak Load Forecast results from the summation of the Base Load Forecast and new or removed large customer loads along with reductions due to new DG and new incremental C&LM.

The forecast for 2026 to 2035 also includes potential impacts of Electric Vehicle ("EV") charging on the system peak loads. The EV forecast is aligned with ISO-NE CELT forecasts scaled to fit the UI service territory.

Normal Weather-Adjusted Historical and Forecasted Data

The data shown in Exhibit 1 includes actual historical data for system energy requirements, sales, and peak load. Exhibit 1 also includes historical and forecasted sales, and peak load adjusted to normal weather conditions. UI is currently a summer peaking utility primarily due to the air conditioning loads on its system. During recent history, between 2016 and 2025, UI experienced a decline in normal weather-adjusted sales of 6.2% as compared to a simultaneous decline in its normal weather-adjusted peak load of 7.5%. This is attributed to changes in customer behavior regarding energy usage and an increase in connected DG. The forecast for the normal weather-adjusted peak load projects an increase of 11% between 2026 and 2035, or 0.8% compounded annually. This increase is primarily the result of expected EV adoption and heat pump ("ASHP") conversions.

Extreme Weather-Adjusted Historical and Forecasted Data

In addition to the normal weather-adjusted data, Exhibit 1 also shows historical and forecasted peak loads adjusted to extreme weather conditions. The 2016 to 2025 historical data in Exhibit 1 shows a decline in the extreme weather-adjusted historical Peak Loads of 6.0%. The Company's extreme weather-adjusted Peak Load Forecast shows an increase of 3.5% during the period from 2026 to 2035, or 0.28% compounded annually.



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The ability to predict when extreme weather will occur or the exact amount of economic activity that will be realized is always problematic. Therefore, prudent planning requires that the possibility of the effects of extreme weather (i.e. high temperatures and high humidity) within the forecast period be recognized, as well as appropriate assumptions of future economic development activity. Plans must be formulated to meet this possible demand. The bounds of the Company's forecasts from the normal and extreme weather-adjusted scenarios are intended to provide a plausible range of futures. No single forecast will be accurate throughout the forecast period. When extreme weather occurs, regardless of the timing, the system infrastructure must be in place to serve the load safely and reliably.

Distributed Generation and Electric Vehicles

Distributed Generation

On July 1, 2011, former Governor Malloy signed into law Public Act 11-80, An Act Concerning the Establishment of the Department of Energy and Environmental Protection and Planning for Connecticut's Energy Future ("PA 11-80"). Section 103 of PA 11-80 established a three year pilot program to promote the development of combined heat and power projects, a three year pilot program for anaerobic digestion projects to generate electricity and heat, and a Low & Zero Emission Renewable Energy Credit ("LREC/ZREC") Program that was expected to drive the development of Class 1 Renewable Resources through a five year solicitation program for LREC's and six year solicitation Program for ZREC's administered by both utilities in Connecticut. Various Public Acts in 2017, 2018 and 2019¹ extended the LREC/ZREC Program to 10 Procurement years, which was completed in 2022². The LREC/ZREC Program achieved a total of 82,729 MW of installed renewable generation from its inception through December 31, 2025. Additionally, 12.875 MW of renewable generation has been installed from Virtual Net Metering projects between 2016 and September 30, 2025.

On December 18, 2019, PURA released a Decision in Docket No. 19-07-01 "Review of Statewide

¹ Public Act 17-144 extended the LREC/ZREC Program to Year 7, Public Act 18-50 extended the LREC/ZREC program to Year 8, and Public Act 19-35 extended the LREC/ZREC program to years 9 and 10. Due to the passage of Public Acts 16-196 and 17-144, the base LREC funding was unchanged from year 5 to years 6-8. CGS Section 16-244t expired after 5 years of LREC solicitations.

² Shared Clean Energy Facility Program" (the "Program" or "SCEF Program") established pursuant to Public Act 18-50, Public Act 19-35, as amended by Public Act 22-14, and further amended by Public Act 23-102, and Conn. Gen. Stat. § 16-244z.



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Shared Clean Energy Facility Program Requirements". This Decision created the Shared Clean Energy Facility ("SCEF") Program and required the procurement of 25 MW of shared clean energy statewide per year

(5 MW per year for UI) over 6 years. In a Decision dated December 7, 2022, in Docket 22-08-04 "Shared Clean Energy Facility Year 4 Review", this was expanded to 50 MW per year statewide (or 10 MW for UI) annually for years 4 through 8 of the Program³. Since its first procurement in 2020 through December 2025, 36.819 MW of Shared Clean Energy Facilities have been procured in the UI service territory. The SCEF Program has achieved 10.150 MW of installed renewable generation from its inception through December 31, 2025.

Part of House Bill No. 6838, Sec 16-245ff and Sec 16-245gg stipulates that the Solar Home Renewable Energy Credit ("SHREC") Program be established by the Connecticut Green Bank. The program was signed into law in mid-2015 with an end date of December 31, 2016, and became known as "Residential Solar Investment Program" or "RSIP". The RSIP was designed to procure up to 300 megawatts of new residential solar in the state and the REC's will be held by the Connecticut Green Bank and transferred to the utilities under a master purchaser agreement. The master purchase agreement was finalized by the Connecticut Green Bank and the utilities in May of 2016 and approved by PURA in January 2017. Through December 31, 2023, in UI's service territory, 79.939 MW have been installed. Under the RSIP, RECs will last for a period of 15 years from the project start date.

