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August 29, 2025

Lisa Felice
Executive Secretary
Michigan Public Service Commission
7109 West Saginaw Highway
Lansing, MI 48917

RE: In the matter of the Application of **DTE ELECTRIC COMPANY** for authority to increase its rates, amend its rate schedules and rules governing the distribution and supply of electric energy, and for miscellaneous accounting authority
MPSC Case No. U-21534

Dear Ms. Felice:

Attached for electronic filing in the above captioned matter is DTE Electric Company's 2026 Infrastructure Recovery Mechanism (IRM) Plan. Also attached is the Proof of Service.

Very truly yours,

John A. Janiszewski

Digitally signed by John A. Janiszewski
Date: 2025.08.29 10:07:11 -04'00'

John A. Janiszewski

JAJ/cdm
Attachments

cc: Service List

DTE Electric Company

2026 Infrastructure Recovery Mechanism (IRM) Plan

August 29, 2025

DTE

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1.0 Introduction

In the Order dated January 23, 2025 in Case No. U-21534, DTE Electric Company (DTEE or the Company) received approval for a one-year extension to its existing Infrastructure Recovery Mechanism (IRM) through December 31, 2026 at the same investment levels authorized for 2025, with the exception of the circuit conversion program (conversions). Thus, the following four programs were approved in the extension at 2025 investment levels: (1) subtransmission redesign & rebuild, (2) breaker replacement, (3) underground residential distribution (URD) replacement, and (4) distribution automation.[1]

As ordered by the Michigan Public Service Commission (Commission or MPSC), no new conversions investment will count toward the 2026 IRM. However, the previously approved IRM in the Order dated December 1, 2023 in Case No. U-21297 included $185.8 million investment in conversions with a regulatory model assumption that 75% would be in-serviced in 2025, and the remaining 25% would be in-serviced in 2026. Pursuant to the IRM model that was approved in that case, approximately $46.5 million carryover investment will be in-serviced in 2026 for conversions. Any additional investment required to in-service those projects will flow through a future general rate case.

The 2026 IRM will be executed with the same governing rules as the 2024 and 2025 IRM years: DTEE will file an IRM Plan at least four months prior to the start of the 2026 plan year and will hold a stakeholder engagement forum two months prior to the start of the 2026 plan year. This planning cycle allows time for meaningful review by both Commission Staff and other interested stakeholders, an opportunity for interested parties to raise concerns, and additional collaboration

[1] In the Order in Case No. U-21534, the Commission also acknowledged the change from 4.8kV Circuit Automation to Distribution Automation (page 293)

and input into the proposed investments. Additionally, a formal reconciliation process will be filed as a contested case proceeding after the end of an IRM year to provide transparency and an opportunity for review of the reasonableness and prudence of the Company's expenditures.

For the 2026 IRM Plan Year (12 months ending December 31, 2026) with Order dated January 23, 2025 in Case No. U-21534, the Commission approved the following investment and in-servicing to be included in the IRM (in $ millions):

Program	Investment	In-service[2]
Circuit conversions	-	46.5
Subtransmission redesign & rebuild	53.8	53.8
Breaker replacement	12.6	12.6
URD replacement	13.5	13.5
Distribution Automation	24.4	24.4
Total	**104.3**	**150.8**

The following sections provide the selection criteria, targets, and project details of the investment for each program that will be in-serviced in the 2026 IRM and relevant to the associated IRM surcharge. The IRM surcharge is based only on in-serviced investment amounts, so that is the focus for each of the plans.

[2] For Breaker replacement, URD replacement, and 4.8kV circuit automation the investment and in-service amounts match because the assets are generally put into service as soon as the investment occurs (similar to the DTE Gas IRM). For circuit conversions and subtransmission redesign & rebuild, the numbers are different to account for some investment occurring before the asset goes into service

2.0 Circuit Conversions

2.1 Selection Criteria & Targets

The benefits of conversion of the 4.8kV system include increasing capacity as well as addressing the reliability risks of aged substation equipment. Therefore, the primary factors considered when developing conversion projects are substation over firm rating, circuit overloads, wire downs per overhead mile, and substation risk ranking.

The Company operates some circuits as isolation (ISO) downs, which are 4.8kV circuits that are fed from a 13.2kV substation. On these circuits, the higher voltage is stepped down to 4.8kV by a transformer and the rest of the circuit downstream of that transformer operates in a 4.8kV delta configuration. As part of DTEE's long term vision to convert the 4.8kV system, converting the ISO down areas to a higher voltage will also be required.

