**Entergy New Orleans, LLC**
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**Sharonda Williams**
VP – Regulatory & Public Affairs

October 1, 2026

**VIA ELECTRONIC DELIVERY**
Clerk of Council
Council of the City of New Orleans
Room 1E09, City Hall
1300 Perdido Street
New Orleans, Louisiana 70112

**Re:** ***Entergy New Orleans, LLC's Rider RSHCR Filing Pursuant to Council Resolution R-24-625***

Dear Clerk of Council:

As required by Section III.B of the Resilience & Storm Hardening Cost Recovery Rider ("Rider RSHCR"), and pursuant to Council Resolution R-24- 625, dated October 24, 2024, Entergy New Orleans, LLC ("ENO") submits its third revised Rider RSHCR filing.

This submission includes Attachment B to Schedule EFRP-7, which will become effective January 1, 2027, in accordance with the terms of Rider RSHCR. Attachment B to Schedule EFRP-7 was previously provided as part of ENO's filing dated July 30, 2026.

In connection with the Company's filing, confidential and detailed operational information bearing the designation "Highly Sensitive Protected Materials" is being provided to the Council's Advisors pursuant to the terms and conditions of the Official Protective Order adopted in Council Resolution R-07-432. Portions of the information included in the filing consist of or reflect competitively sensitive cost and market information, the disclosure of which may present a risk of harm to ENO's customers. In addition, portions of the filing may contain highly sensitive information of third parties to which an obligation of confidentiality is owed.

Sincerely,

Sharonda Williams

Enclosures
cc: Official Service List (UD-21-03 via electronic mail)

**Entergy New Orleans, LLC**
**Resilience & Storm Hardening Cost Recovery Rider**
**Resilience & Storm Hardening Cost Recovery Rider Revenue Requirement Formula (1)**
**For the Twelve Months ended December 31, 2026**

| Ln No. | Description | Amount | Reference |
|---|---|---|---|
| | **Rate Base:** | | |
| 1 | Plant in Service [2] | 87,668,150 | WP 1 |
| 2 | Accumulated Depreciation & Amortization [2] | (1,414,002) | WP 2 |
| 3 | **Net Utility Plant** | 86,254,148 | Line 1 + Line 2 |
| 4 | Accumulated Deferred Income Taxes [3] | (347,706) | WP 2 |
| 5 | **Total Rate Base** | **85,906,442** | Line 3 + Line 4 |
| 6 | Before-Tax Rate of Return on Rate Base [4] | 9.10% | WP 4 |
| 7 | **Return on Rate Base** | **7,817,486** | Line 5 * Line 6 |
| 8 | **Expenses:** | | |
| 9 | Operation & Maintenance Expense [6] | - | WP 3 |
| 10 | Depreciation & Amortization Expense [5] | 1,414,002 | WP 2 |
| 11 | Taxes Other Than Income [5] | 701,345 | WP 1 |
| 12 | AFUDC Equity Book Depreciation Income Tax Expense Flow Through | - | WP 2 |
| 13 | **Total Expenses** | **2,115,348** | Line 9 + Line 10 + Line 11 + Line 12 |
| 14 | Revenue Related Expense Factor [8] | 1.0070 | WP 5 |
| 15 | **Total Estimated Annual Resilience & Storm Hardening Cost Recovery Rider Revenue Requirement (9)** | **10,002,685** | (Line 7 + Line 13) * Line 14 |
| 16 | True-up of Resilience & Storm Hardening Cost Recovery Rider Revenue Requirement | 32,855 | Att B Pg 2, L24 |
| 17 | **Total Annual Resilience & Storm Hardening Cost Recovery Rider Revenue Requirement (RSHCRRR)** | **$ 10,035,540** | Line 15 + Line 16 |

Notes:
(1) Pursuant to Section III.B of this Resilience & Storm Hardening Cost Recovery Rider
(2) Estimated Plant in Service and Accumulated Depreciation & Amortization balances at December 31 of the upcoming calendar year based on end of period. This amount also includes conductor handling costs.
(3) The amount is adjusted for the normalization limit per Regulation Section 1-167(l)-1(h)(6).
(4) The Before Tax Rate of Return is based on the currently approved rate proceeding using the most recently approved return on equity at December 31 of the current calendar year unless another capital structure is agreed upon for ratemaking purposes.
(5) Estimated Depreciation & Amortization Expense and Other Tax Expense for the upcoming calendar year.
(6) Operation & Maintenance Expense approved by Council for recovery through the Resiliency Rider.
(7) This amount reflects the grossed-up federal and state income tax expense resulting from the recovery of book depreciation expense attributable to previous accruals of AFUDC Equity that
(8) Revenue Related Expense Factor = 1 / (1-Bad Debt Rate - Revenue Related Tax Rate). The ENO Bad Debt Rate and the Revenue Related Tax rate shall be developed consistent with the
(9) Reference to Att F_2026 Estimated ENOL Resilience Revenue Requirement_HSPM Supplemental WP included with the 2026 FRP Filing filed April 30, 2026.