On February 21, 2021, PURA released a Final Interim Decision in Docket No. 20-07-01 "PURA Implementation of Section 3 of P.A. 19-35, Renewable Energy Tariffs and Procurement Plans". This Final Interim Decision created the successor programs to the LREC/ZREC Program and the Green Bank's "RSIP" Program, and the programs were renamed Residential and Non-Residential Renewable Energy Solutions. Both the Residential and Non-Residential Renewable Energy Solutions Programs were implemented in 2022. Through September 30, 2025, 49,69 MW of renewable generation has been installed under the Residential Renewable Energy Solutions Program, and 5.35 MW of renewable generation has been installed under the Non- Residential Renewable Energy Solutions Program in UI's service territory.

Data provided through September 2025 was filed by UI in Docket No. 25-08-01 "2025 Clean

³ Shared Clean Energy Facility Program" (the "Program" or "SCEF Program") established pursuant to Public Act 18-50, Public Act 19-35, as amended by Public Act 22-14, and further amended by Public Act 23-102, and Conn. Gen. Stat. § 16-244z.



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Energy Renewable Energy Program Data and Report” in response to Interrogatory CRE-01, and the data will be used in the 2025 Clean and Renewable Energy report to be issued by PURA. The State of Connecticut continues to look for ways to further its clean energy vision through the implementation of the Comprehensive Energy Strategy. This will give Connecticut residents and businesses the power to choose from a wide array of energy options and guides the State on a path toward a cheaper, cleaner, and more reliable energy future. UI will monitor these efforts, identify potential opportunities, and support Connecticut’s clean energy vision. The Company continues to monitor all programs related to DG and is prepared for its growth in the future.

Electric Vehicles

Under CT Public Act 16-135, Section 5, UI is required to integrate EV charging load projections into distribution planning efforts based on the number of electric vehicles registered in the state, and the projected increase or decrease in sales of such vehicles.

As of December 31, 2025, there are 12,497 EVs registered in UI’s service area. This represents 2.6% of all vehicle registrations in UI’s services area. In addition, 2025 EV registrations increased by nearly 25% compared to 2024. Level 2 and Direct Current Fast Charging (“DCFC”) infrastructure development in UI’s service area increased substantially in 2025. As of January 2, 2026, there are 964 public charging ports in UI’s service area⁴representing a 39% increase over 2024. This includes 780 Level 2 ports and 184 DCFC ports.

The Company continues to implement the CT EV Charging Program (“EV Charging Program”), which was launched on January 1, 2022. The EV Charging Program was established by PURA in Docket No. 17-12-03RE04⁵. In its Final Decision, PURA directed UI to support the installation of additional Level 2 and DCFC charging plugs in its services area. The EV Charging Program is a 9-year effort to increase charging infrastructure in support of the ZEV MOU goals for 2025 and the Governor’s Council on Climate Change (“GC3”) recommendations for wide-scale EV deployment as a primary Green House Gas (“GHG”) reduction strategy to meet the statutorily required GHG reduction targets for 2030 and 2050. Since the Program launched, and through the end of 2025, UI has supported the installation of 1,482 Level 2 and 38

⁴ Source: U.S. Department of Energy Alternative Fuels Data Center.

⁵ Docket No. 17-12-03RE04, PURA Investigation into Distribution System Planning of the Electric Distribution Companies – Zero Emission Vehicles, July 14, 2021



DCFC public and non-public charging ports⁶.

EV charging load is integrated into UI's distribution forecast as described on the Peak Load Forecast Purpose & Methodology Section. UI will continue to monitor EV forecasts at the national, state and local level

Conservation & Load Management

By statute and regulation, Connecticut supports expanded investments in the state's C&LM programs. The state is required to give priority to energy efficiency and demand side management, specifically stating that "resource needs shall first be met through all available energy efficiency and demand reduction resources that are cost-effective, reliable and feasible."

Pursuant to Conn. Gen. Stat. § 16-245m, as amended by Connecticut Public Act 13-298m the Company is required to develop a plan to implement cost-effective C&LM programs which the DEEP Commissioner has the authority to approve, modify, or reject. On December 27, 2021, DEEP issued an approved budget for the 2023-2024 Conservation and Load Management Plan ("C&LM Plan"). This decision represents continued support for full funding of energy efficiency programs. Consistent with the findings of the 2018 Comprehensive Energy Strategy for Connecticut, the decision highlights the primary role of energy efficiency in reducing the state's energy consumption while growing its economy and reducing harmful pollutants associated with energy use.

The primary funding for the 2025-27 C&LM Plan continues to be the six-mill Conservation Adjustment Mechanism ("CAM") charge assessed on customer electric bills. Beginning in 2020, the CAM increased to six mills, and the three-mill statutory charge is eliminated pursuant to Public Act 18-50. The electric C&LM budget is also supported by proceeds from the sale of carbon dioxide ("CO₂") emission allowances to the power sector through the Regional Greenhouse Gas Initiative ("RGGI"), and revenues from the ISO-NE Forward Capacity Market ("FCM"). After January 1, 2014, C&LM programs are no longer eligible to generate revenues from the sale of Class III Renewable Energy Credits.

RGGI is the first mandatory, market-based effort in the United States to reduce greenhouse gas

⁶ Not all of the chargers installed that UI supported are included in the count of chargers in UI's service area as some of these chargers were yet to be listed in the Alternative Fuels Data Center directory at the time of this filing.



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emissions. The participating RGGI states cap allowable CO₂ emissions, sell emissions allowances through auctions, and use the auction proceeds to fund energy efficiency, renewable energy, and other clean energy programs and technologies.