The 4.8kV isolation down (ISO) circuits are already fed from a 13.2kV substation which removes the substation firm rating and the substation risk ranking from prioritization consideration. Without the need to consider substation factors, the following become the driving factors of 4.8kV ISO down conversions: safety (wire down reduction), reliability (customer minute interruptions), and costs (avoided O&M and capital).

As noted in the Introduction, conversions will no longer flow through the IRM after the 25% in-servicing carryover assumption from prior IRM investment years is achieved. Table 2.2 2026 Circuit Conversion IRM Plan provides the investment amount estimated in 2025, along with the units that will in-service in 2026. In order to in-service these units, additional investments will need to be made on these projects and recovered through a subsequent general rate case. Therefore, a calculation on the information in Table 2.2 will not provide an accurate unit cost.

Using the same average cost per mile of overhead (OH) pre-conversion and conversion as the 2025 IRM Plan, program execution metrics and associated targets for the remaining conversions IRM projects that DTEE is planning to report in the 2026 reconciliation process are as follows:

Metric	Target
OH line miles pre-converted	30.0-31.8
Average cost per OH line mile pre-converted	$1.4M[3]
OH line miles converted	10.3
Average cost per OH line mile converted	$0.5M[3]
Conduit miles installed	1.4[4]

[3] Average cost per mile from 2025 IRM Conversion Plan
[4] Conduit mile work on the AC network can include conduit banks, manholes, primary switch cabinets, netbank platforms and other equipment; as such, actual project costs (rather than average unit costs) will be provided in the reconciliation process

2.2 2026 Circuit Conversion IRM Plan

Region	Substation / Circuit	Project	Scope of Work	Estimated 2026 In-service ($000s)
NE	NEW BALTIMORE	4.8 kV CC: New Baltimore	11.7 Miles OH pre-conversion ~400' of System Cable ~100' of System Conduit	8,600-9,000
NE	NORTH BRANCH	4.8 kV CC: ISO Conversion Program: NRBRN	4.2 Miles OH pre-conversion	690-750
NW	WIXOM	4.8 kV CC: ISO Conversion Program: Wixom	3.0 Miles OH pre-conversion 0.08 Miles OH Extension	450-525
SE	GARFIELD	CODI: Garfield Radial (Midtown Circuits)	6.0-6.5 miles OH pre-conversion	9,400-9,800
SE	HAWTHORNE	4.8 kV CC: Hawthorne Relief and Circuit Conversion	2.0 miles OH new circuits for load transfer	1,200-1,300
SE	HAWTHORNE	4.8 kV CC: Hawthorne Relief and Circuit Conversion - MALRD9375 OH Work	10.3 miles OH conversion	900-1,000
SE	HOWARD	CODI: Howard AC Network Conversion	1.4 miles of total underground conduit installation with NB platform and foundations	12,300-12,800
SE	ISLANDVIEW	CODI: Islandview Substation - DC9620 & DC9636	2.0-3.0 miles OH pre-conversion	2,500-2,600
SE	PROMENADE	4.8 kV CC: I-94 Substation and Circuit Conversion (Promenade) – 8098 & 8632	1.8-2.0 miles OH pre-conversion	6,700-7,000
SW	HOOVER	4.8 kV CC: Ann Arbor AC Network Conversion	1.4 Miles OH pre-conversion	2,500-2,600
			Total In-serviced Investment	**45,240-47,375**

3.0 Subtransmission Redesign & Rebuild

3.1 Selection Criteria & Targets

DTEE considers six criteria when prioritizing subtransmission redesign & rebuild projects. The first four criteria are part of what are called planning criteria violations. A planning criteria violation means that in either normal state or single contingency state, the system does not have adequate capacity to serve the existing load without exceeding equipment ratings or voltage standards. The six criteria and associated definitions for each criterion are as follows:

- Load loss for single contingency: total load that will be shed in certain conditions when a subtransmission line can no longer support the substation and does not have a back-up or the backup cannot support the load,
- Load over emergency rating for single contingency: total load when a subtransmission line is in excess of the emergency rating during a contingency event (i.e., outage),
- Load over day-to-day rating, normal conditions: Load in excess of the rating of a subtransmission line during normal conditions,
- Voltage violation: consideration given to a subtransmission line that experiences low voltage conditions when it is not in its normal configuration (i.e., due to an outage),
- Strong load growth prospect: consideration given to subtransmission lines that are predicted to experience load growth, and
- Reliability impact: Consideration given for the reliability of the subtransmission lines based on total sustained outages, miles of circuit, exposure, construction standards & equipment total customers, total load served, and the ability to serve load from an alternate source.