**Entergy New Orleans, LLC**
**Resilience & Storm Hardening Cost Recovery Rider**
**Resilience & Storm Hardening Cost Recovery Rider Revenue Requirement Formula**
**True-up of Resilience & Storm Hardening Cost Recovery Revenue Requirement [1]**
**For the Period ended December 31, 2025**

| Ln No. | Description | Amount | Reference |
|---|---|---|---|
| | **Rate Base:** | | |
| 1 | Plant in Service [2] | 11,391,631 | WP 1.B |
| 2 | Accumulated Depreciation & Amortization [2] | (29,764) | WP 1.B |
| 4 | **Net Utility Plant** | **11,361,866** | Line 1 + Line 2 |
| 5 | Accumulated Deferred Income Taxes [2] | (100,727) | WP 1.B |
| 6 | **Total Rate Base** | **11,261,140** | Line 4 + Line 5 |
| 7 | Before-Tax Rate of Return on Rate Base [3] | 9.10% | WP 4 |
| 8 | **Return on Rate Base** | **1,024,764** | Line 6 * Line 7 |
| 9 | **Expenses:** | | |
| 10 | Operation & Maintenance Expense [4] | - | WP 3 |
| 11 | Depreciation & Amortization Expense [4] | 29,764 | WP 1.B |
| 12 | Taxes Other Than Income [4] [8] | 81,200 | |
| 13 | AFUDC Equity Book Depreciation Income Tax Expense Flow Through[5] | 72 | WP 1.B |
| 14 | **Total Expenses** | **111,037** | Line 10 + Line 11 + Line 12 + Line 1 |
| 15 | Revenue Related Expense Factor | 1.00703 | WP 5 |
| 16 | **Actual Resilience & Storm Hardening Cost Recovery Rider Revenue Requirement** | **$ 1,143,788** | (Line 8 + Line 14) * Line 15 |
| 17 | **Estimated Resilience & Storm Hardening Cost Recovery Rider Revenue Requirement [9]** | **$ 1,112,005** | |
| 18 | **Difference in Actual Annual Rider RSHCR Revenue Requirement and Estimated Rider RSHCR Revenue Requirement** | **31,783** | Line 16 - Line 17 |
| 19 | **Interest:** | | |
| 20 | Annual Prior Year True-up of Resilience & Storm Hardening Cost Recovery Rider Revenue Requirement [6] | - | Att B Pg 2, L24 PY Filing |
| 21 | Prior Period Adjustments | - | |
| 22 | Total True-Up Adjustment Before Interest | 31,783 | Line 18 + Line 20 + Line 21 |
| 23 | Interest Rate [7] | 6.75% | |
| 24 | **Interest on Average Balance** | **1,073** | (Line 22/2) * Line 23 |
| 25 | **Total True-Up of RSHCRRR with Interest** | **$ 32,855** | Line 18 + Line 24 |

Notes:

(1) Pursuant to Section III.C of this Resilience & Storm Hardening Cost Recovery Rider

(2) Actual Plant in Service, Accumulated Depreciation & Amortization, and Accumulated Deferred Income Taxes balances on December 31 of the previous calendar year based on end of period. To the extent that ENO receives government funding for such capital additions, such funding shall be treated as an offset to rate base and book depreciation expense in the revenue requirement including interest calculated from the date that the funds were received. The ADIT impacts associated with taxable government funding would also be included in the adjustments to the revenue requirement.

(3) The Before Tax Rate of Return is based on the actual capital costs at December 31 of the previous calendar year.

(4) Actual Operation & Maintenance Expense, Depreciation & Amortization Expense, and Other Tax Expense for the previous calendar years balances as of December 31.

(5) This amount reflects the grossed-up federal and state income tax expense resulting from the recovery of book depreciation expense attributable to previous accruals of AFUDC Equity that were not included in the income tax return and for which there is no tax basis and no accelerated tax depreciation. Recovery of this amount is consistent with Council ratemaking practice.

(6) Prior Period True-up of Resilience & Storm Hardening Cost Recovery Rider Revenue Requirement (RSHCRRR) reflected on line 24 of Attachment B, Page 2 in the previous years Resilience & Storm Hardening Cost Recovery Rider filed August 1st

(7) Prime Rate on the last business day of the operations recovery period as stated in the Wall Street Journal was 6.75%

(8) This is calculated using a combination of the prior-year cost-to-system value ratio (as negotiated with the Louisiana Tax Commission), the assessment ratio, and the prior-year average millage rate for ENOL

(9) Reference 2025 Estimated ENOL Resilience Revenue Requirement Att B Pg 1 filed on November 22, 2024.