The ISO-NE FCM has been fully implemented since June 1, 2010. The FCM allows market participants to bid their peak demand savings into the capacity market. Market participants earn capacity payments for qualifying resources, such as distributed generation, energy efficiency, load management, or load response, equivalent to supply-side generation sources. UI has entered peak demand savings from energy efficiency and load management projects for the FCM on behalf of the Connecticut Energy Efficiency Fund and has successfully bid capacity in the first eighteen capacity auctions. Throughout the 2025 – 2027 term The United Illuminating Company, the Connecticut Natural Gas Corporation, and The Southern Connecticut Gas Company (the “Avangrid Companies”) have made equity a priority to ensure the benefits of energy efficiency are distributed across the state, markets segments, communities, neighborhoods, and customer types. In 2026, the companies will continue to partner with local supplier diversity organizations to reach more diverse energy efficiency firms and new entrants.

Decarbonization was set as another priority for the 2025-2027 term since fossil fuel combustion in residential and commercial buildings accounts for more than 25 percent of Connecticut’s economy-wide greenhouse gas emissions. (See, DEEP website, Building Decarbonization webpage)

The Avangrid Companies are planning to increase the number of contractors for C&I weatherization projects, are also looking to use the Residential Portfolio’s qualified installers network to increase insulation measures and upgrade insulation in attics, and walls, and seal air leakage in attics for facilities 8,000 square feet and less.

Lastly energy affordability is another program which is to assist with a long-term solution for the high-cost energy burdens most households and businesses have across the state. These programs are set to reduce energy usage through insulation, and the installation of highly efficient heating and cooling system upgrades, and highly efficient appliances.

In 2025, the companies will increase their outreach efforts to small businesses through the launch of a Main Streets Initiative in New Haven and Bridgeport. For residential customers, the companies are planning to deploy an income level qualification and certification platform to verify and qualify customers for Company-administered low-and-moderate income programs (“LMI Programs”). This



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will streamline the income verification process for customers to find out if they qualify for LMI Programs such as the HES-Income Eligible program. (2025-2027 (state.ct.us) p.17). The strategic focus of UI's programs is the result of a multi-level collaborative process involving UI and a diverse group of stakeholders. These stakeholders include: the DEEP, the Energy Efficiency Board, Connecticut state government, consumer and business interests, national and regional environmental and energy efficiency organizations, design professionals and energy services providers.

UI participates in national and regional activities to develop a long-range focus for energy efficiency. To stay abreast of latest development, technologies and best practices, UI partners with the Consortium for Energy Efficiency ("CEE"), the American Council for an Energy-Efficient Economy ("ACEEE"), Northeast Energy Efficiency Partnerships ("NEEP"), and other utility and public benefit fund organizations. Together with these partners, UI is involved in regional or programmatic evaluations, market baseline research, and development of efficiency standards, exchange of programmatic ideas and concepts, and the assessment of the need for incentives. These efforts have produced many energy efficiency concepts and measures upon which the programs are based.

Since the 1990's, the Companies and the Energy Efficiency Board have been recognized as national leaders in the design and delivery of cost-effective and innovative energy-efficiency programs. The state's energy-efficiency programs (and other state energy policies and programs) have been perennial top ten performers in the ACEEE State Energy Efficiency Scorecard, including first place recognition in 2006.

Additionally, Connecticut is leading the nation in energy codes, not just state codes but local codes as well. Since the inception of ACEEE Connecticut has received the highest scores for industrial energy efficiency policies, and education. Connecticut earned the maximum number of points thanks to programs such as a certified energy manager training program, among other workforce generating programs, and its on-demand technical assistance webinars for energy management practices. The ACEEE Report which we are looking over for these reviews, is a national report which ranks states on policy, and program efforts to save energy, advance equity, and pursue efficiency as a cost-effective, critical tool for reducing emissions and meeting state clean energy goals.



Section II. Transmission Planning

UI projects included in this report help UI fulfill its obligation to provide reliable service to its customers and to meet the reliability standards mandated by national and regional authorities responsible for the reliability of the transmission system, i.e., the North American Electric Reliability Corporation (“NERC”), the Northeast Power Coordinating Council (“NPCC”) and ISO-NE.

Transmission Planning – National and Regional Reliability Standards

In 2006, the Federal Energy Regulatory Commission (“FERC”) designated NERC as the nation’s Electric Reliability Organization (“ERO”). FERC approved mandatory reliability standards developed by NERC in 2007. These mandatory reliability standards apply to UI as a transmission owner (“TO”) and as a transmission planner (“TP”) of the bulk power system, as designated by NERC through its compliance registry procedures. In addition to satisfying NERC reliability standards, UI must also satisfy NPCC and ISO-NE reliability standards. Both monetary and non-monetary penalties may be imposed for violations of the NERC, NPCC, and ISO-NE Reliability Standards.

Transmission Planning Process

ISO-NE, as the registered NERC reliability authority, along with UI and The Connecticut Light & Power Company (“CL&P”) d/b/a Eversource Energy (“ES” or “Eversource”), as the TOs in Connecticut, must comply with NERC and NPCC planning standards by performing reliability assessment studies of the transmission system. Needs Assessments in sub-areas such as Southwestern Connecticut (“SWCT”) are performed to determine if reliability issues are projected to occur within a ten-year planning horizon. If a reliability problem is identified from a Needs Assessment, then mitigating solution alternatives are developed to ensure NERC, NPCC, and ISO-NE reliability standards are met. Viable transmission solution alternatives are compared based on a number of factors including overall cost, effectiveness, solution longevity, construction feasibility, and environmental impact. All recommended solutions are vetted through the ISO-NE process which includes the Planning Advisory Committee (“PAC”) and the New England Power Pool (“NEPOOL”) Reliability Committee. Final selected solutions eventually progress into detailed engineering and construction phases to mitigate all reliability exposure risks identified in the needs assessment study.