The specific program execution metrics and associated targets that DTEE is proposing to report for the seven subtransmission redesign & rebuild projects are as follows:

Metric	Target
OH line miles	16.9
Average cost per OH line mile[5]	~$2.7M
Underground (UG) line miles	3.7
Average cost per UG line mile[6]	~$0.8M

[5] Projects may require distributed generation to support the required shutdowns to work on the system and/or mitigation of adjacent hazards to maintain safe working conditions, resulting in a wider variance of potential costs
[6] TRK 4245 UG scope of work does not include conduit installation, which is why the unit cost is lower than what otherwise might be expected for UG work

3.2 2026 Subtransmission Redesign & Rebuild IRM Plan

Region	Project	Scope of Work	Estimated 2026 In-service ($000s)
NE	TRK 4105-2	OH: 2.4 miles of 40kV & Distribution	6,600-7,200
NE	TRK 4245	Cable: 2.4 miles of 350 EPR cable; 1.3 miles of 650 EPR cable OH Decommission: 2,000 ft of wire + 17 poles	2,400-3,000
NE	TRK 7504	OH: 4.5 miles of 40kV, Distribution & Secondary Services	9,900-11,000
NE	TRK4911 (EI-S22-67)	OH Scope: 6.0 miles of 40kV & Distribution Substation Scope: New Position & Bus Extension RF	12,900-14,300
SE	TRK 2455	Conduit: Design and Build of 0.1 miles of 15 - 5" conduit, and 2 manholes	4,100-4,600
SW	TIE 6602	OH: 4.0 Miles of 40kV & Distribution UG: 1.5 miles of UG residential services	15,000-16,500
		Total In-service Investment	**50,900-56,600**

4.0 Breaker Replacement

4.1 Selection Criteria & Targets

The Company has approximately 6,000 breakers on the electrical distribution and subtransmission systems. As stated in the Company's September 2023 Distribution Grid Plan (page 79), 60% of all breakers are beyond expected useful life and 53% are candidates for replacement based on the findings in the asset health assessment. Included in this 53% are approximately 2,090 oil-filled breakers that require replacement due to a combination of multiple risk factors associated with that equipment, such as the environmental concerns of possible leaks. Replacement factors and their associated impacts include:

- Interrupting medium: known issues such as oil breakers being an environmental concern due to possible leaks and air magnetic breakers being prone to failure due to issues extinguishing arcs within the breaker,
- High maintenance costs: high maintenance costs due to more frequent repairs required, longer time to troubleshoot issues, and/or shorter maintenance cycles,
- Unavailable parts: parts are obsolete or difficult and/or expensive to replace, and
- Known performance issues: higher failure rates or frequent failures to operate.

The Company has identified 13 breaker replacements for inclusion in the 2026 IRM. The specific program execution metrics and associated targets that the Company is proposing to report for the breaker replacement program are as follows:

Metric	Target
Number of breakers replaced	13
Average cost per 4.8kV breaker ($000s)	591
Average cost per recloser breaker ($000s)	1,878
Average cost per subtransmission breaker ($000s)	887

One location, Selkirk (SLKRK) Position N, requires additional work for safe replacement; there is not enough clearance currently for the reclosers to be operated safely as there exists a potential for arc flashes to cause damage to multiple reclosers. As such, Position N must be moved from its current location during replacement to eliminate safety and clearance concerns, which will require additional work at the substation including, but not limited to, building a new foundation and extending the substation fencing. All the additional work is required to replace the breakers and avoid prolonged customer outages in the future should they fail in service.

4.2 2026 Breaker Replacement IRM Plan

Region	Substation Municipality	Station	Equipment Type	Scope of Work	Estimated 2026 In-service ($000s)
N	CARO	TCOLA	Subtrans	TCOLA Pos RJ Breaker Replacement	1,144
N	CHINA TWP	REMER	Subtrans	REMR Pos RD Breaker Replacement	620
N	CHINA TWP	REMER	Subtrans	REMR Pos RE Breaker Replacement	844
N	CHINA TWP	REMER	Subtrans	REMR Pos RI Breaker Replacement	908
N	CHINA TWP	REMER	Subtrans	REMR Pos RM Breaker Replacement	908
N	YALE	YALE	Subtrans	YALE Pos RI Breaker Replacement	1,089
SE	DETROIT	FRISB	4.8kV Oil Breakers	FRISB Pos A Breaker Replacement	569
SE	DETROIT	FRISB	4.8kV Oil Breakers	FRISB Pos H Breaker Replacement	574
SE	DETROIT	FRISB	4.8kV Oil Breakers	FRISB Pos J Breaker Replacement	631
SE	TAYLOR	ELM	Subtrans	ELM Pos RM Breaker Replacement	734
SE	TAYLOR	ELM	Subtrans	ELM Pos RV Breaker Replacement	852
SW	BRIGHTON	SLKRK	Recloser	SLKRK Pos N Breaker Replacement	3,190
SW	BRIGHTON	SLKRK	Recloser	SLKRK Pos O Breaker Replacement	565