UI Proposed Transmission Projects

To address future reliability needs and consistently with the process described above, UI has multiple reliability projects at various stages in the process. UI's current transmission system projects are listed in Exhibit 2.

To address reliability, substation capacity, voltage support, and aging infrastructure in the UI service territory, UI must request and receive either a CSC Certificate of Environmental Compatibility and Public Need or a Declaratory Ruling from the Council that no such Certificates are required for each project.

Transmission Projects which have Received or Will Be Submitted for CSC Approval or Exemption

- Singer 345 kV Substation Flood Wall – The potential flooding risk at Singer Substation as identified in the 2017 UI Coastal Substation Flood Mitigation Solution Report, lead to a recommendation to install a perimeter floodwall system (including access gates, pumps, piles, stormwater management system, etc.) to be installed at this substation. UI received a Declaratory Ruling for this project. The expected in-service date for this project is in 2026.
- Railroad Transmission Lines Upgrade Project - This series of projects addresses the asset condition needs for the 115-kV overhead lines in the Metro-North railroad corridor. The lines will be upgraded in multiple segments along the northern and southern portions of the railroad corridor. The segment spanning from UI's Milvon Substation in Milford to the West River Substation in New Haven has received CSC approval. The project is expected to be in service by 2027 and fully completed with removals and restoration by the mid-2029. The segment spanning from the Town of Fairfield to UI's Congress Street Substation in Bridgeport is expected to receive CSC approval. This project is expected to be fully completed by 2033. Exhibit 2 details of the expected completion years for each section.
- Derby Junction to Ansonia - A detailed assessment of the lattice structures supporting the 115kV conductors in this corridor found the transmission structures in poor condition and lead to the determination that transmission lines needed to be fully rebuilt. This project received a CSC Certificate of Environmental Compatibility and Public Need Approval and was placed in-service in 2025.



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- Pequonnock 115/13.8 kV Substation Rebuild - Due to the combination of asset condition deficiencies and flooding risks also identified in the 2017 UI Coastal Substation Flood Mitigation Solution Report, the Pequonnock 115 kV Substation was rebuilt on a more elevated property near the existing substation location. UI obtained a Certificate of Environmental Compatibility and Public Need from the CT Siting Council. The project was placed in-service in 2025, and all project closeout and restoration work will be completed in 2026.
- Old Town Substation Rebuild – Bridgeport’s Old Town Substation, originally constructed in 1968, was recently evaluated for solutions to address equipment obsolescence and condition issues, transmission electrical clearance issues, and control room space restrictions. A proposal to build a new 115/13.8-kV substation adjacent to the existing Old Town Substation was submitted to the CSC in June 2020 and a Certificate of Environmental Compatibility and Public Need was issued in January 2021. The projected in-service date for the Old Town 115/13.8-kV Substation Rebuild project is in 2028.
- Grand Avenue-Switching Station Mill River 115 kV Substation Flood Wall - To address the flooding risks at Grand Avenue-Mill River Substation identified in UI’s 2017 Coastal Substation Flood Mitigation Solution Report, a perimeter floodwall system (including access gates, pumps, piles, etc.) will be installed at this site. The estimated CSC filing date for this project is September 2027. The expected in-service date for this project is in 2028.
- Line 1655 OPGW / Relay Upgrade - The line protection relays, and Power Line Carrier (“PLC”) communications equipment are beyond their end of life and require replacement/upgrade. This initiative is a collaborative effort with Eversource’s PLC elimination program and is replacing the PLC with optical fiber communications (“Optical Ground Wire” or “OPGW”) on United Illuminating’s portion of Line 1655. UI uses PLC on UI/ES tie lines exclusively and is working toward eliminating PLC wherever feasible and practical. An Exempt Modification Notification was approved by the CSC on January 20, 2026. The expected in-service date for the project is in 2027.

Please note that Exhibit 2 includes only those planned transmission projects that UI is responsible for undertaking. It does not include any plans or proposed actions by third parties that would require transmission system modifications in UI’s service territory. It would be the responsibility of such third parties to provide the CSC with a report of their plans as appropriate. Any such proposed modifications would require notification and coordination with UI, so the Company can assess the impacts on its transmission system and ensure the system’s continued reliability.



Planned Construction / Material Modification of Transmission Systems

- Low Pressure Fluid Filled Cable Replacement – Transmission lines 8500, 8700, and 8702 in New Haven, CT utilize obsolete low-pressure fluid filled cable technology. Cables have deteriorated over time with a history of ongoing maintenance issues, failures, and difficulty obtaining appropriate resources for repair. United Illuminating is proposing to replace these cables with modern XLPE type in a new duct bank and manhole system.
 - Grid-Enhancing Technologies Considered – High Temperature Superconductor with liquid nitrogen cooling system. This technology allows significantly more power to be delivered using a smaller conductor. UI has investigated this alternative as a potential footprint reduction to ease installation constraints in the congested urban area of downtown New Haven. Due to the high estimated cost and complexity of the liquid nitrogen cooling system this is not the preferred solution at this time. Further investigation into potential cost saving measures is being conducted.
 - Refer to Exhibit 4 – Material Modification of Transmission Systems for more information including cost estimates and schedule.
- Old Town Substation Rebuild – Old Town Substation located in Bridgeport; CT is being rebuilt to address multiple asset condition concerns with the existing station. These concerns include the lack of mobile substation access, inadequate lightning protection, insufficient control house space, single point of failure, bus 3 building condition, oil circuit breaker replacement, disconnect switch deterioration, corroded CCVT's. The new station will include 115kV single breaker arrangement with (2) 115KV transmission line interconnections and (2) 115/13.8kV 45/60/75MVA Power Transformers with associated gas circuit breakers, oil containment; and firewalls as required. The new substation was designed for future expansion to a four-transmission line, two bay, breaker and one-half arrangement with three power transformers and a future 115kV capacitor bank connection.
 - Grid-Enhancing Technologies Considered – This project prioritized a full substation rebuilding due to the extensive and significant asset conditions identified at the site. No GET solutions were identified that could adequately address the broad range and severity of condition-related issues described above, which required a comprehensive structural and equipment replacement to achieve the necessary improvements.



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- Refer to **Exhibit 4 – Material Modification of Transmission Systems** for more information including cost estimates and schedule.
- **Singer Substation Flood Mitigation** - Critical equipment at Singer substation in Bridgeport, CT lies below the updated FEMA base flood elevation, exposing the station to the risk for catastrophic failure during a major storm or a flooding event. UI installing a flood mitigation system featuring a perimeter sheet pile flood wall (below & above grade), flood gates with concrete foundations, fencing/screening on top of wall and gates, underground drainage system including pump stations. Construction activities are ongoing and include soil excavation/transportation/disposal, structural reinforcement of the GIS Hall interior walls, jet grout installation (in areas where 115kV/345kV underground cables are located), and environmental controls installation and maintenance.
 - **Grid-Enhancing Technologies Considered** –This project is driven by civil and structural needs to mitigate the risk of catastrophic substation failure due to flooding. GET solutions do not address the physical asset protection, elevation, or flood containment requirements necessary to ensure the long-term reliability of these facilities.
 - Refer to **Exhibit 4 – Material Modification of Transmission Systems** for more information including cost estimates and schedule.
- **Grand Avenue Switching Station / Mill River Substation Flood Mitigation** - The Base Flood Elevation (BFE) at Grand Ave. and Mill River substations is 12.0 feet. The Grand Ave. Switching Station BFE is one (1) foot above the finished floor of the GIS and control building. The Mill River BFE flood water is not only above the finished floor of the switchgear and control building but also partially submerges two transformer cabinets, seven motor operators, amongst other critical equipment. A severe flood event is expected to cause a complete failure of both stations. UI will construct a new floodwall system around the Grand Ave Switching Station and Mill River substation perimeter. The project consists of installing a sheet-pile flood wall below & above grade along the same path as the current fence line, flood gates with concrete foundations, stormwater system for runoff discharge, etc.
 - **Grid-Enhancing Technologies Considered** –The project is driven by civil and structural needs to mitigate the risk of catastrophic substation failure due to a major storm and/or flooding. GET solutions do not address the physical asset protection, elevation, or flood containment requirements necessary to ensure the long-term reliability of these facilities.



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- Refer to **Exhibit 4 – Material Modification of Transmission Systems** for more information including cost estimates and schedule.

- **Fairfield to Congress 115kV Transmission Line Rebuild** – The existing support structures for these transmission lines are overstressed and do not meet the current code requirements when analyzed under the applicable editions of the National Electrical Safety Code (“NESC”) requirements (NESC 1961, NESC 1990, NESC 2012), as well as under the UI loading criteria, which includes hurricane category 3 wind loads. In addition, there are significant foundation deficiencies. The structural failure of any single support structures could result in a cascading, catastrophic failure of 115kV circuits and/or loss of power to one or more of the substations located along the corridor. These assets currently show signs of deterioration, including missing arches, foundational corrosion loss, lattice corrosion expansion, and side angle section loss. UI is proposing to rebuild the 115-kV lines presently located atop the railroad catenary support structures on independent, galvanized steel monopoles, in either single- or double-circuit configurations, including new 1590 kCMIL ACSS conductors and OPGW.
 - **Grid-Enhancing Technologies Considered** – the proposed solution is to rebuild using 1590 kCMIL ACSS advanced conductors.
 - Refer to **Exhibit 4 – Material Modification of Transmission Systems** for more information including cost estimates and schedule.

- **Milvon to West River 115kV Transmission Line Rebuild** - The existing support structures are overstressed and do not meet the requirements under applicable editions of the NESC code requirements (NESC 1961, NESC 1990, NESC 2012), as well as UI’s loading criteria, which includes hurricane category 3 wind loads. Further, there are significant foundation issues and the structural failure of any one of the support structures has the potential to result in catastrophic failure of 115kV circuits and/or loss of power to one or more of the substations located along the corridor. The assets have missing arches, foundational corrosion loss, lattice corrosion expansion, and side angle loss. UI is proposing to rebuild the 115-kV lines presently located atop the railroad catenary support structures on independent, galvanized steel monopoles, in either single- or double-circuit configurations, including new 1590 kCMIL ACSS conductors and OPGW.



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- Grid-Enhancing Technologies Considered – the proposed solution is to rebuild using 1590 kCMIL ACSS advanced conductors.
- Refer to **Exhibit 4 – Material Modification of Transmission Systems** for more information including cost estimates and schedule.