5.0 URD Replacement

5.1 Selection Criteria & Targets

URD is a specific type of cable designed for underground residential use on the Company's secondary electric system. URD consists of small diameter cable surrounded by polyethylene insulation and is either directly buried into the ground or installed inside conduit. Based on age and other factors, 41% of URD cables (about 4,500 miles) are candidates for replacement based on findings of the Company's asset health assessment, as stated in the Company's September 2023 Distribution Grid Plan (page 79). Replacement factors and their associated impacts include:

- Manufacturing year: pre-1985 the insulation is XLPE (non-tree retardant) while post-1985 the insulation is TR-XLPE (tree retardant) and
- Number of outages: the rate of URD cable failures increases with the age of the cable, and the rate further increases once a cable experiences its first failure.

The Company has identified 93 URD replacement jobs for a total of approximately 210 thousand feet for inclusion in the 2026 IRM. For better accuracy of reporting, the Company has broken out URD replacements based on the number of phases: Single Phase, 2-Phase, and 3-Phase. The specific program execution metrics and associated targets that the Company is proposing to report for the URD replacement program are as follows:

URD Type	Feet (000s)	Average Cost per Thousand Feet ($000s)
Single Phase	186	58
2 Phase	3	89
3 Phase	22	119

5.1 2026 URD Replacement IRM Plan

Region	Substation Municipality	Circuit	Feeder	Phase	Scope Length (000s ft)	Estimated 2026 In-service ($000s)
NE	CAPAC	CAPAC8756	PFC099	Single Phase	0.395	20
NE	CASS CITY	CASSC0311	PFE011	Single Phase	1.126	56
NE	CHESTERFIELD TWP	CHEST8417	PFB466	Single Phase	0.583	52
NE	CHESTERFIELD TWP	CHEST8430	PFB079	Single Phase	2.451	122
NE	CHESTERFIELD TWP	CHEST8430	PFB080	Single Phase	1.38	69
NE	CHINA	REMER8742	PFC066	Single Phase	0.53	26
NE	CLINTON TWP	MACMB8277	PFB1022	Single Phase	1.671	111
NE	CLINTON TWP	MACMB8277	PFB1023	Single Phase	1.778	118
NE	CLINTON TWP	MACMB8510	PFB195	Single Phase	2.042	136
NE	CLINTON TWP	MACMB8409	PFB065	Single Phase	2.737	152
NE	CLINTON TWP	MACMB8409	PFB936	Single Phase	1.66	83
NE	LAPEER	LAPER8788	PFF007	Single Phase	1.02	91
NE	LAPEER	FAWN 8755	PFF137	Single Phase	3.072	273
NE	LAPEER	FAWN 8794	PF3355	Single Phase	2	100
NE	LAPEER	LAPER8765	PFF019	Single Phase	2	100
NE	LAPEER	FAWN 8799	PFF034	Single Phase	0.85	42
NE	LAPEER	LAPER8785	PFF045	Single Phase	1.339	67

Region	Substation Municipality	Circuit	Feeder	Phase	Scope Length (000s ft)	Estimated 2026 In-service ($000s)
NE	MACOMB TWP	GOLF 8671	PFB922	Single Phase	3.315	221
NE	MACOMB TWP	BOYNE8675	PFB1090	Single Phase	5.054	252
NE	MACOMB TWP	BOYNE8675	PFB1091	Single Phase	3.08	154
NE	MACOMB TWP	BOYNE8739	PFB1551	Single Phase	6.8	340
NE	MADISON HEIGHTS	BRAZL8411	PFB685	Single Phase	1.222	81
NE	MADISON HEIGHTS	BRAZL8827	PFB022	Single Phase	0.6	30
NE	MARYSVILLE	CYPRS8812	PFC172	Single Phase	0.04	2
NE	METAMORA	MTMRA8035	PFF026	Single Phase	2.809	140
NE	METAMORA	MTMRA8035	PFF067	Single Phase	1.95	97
NE	NEW BALTIMORE	NBALT8434	PFB873	Single Phase	1.366	68
NE	OXFORD	OXFRD8067	PFH487	Single Phase	0.72	36
NE	ROSEVILLE	BECK 8695	PFB123	Single Phase	0.407	36
NE	ROSEVILLE	BECK 8727	PFB456	Single Phase	3.613	201
NE	ROSEVILLE	BECK 8691	PFB1035	Single Phase	1.35	67
NE	STERLING HEIGHTS	BENSN8407	PF619	Single Phase	0.48	24
NE	STERLING HEIGHTS	BENSN8445	PFB261	Single Phase	5	250
NW	AUBURN HILLS	HAMLN9024	PFH1584	Single Phase	2.021	112
NW	BRIGHTON	KENSL9858	PFK1198	Single Phase	3.646	182
NW	HIGHLAND TWP	CLYDE9079	PFH771	Single Phase	8.614	478