In-Service Construction / Material Modification of Transmission Systems

- Congress Substation Flood Mitigation – To mitigate the risk of catastrophic failure due to a flooding event, UI has constructed a perimeter floodwall system around the entire substation. Congress Substation mitigation included sheet pile flood walls, flood gates with concrete foundations, and stormwater system for runoff discharge.
 - Refer to **Exhibit 4 – Material Modification of Transmission Systems** for more information including cost estimates and schedule.
- New Pequonnock Substation – To mitigate the risk of catastrophic failure due to a flooding event, UI has rebuilt Pequonnock Substation further inland above FEMA flood elevation. The project includes re-routing of existing transmission lines, the rebuild of new substation and associated equipment, as well as decommissioning of the existing substation.
 - Refer to **Exhibit 4 – Material Modification of Transmission Systems** for more information including cost estimates and schedule.
- Derby Junction to Ansonia Transmission Line Rebuild – To address the deteriorating condition of aging transmission lines and structures, UI has rebuilt 115kV transmission lines 1560-3, 1594, and 1808-2. Utilizing new 795 ACSR conductor and related hardware. Work included new single circuit and double circuit steel monopoles, removal of existing structures, conductors and associated hardware.
 - Refer to **Exhibit 4 – Material Modification of Transmission Systems** for more information including cost estimates and schedule.



Section III. EXHIBITS



EXHIBIT 1: System Energy Requirements, Annual Sales, and Peak Load Table

The United Illuminating Company System Energy Requirements, Annual Sales, and Peak Load

History	Total Sys. Req. (GWh)	Annual Change (Pct.)	Actual Sales (GWh)	Annual Change (Pct.)	Actual System Peak (MW)	Annual Change (Pct.)	Load Factor (Pct.)	Normal Weather Adjustment				Extreme Weather Adjustment			
								Weather Adjusted Sales (GWh)	Annual Change (Pct.)	Weather Adjusted System Peak (MW)	Annual Change (Pct.)	Load Factor (Pct.)	Weather Adjusted System Peak (MW)	Annual Change (Pct.)	Load Factor (Pct.)
2016	5,521	-	5,334	-	1,264	-	50%	5,193	-	1,336	-	47%	1,395	-	45%
2017	5,259	-4.8%	5,094	-4.5%	1,193	-5.6%	50%	5,098	-1.8%	1,308	-2.0%	46%	1,367	-2.0%	44%
2018	5,355	1.8%	5,191	1.9%	1,274	6.8%	48%	5,091	-0.1%	1,303	-0.4%	47%	1,362	-0.4%	45%
2019	5,135	-4.1%	4,978	-4.1%	1,217	-4.5%	48%	4,976	-2.3%	1,272	-2.3%	46%	1,331	-2.2%	44%
2020	4,975	-3.1%	4,813	-3.3%	1,222	0.4%	46%	4,800	-3.5%	1,273	0.1%	45%	1,332	0.1%	43%
2021	5,056	1.6%	4,943	2.7%	1,234	1.0%	47%	4,962	3.4%	1,263	-0.8%	46%	1,322	-0.8%	44%
2022	5,078	0.4%	4,933	-0.2%	1,228	-0.5%	47%	4,945	-0.3%	1,255	-0.6%	46%	1,319	-0.2%	44%
2023	4,893	-3.6%	4,750	-3.7%	1,197	-2.5%	47%	4,822	-2.5%	1,244	-0.9%	45%	1,315	-0.3%	42%
2024	4,995	2.1%	4,852	2.1%	1,168	-2.4%	49%	4,899	1.6%	1,235	-0.7%	46%	1,318	0.2%	43%
2025	4,985	-0.2%	4,842	-0.2%	1,282	9.7%	44%	4,871	-0.6%	1,235	0.0%	46%	1,311	-0.5%	43%
2016 - 2025 growth		-9.7%			-9.2%		1.4%			-6.2%		-7.5%			-6.0%
Forecast	Total Sys. Req. (GWh)	Annual Change (Pct.)	Forecast Sales (GWh)	Annual Change (Pct.)	Forecast Sales (GWh)	Annual Change (Pct.)	Load Factor (Pct.)	Normal Weather Scenario				Extreme Weather Scenario			
								Weather Adjusted Sales (GWh)	Annual Change (Pct.)	System Peak (MW)	Annual Change (Pct.)	Load Factor (Pct.)	System Peak (MW)	Annual Change (Pct.)	Load Factor (Pct.)
2026	4,874	-2.2%	4,734	-2.2%	4,734	-2.2%	45%	4,734	-2.8%	1,234	-0.1%	45%	1,302	-0.7%	43%
2027	4,856	-0.4%	4,717	-0.4%	4,717	-0.4%	45%	4,717	-0.4%	1,229	-0.4%	45%	1,297	-0.4%	43%
2028	4,871	0.3%	4,731	0.3%	4,731	0.3%	45%	4,731	0.3%	1,229	0.0%	45%	1,296	0.0%	43%
2029	4,891	0.4%	4,750	0.4%	4,750	0.4%	45%	4,750	0.4%	1,231	0.2%	45%	1,298	0.1%	43%
2030	4,928	0.8%	4,786	0.8%	4,786	0.8%	46%	4,786	0.8%	1,235	0.3%	46%	1,302	0.3%	43%
2031	4,976	1.0%	4,833	1.0%	4,833	1.0%	46%	4,833	1.0%	1,238	0.3%	46%	1,305	0.3%	44%
2032	5,043	1.3%	4,898	1.3%	4,898	1.3%	46%	4,898	1.3%	1,244	0.4%	46%	1,310	0.4%	44%
2033	5,138	1.9%	4,990	1.9%	4,990	1.9%	47%	4,990	1.9%	1,251	0.6%	47%	1,317	0.5%	45%
2034	5,266	2.5%	5,115	2.5%	5,115	2.5%	48%	5,115	2.5%	1,263	1.0%	48%	1,330	1.0%	45%
2035	5,411	2.7%	5,256	2.7%	5,256	2.7%	48%	5,256	2.7%	1,280	1.4%	48%	1,348	1.3%	46%
2026 - 2035 growth		11.0%								11.0%		3.8%			3.5%
Compounded Annual Growth Rate (2026 - 2035)		0.8%								0.76%		0.36%			0.28%