Region	Substation Municipality	Circuit	Feeder	Phase	Scope Length (000s ft)	Estimated 2026 In-service ($000s)
NW	HIGHLAND TWP	CLYDE9079	PFH345	Single Phase	1.845	92
NW	HOWELL	HURST9853	PFK240	Single Phase	2.558	128
NW	HOWELL	CHILS9877	PFK333	Single Phase	10.3	514
NW	HOWELL TWP	CONRD8130	PFK030	Single Phase	3.545	177
NW	MILFORD	MILFD9248	PFH1991	Single Phase	3.349	167
NW	MILFORD	MILFD9249	PFH950	Single Phase	2.607	130
NW	NEW HUDSON	TAMRK9067	PFH2740	Single Phase	0.9	60
NW	ORION TWP	BALDW8151	PFH1697	Single Phase	5.468	273
NW	ROCHESTER HILLS	TINKN8850	PF2554	Single Phase	0.09	6
NW	SHELBY TWP	DISCO8562	PCB1415	Single Phase	1.006	67
NW	SOUTH LYON	CODY 9537	PFH021	Single Phase	1.346	90
NW	SOUTH LYON	CODY 8824	PFH826	Single Phase	3.036	152
NW	STERLING HEIGHTS	MALTA8482	PFH3856	3 Phase	1.677	186
NW	STERLING HEIGHTS	MALTA8423	PFB979	Single Phase	2.095	105
NW	WARREN	LOMRD8600	PF1345	Single Phase	1.145	76
NW	WASHINGTON	JEWEL8457	PFB1121	Single Phase	3.862	193
NW	WATERFORD	NIXON8932	PFH194	Single Phase	0.761	68
NW	WEST BLOOMFIELD	LILY 9120	PFH1761	Single Phase	2.33	116
SE	ALLEN PARK	JUPTR8344	PF80AB	Single Phase	0.134	12

Region	Substation Municipality	Circuit	Feeder	Phase	Scope Length (000s ft)	Estimated 2026 In-service ($000s)
SE	DETROIT	ALFRD8216	PFA181	3 Phase	7.888	1,002
SE	DETROIT	ALFRD8165	PFA053	3 Phase	3.69	451
SE	SOUTHFIELD	NRLND8944	PF1738	2 phase	1.744	155
SE	SOUTHFIELD	ANGLA8896	PFH2244	3 Phase	2.283	253
SE	SOUTHFIELD	PATON8920	PF936	Single Phase	0.465	46
SE	SOUTHFIELD	NRLND8895	PF1407	Single Phase	0.67	63
SE	SOUTHFIELD	NRLND8895	PF1409	Single Phase	0.955	85
SE	SOUTHFIELD	NRLND8895	PF1725	Single Phase	0.71	63
SE	SOUTHFIELD	NRLND8944	PF540	Single Phase	0.178	16
SE	SOUTHFIELD	ANGLA9112	PFH3498	Single Phase	1.7	151
SE	SOUTHFIELD	NRLND8944	PF551	Single Phase	0.99	88
SE	SOUTHFIELD	NRLND8944	PF547	Single Phase	1.096	97
SW	ANN ARBOR	SPRUC9843	PFJ572	3 Phase	3.002	333
SW	ANN ARBOR	PIONR9787	PFJ1133	Single Phase	9.287	464
SW	ANN ARBOR	PIONR9787	PFJ1134	Single Phase	11.322	566
SW	BELLEVILLE	SUMTR9498	PF3027	Single Phase	1.36	106
SW	BELLEVILLE	HOMER9360	PFM269	Single Phase	2.244	149
SW	BELLEVILLE	BELVL2452	PFM391	Single Phase	1.117	74
SW	BROWNSTOWN	OKRDG9673	PF775	Single Phase	2.825	204

Region	Substation Municipality	Circuit	Feeder	Phase	Scope Length (000s ft)	Estimated 2026 In-service ($000s)
SW	BROWNSTOWN TWP	ACME 9485	PFM1043	2 Phase	0.572	51
SW	DEXTER	CALLA9923	PFJ555	Single Phase	2.042	102
SW	FARMINGTON HILLS	SNSET9503	PFH2332	3 Phase	3.435	381
SW	GIBRALTAR	FISHR8188	PFM712	Single Phase	1.46	130
SW	GIBRALTAR	FISHR8188	PFM718	Single Phase	1.522	135
SW	LIVONIA	DEWEY8244	PF1549	Single Phase	1.227	82
SW	LIVONIA	DEWEY8085	PF1134	Single Phase	0.92	51
SW	NORTHVILLE	NVILL9368	PFM1129	Single Phase	1.194	80
SW	NORTHVILLE	HAGER9436	PF3508	Single Phase	1.295	65
SW	NORTHVILLE	HAGER9436	PFM905	Single Phase	1.79	89
SW	PLYMOUTH	SIDNY9410	PFM1519	Single Phase	0.978	54
SW	ROMULUS	WICK 9467	PFM3027	Single Phase	2.651	132
SW	TAYLOR	TAYLR9354	PF195	Single Phase	2.235	211
SW	TAYLOR	TFANY8024	PF1865	Single Phase	1.254	97
SW	TRENTON	JEFSN9404	PF793	2 phase	0.185	16
SW	TRENTON	JEFSN9418	PF2427	Single Phase	1.458	129
SW	WOODHAVEN	BNSTN9700	PFM354	Single Phase	0.935	83
SW	WOODHAVEN	BNSTN9385	PFM280	Single Phase	1.494	75
SW	YPSILANTI	COLNS9829	PFJ610	Single Phase	3.348	167

6.0 Distribution Automation

6.1 Selection Criteria & Targets

The distribution automation program focuses on safety associated with detecting wiredowns. Three key factors are weighted in the prioritization analysis: five-year average wiredown events (60%), schools served by the circuit (20%), and customers per overhead circuit mile (20%). This score is aggregated at the substation level, and all circuits at the substation will be completed to enable ground hunting on all circuits.

The Company has identified 187 circuits for automation for inclusion in the 2026 IRM, for a total of 187 reclosers. The scope of work for circuit automation includes installing SCADA enabled reclosers at the station cable poles. The specific program execution metrics and associated targets that the Company is proposing to report for the Distribution Automation program are as follows:

Metric	Target
Reclosers installed	187
Average cost per recloser (000s)	$132

6.1 2026 Distribution Automation IRM Plan

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
NE	CLINTON TWP	HARPR2549	1	132
NE	CLINTON TWP	HARPR2575	1	132
NE	CLINTON TWP	HARPR2588	1	132
NE	CLINTON TWP	NUNLY0109	1	132
NE	CLINTON TWP	NUNLY2433	1	132
NE	EAST POINTE	MELRO1466	1	132
NE	EAST POINTE	MELRO2414	1	132
SE	ALLEN PARK	ALNPK1145	1	132
SE	ALLEN PARK	ALNPK1357	1	132
SE	ALLEN PARK	ALNPK1563	1	132
SE	ALLEN PARK	ALNPK1671	1	132
SE	ALLEN PARK	ALNPK1916	1	132
SE	ALLEN PARK	ALNPK2085	1	132
SE	ALLEN PARK	ALNPK2090	1	132
SE	DEARBORN	GULLY0554	1	132
SE	DEARBORN	GULLY0647	1	132
SE	DEARBORN	GULLY1988	1	132
SE	DEARBORN	GULLY1998	1	132

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
SE	DEARBORN HTS	BLTMR1395	1	132
SE	DEARBORN HTS	BLTMR1442	1	132
SE	DEARBORN HTS	BLTMR1488	1	132
SE	DEARBORN HTS	BLTMR1493	1	132
SE	DEARBORN HTS	BLTMR2050	1	132
SE	DEARBORN HTS	BLTMR2086	1	132
SE	DETROIT	ANNCH0408	1	132
SE	DETROIT	ANNCH0459	1	132
SE	DETROIT	ANNCH1003	1	132
SE	DETROIT	ANNCH1515	1	132
SE	DETROIT	ANNCH1594	1	132
SE	DETROIT	ANNCH1847	1	132
SE	DETROIT	APPOL1131	1	132
SE	DETROIT	APPOL1142	1	132
SE	DETROIT	APPOL1270	1	132
SE	DETROIT	APPOL1270	1	132
SE	DETROIT	APPOL1327	1	132
SE	DETROIT	APPOL1871	1	132
SE	DETROIT	APPOL2076	1	132
SE	DETROIT	APPOL2150	1	132