1. System Requirements are sales plus losses and Company use.
 2. Load Factor = System Requirements (MWh) / (8760 Hours X System Peak (MW)).
 3. All forecasts include C&LM, DG & potential new large customer planned loads identified by UI Economic Development.
 4. Sales Forecast assumes normal weather



EXHIBIT 2: Transmission System Planned Modifications

Report to the Connecticut Siting Council

List of Planned Transmission Projects for which Certificate Applications are being contemplated, may be subject to Declaratory Ruling, or have already been filed

Projects for which Certificate Applications are being Contemplated	kV	Date of Completion
1. Rebuild 8809A-2 Line (Pequonnock-Congress) Railroad Lines Upgrade Project	115	2033
2. Rebuild 8809B-2 Line (Pequonnock - Congress) Railroad Lines Upgrade Project	115	2033
3. Rebuild portion of 1130 Line (Pequonnock - UI Str. B737) Railroad Lines Upgrade Project	115	2033
4. Rebuild 1430 Line (Ash Creek - ESE Str. B648) Railroad Lines Upgrade Project	115	2033
5. Rebuild 91001-1 Line (Pequonnock - Bridgeport Resco) and Rebuild 91001-2 Line (Bridgeport Resco - Ash Creek) Railroad Lines Upgrade Project	115	2033

Projects which have received a CSC Certificate of Environmental Compatibility and Public Need Approval

1. Pequonnock 115/13.8-kV Substation Rebuild Project	115	2026
2. Old Town 115/13.8-kV Substation Rebuild Project	115	2028
3. Allings Crossing to Elmwest 115-kV Railroad Lines Upgrade Project	115	2025
4. Woodmont to Allings Crossing 115-kV Railroad Lines Upgrade Project	115	2026
5. Woodmont to Allings Crossing 115-kV Railroad Lines Upgrade Project	115	2026
6. Milvon to Woodmont 115-kV Railroad Lines Upgrade Project-North Circuit	115	2027
7. Milvon to Woodmont 115-kV Railroad Lines Upgrade Project-South Circuit	115	2027
8. Derby Junction to Ansonia Rebuild	115	2025
9. Line 1655 OPGW / Relay Upgrade	115	2027
10. Singer 345 kV Substation Flood Wall	345	2026



EXHIBIT 3: Conservation & Load Management Awards and Recognitions

2013 ENERGY STAR® Partner of the Year in Energy-Efficiency Program Delivery. The U.S. Environmental Protection Agency (“US EPA”) recognized the Connecticut Energy Efficiency Fund and the Companies as a 2013 ENERGY STAR Partner of the Year.

2013 ENERGY STAR Sustained Excellence Award. The US EPA recognized the Northeast Energy Efficiency Partnerships’ (“NEEP”) Northeast Retail Products Initiative, including the Companies and the Energy Efficiency Board, with the 2013 ENERGY STAR Sustained Excellence Award for Excellence in ENERGY STAR Retail Products Promotion.

2013 ACEEE Certificate of Recognition for Exemplary Programs. The ACEEE recognized the Residential New Construction program as Exemplary.

2013 ACEEE Certificate of Recognition for Exemplary Programs. The ACEEE recognized the Home Energy Solutions program as Exemplary.

2013 ACEEE Certificate of Recognition for Exemplary Programs. The ACEEE recognized the Small Business Energy Advantage program as Exemplary.

2013 ENERGY STAR-Certified Homes Leadership in Housing Award. The US EPA recognized the Energy Efficiency Board, Eversource, and UI for the Residential New Construction program’s achievement of reaching the threshold of 300 ENERGY STAR-certified homes in a calendar year, and for increasing builder, contractor, and homeowner awareness of the ENERGY STAR brand;

2013 Connecticut Quality Improvement Award (“CQIA”) Silver Innovation Prize. The CQIA Silver Innovation Prize was awarded for the Connecticut Energy Efficiency Fund’s Comprehensive Initiative for Commercial and Industrial customers.

2013 NEEP Business Leader Champion. Covidien, a UI customer, was nominated for the NEEP Business Leader Award and was chosen as the State champion.

2014 ENERGY STAR Partner of the Year for Sustained Excellence. The US EPA recognized NEEP’s Northeast Retail Products Initiative with the 2014 ENERGY STAR Sustained Excellence Award for excellence in ENERGY STAR Retail Products Promotion.



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2014 ENERGY STAR Award for Excellence. The US EPA recognized UI and the Energy Efficiency Board for Excellence in ENERGY STAR Promotion through the Retail Products program at the SmartLiving™ Center;

2014 ENERGY STAR Award for Excellence. The US EPA recognized the Connecticut Energy Efficiency Fund for its continued enhancement and expansion of the Home Performance with ENERGY STAR program;

2015 NEEP Business Leader State Champion. Aptar-Stratford, a UI customer, was nominated for the NEEP Business Leader Award and was chosen as the State champion;

2015 ENERGY STAR Partner of the Year Award for Sustained Excellence. The US EPA recognized NEEP's Northeast Retail Products Initiative with the 2015 ENERGY STAR Sustained Excellence Award for Excellence in ENERGY STAR Retail Products Promotion;

2015 ENERGY STAR Award for Excellence. The US EPA recognized UI and the Energy Efficiency Board for the Great Light Bulb Exchange Initiative;