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
SE	DETROIT	BALFR1202	1	132
SE	DETROIT	BALFR1207	1	132
SE	DETROIT	BALFR1210	1	132
SE	DETROIT	BALFR2181	1	132
SE	DETROIT	BALFR2182	1	132
SE	DETROIT	CHAND0049	1	132
SE	DETROIT	CHAND0076	1	132
SE	DETROIT	CHAND0137	1	132
SE	DETROIT	CHAND0185	1	132
SE	DETROIT	CHAND0688	1	132
SE	DETROIT	CHAND1025	1	132
SE	DETROIT	CHAND1026	1	132
SE	DETROIT	CHAND1135	1	132
SE	DETROIT	CHAND1227	1	132
SE	DETROIT	CHAND1242	1	132
SE	DETROIT	CHAND2024	1	132
SE	DETROIT	CHAND2102	1	132
SE	DETROIT	COOLG0060	1	132
SE	DETROIT	CRTIS1159	1	132
SE	DETROIT	CRTIS1330	1	132

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
SE	DETROIT	CRTIS1337	1	132
SE	DETROIT	CRTIS2098	1	132
SE	DETROIT	EIGMI1231	1	132
SE	DETROIT	EIGMI1518	1	132
SE	DETROIT	EIGMI1529	1	132
SE	DETROIT	EIGMI1530	1	132
SE	DETROIT	EIGMI1534	1	132
SE	DETROIT	EIGMI2079	1	132
SE	DETROIT	EMPIR1008	1	132
SE	DETROIT	EVRGN0238	1	132
SE	DETROIT	EVRGN0519	1	132
SE	DETROIT	EVRGN0705	1	132
SE	DETROIT	EVRGN1783	1	132
SE	DETROIT	FRISB0050	1	132
SE	DETROIT	FRISB0127	1	132
SE	DETROIT	FRISB0699	1	132
SE	DETROIT	FRISB1275	1	132
SE	DETROIT	FRISB1288	1	132
SE	DETROIT	FRISB2125	1	132
SE	DETROIT	GDRIV0140	1	132

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
SE	DETROIT	GDRIV0211	1	132
SE	DETROIT	GDRIV0352	1	132
SE	DETROIT	GDRIV0495	1	132
SE	DETROIT	GDRIV1184	1	132
SE	DETROIT	GDRIV1297	1	132
SE	DETROIT	GDRIV2199	1	132
SE	DETROIT	GLEND0608	1	132
SE	DETROIT	GLEND0624	1	132
SE	DETROIT	GLEND0630	1	132
SE	DETROIT	GLEND0700	1	132
SE	DETROIT	GLEND1013	1	132
SE	DETROIT	GLEND1974	1	132
SE	DETROIT	GLEND2025	1	132
SE	DETROIT	GLEND2212	1	132
SE	DETROIT	GLEND2213	1	132
SE	DETROIT	GRANT1291	1	132
SE	DETROIT	GRANT1306	1	132
SE	DETROIT	GRANT1494	1	132
SE	DETROIT	GRANT1582	1	132
SE	DETROIT	HAYES1047	1	132

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
SE	DETROIT	HAYES1063	1	132
SE	DETROIT	HAYES1198	1	132
SE	DETROIT	HAYES1484	1	132
SE	DETROIT	HAYES2084	1	132
SE	DETROIT	LAUDR0506	1	132
SE	DETROIT	LAUDR1197	1	132
SE	DETROIT	LAUDR1272	1	132
SE	DETROIT	LAUDR1404	1	132
SE	DETROIT	LAUDR1411	1	132
SE	DETROIT	LAUDR1554	1	132
SE	DETROIT	LAUDR1914	1	132
SE	DETROIT	LAUDR2118	1	132
SE	DETROIT	MEYRS1656	1	132
SE	DETROIT	MEYRS1700	1	132
SE	DETROIT	MEYRS1702	1	132
SE	DETROIT	MEYRS1784	1	132
SE	DETROIT	OUTDR1290	1	132
SE	DETROIT	OUTDR1294	1	132
SE	DETROIT	OUTDR1299	1	132
SE	DETROIT	OUTDR1304	1	132

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
SE	DETROIT	OUTDR1308	1	132
SE	DETROIT	OUTDR2032	1	132
SE	DETROIT	PURTN1307	1	132
SE	DETROIT	PURTN1309	1	132
SE	DETROIT	PURTN1333	1	132
SE	DETROIT	PURTN2095	1	132
SE	DETROIT	PURTN2110	1	132
SE	DETROIT	REDFD1067	1	132
SE	DETROIT	REDFD1285	1	132
SE	DETROIT	REDFD1325	1	132
SE	DETROIT	REDFD1363	1	132
SE	DETROIT	SAVAN1005	1	132
SE	DETROIT	SAVAN1087	1	132
SE	DETROIT	SAVAN1088	1	132
SE	DETROIT	SAVAN1116	1	132
SE	DETROIT	SAVAN1221	1	132
SE	DETROIT	SAVAN1254	1	132
SE	DETROIT	SAVAN1279	1	132
SE	DETROIT	SAVAN1340	1	132
SE	DETROIT	SAVAN1532	1	132

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
SE	DETROIT	STLUS0067	1	132
SE	DETROIT	STLUS0150	1	132
SE	DETROIT	STLUS0230	1	132
SE	DETROIT	STLUS0477	1	132
SE	DETROIT	STLUS0485	1	132
SE	DETROIT	STLUS0661	1	132
SE	DETROIT	STLUS1136	1	132
SE	DETROIT	STLUS1162	1	132
SE	DETROIT	STLUS1233	1	132
SE	DETROIT	STLUS1595	1	132
SE	DETROIT	STLUS2075	1	132
SE	DETROIT	STOPL0100	1	132
SE	DETROIT	STOPL0111	1	132
SE	DETROIT	STOPL0266	1	132
SE	DETROIT	STOPL0363	1	132
SE	DETROIT	STOPL0454	1	132
SE	DETROIT	STOPL0455	1	132
SE	DETROIT	STOPL1465	1	132
SE	DETROIT	TIRMN1102	1	132
SE	DETROIT	TIRMN1223	1	132

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
SE	DETROIT	TIRMN1255	1	132
SE	DETROIT	TIRMN1364	1	132
SE	DETROIT	TIRMN1368	1	132
SE	DETROIT	TIRMN2088	1	132
SE	REDFORD	INDIN1014	1	132
SE	REDFORD	INDIN1418	1	132
SE	REDFORD	INDIN1517	1	132
SE	REDFORD	SIXMI1237	1	132
SE	REDFORD	SIXMI2145	1	132
SE	REDFORD	SIXMI2173	1	132
SE	ROYAL OAK	MANDY0307	1	132
SE	ROYAL OAK	MANDY0893	1	132
SE	ROYAL OAK	MANDY1390	1	132
SE	ROYAL OAK	MANDY2724	1	132
SE	ROYAL OAK	MANDY2764	1	132
SW	ANN ARBOR	BURTN0385	1	132
SW	ANN ARBOR	BURTN0388	1	132
SW	ANN ARBOR	BURTN2937	1	132
SW	ANN ARBOR	BURTN2950	1	132
SW	INKSTER	INKST0318	1	132

Region	Substation Municipality	Circuit	Reclosers Installed	Estimated 2026 In-service ($000s)
SW	INKSTER	INKST0326	1	132
SW	INKSTER	INKST2027	1	132
SW	TAYLOR	SYRAC1851	1	132
SW	TAYLOR	SYRAC1901	1	132
SW	TAYLOR	SYRAC1903	1	132
SW	TAYLOR	SYRAC2000	1	132
SW	TAYLOR	SYRAC2019	1	132
SW	TAYLOR	SYRAC2046	1	132
SW	TAYLOR	SYRAC2059	1	132

STATE OF MICHIGAN

BEFORE THE MICHIGAN PUBLIC SERVICE COMMISSION

In the matter of the Application of **DTE ELECTRIC COMPANY** for authority to increase its rates, amend its rate schedules and rules governing the distribution and supply of electric energy, and for miscellaneous accounting authority	))))))	Case No. U-21534

PROOF OF SERVICE

STATE OF MICHIGAN)
) ss.
COUNTY OF WAYNE)

CAITLIN D. MYERS states that on August 29, 2025, she served a copy of DTE Electric Company's 2026 Infrastructure Recovery Mechanism (IRM) Plan in the above captioned matter, via electronic mail, upon the persons listed on the attached service list.

Caitlin D. Myers Digitally signed by Caitlin D. Myers Date: 2025.08.29 10:07:35 -04'00'

CAITLIN D. MYERS

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