2016 ENERGY STAR® Partner of the Year in Energy-Efficiency Program Delivery. The U.S. Environmental Protection Agency ("US EPA") recognized the Connecticut Energy Efficiency Fund and the Companies as a 2016 ENERGY STAR Partner of the Year;

2016 EPA Environmental Merit Award. The US EPA recognized UI for its innovative efforts to promote energy efficiency. Each year, the EPA New England district office recognizes individuals and organizations in New England who have worked to protect or improve the environment in distinct ways;

2017 ENERGY STAR Partner of the Year in Energy-Efficiency Program Delivery. The U.S. Environmental Protection Agency ("US EPA") recognized the Connecticut Energy Efficiency Fund and the Companies as a 2017 ENERGY STAR Partner of the Year;

2017 EPA Environmental Merit Award. The US EPA recognized UI for its innovative efforts to promote energy efficiency. Each year, the EPA New England district office recognizes individuals and organizations in New England who have worked to protect or improve the environment in distinct ways;



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2017 ENERGY STAR Certified Homes Market Leader Award. The ENERGY STAR Certified Homes program presents Market Leader Awards to outstanding partners who have made important contributions to energy-efficient construction and environmental protection by building or verifying an outstanding number of ENERGY STAR certified homes, or by sponsoring a local program that supported these activities during the previous year.

2018 ENERGY STAR Partner of the Year Sustained Excellence Award. The US EPA recognized the Northeast Energy Efficiency Partnerships' ("NEEP") Northeast Retail Products Initiative, including the Companies and the Energy Efficiency Board, with the 2018 ENERGY STAR Sustained Excellence Award for Excellence in ENERGY STAR Retail Products Promotion.

2018 The Association of Energy Service Professionals ("ASEP"). The ASEP recognized the Companies with an Outstanding Achievement in Residential Program Design & Implementation Award.

2018 Small Business Energy Advantage ACEEE's Exemplary Programs. The ACEEE recognized the Small Business Energy Advantage program as Exemplary.

2019 ENERGY STAR Partner of the Year in Energy-Efficiency Program Delivery. The U.S. Environmental Protection Agency ("US EPA") recognized the Connecticut Energy Efficiency Fund and the Companies as a 2019 ENERGY STAR Partner of the Year.

2020 ENERGY STAR Partner of the Year in Energy-Efficiency Program Delivery. The U.S. Environmental Protection Agency ("US EPA") recognized the Connecticut Energy Efficiency Fund and the Companies as a 2020 ENERGY STAR Partner of the Year.

2021 ENERGY STAR Partner of the Year Sustained Excellence Award. The US EPA recognized the Northeast Energy Efficiency Partnerships' ("NEEP") Northeast Retail Products Initiative, including the Companies and the Energy Efficiency Board, with the 2021 ENERGY STAR Sustained Excellence Award for Excellence in ENERGY STAR Retail Products Promotion.

2021 Home Energy Score Partner Innovation Award. This award recognized the Connecticut Home Energy Score Working Group for championing an innovative, inclusive process for improving program impact and making efforts to reach rental households with the Home Energy Score.



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2022 ENERGY STAR Partner of the Year Sustained Excellence Award. The US EPA recognized the Northeast Energy Efficiency Partnerships' ("NEEP") Northeast Retail Products Initiative, including the Companies and the Energy Efficiency Board, with the 2022 ENERGY STAR Sustained Excellence Award for Excellence in ENERGY STAR Retail Products Promotion.

2022 Connecticut Green Building Council Award of Excellence. The Connecticut Green Building Council awarded UI for its leadership in energy efficiency and sustainability supporting the Hotel Marcel project located in New Haven.



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EXHIBIT 4: Material Modification of Transmission Systems

Planned Projects – 10 Year Horizon		Cost Estimate (\$MM)	GET ¹ Considered	GET ¹ Cost Estimate (\$MM)	CSC Filing Date	In-Service Date ³
1.	Low-pressure fluid filled cable replacement	\$205.00	High Temp Superconductor	\$250.00	11/2028 (Estimated)	3/2035
2.	Old Town Substation Rebuild	\$76.10	None	--	6/2020 (D&M Plan 12/2024)	6/2028
3.	Singer Substation Flood Mitigation	\$48.44	None	--	11/2018	12/2026
4.	Grand Ave. / Mill River Substation Flood Mitigation	\$61.36	None	--	9/2027 (Estimated)	10/2028
5.	Fairfield to Congress 115kV Transmission Lines	\$317.56	ACSS Conductor ²	\$317.56	3/2023	12/2033
6.	Milvon to West River 115kV Transmission Lines	\$309.35	ACSS Conductor ²	\$309.35	2/2022	4/2027
In-Service (1/2022 – 12/2025)		Cost Estimate (\$MM) (Planning)	Cost Estimate (\$MM) (Final Design)	Final Cost ⁴ (\$MM)	ISD ³ (Final Design)	ISD ³ (Actual)
1.	Congress Substation Flood Mitigation	\$16.50	\$37.04	\$54.09	9/2023	7/2024
2.	New Pequonnock Substation	\$130.80	\$110.80	\$112.90	9/2024	9/2025
3.	Derby Junction to Ansonia Transmission Lines	\$36.00	\$71.00	\$79.80	1/2025	11/2025

Footnotes:

¹Grid Enhancing Technology

²Preferred solution utilizes GET

³Date new equipment was energized and placed in service. Project close-out activities (e.g. site restoration) may continue beyond listed In-Service Date

⁴Final cost represents total project cost including distribution system modifications and cost of removal.