

AUSLEY McMULLEN

ATTORNEYS AND COUNSELORS AT LAW

123 SOUTH CALHOUN STREET
P.O. BOX 391 (ZIP 32302)
TALLAHASSEE, FLORIDA 32301
(850) 224-9115 FAX (850) 222-7560

March 1, 2021

VIA: ELECTRONIC FILING

Mr. Adam J. Teitzman
Commission Clerk
Florida Public Service Commission
2540 Shumard Oak Boulevard
Tallahassee, Florida 32399-0850

**Re: Petition for approval of electric vehicle charging pilot program,
by Tampa Electric Company.
Docket No. 20200220-EI**

Dear Mr. Teitzman:

Attached for filing in the above docket is Tampa Electric Company's Response to Staff's Fourth Data Request (Nos. 1-4), propounded on February 24, 2021.

Thank you for your assistance in connection with this matter.

Sincerely,



Malcolm N. Means

MNM/bmp
Attachment

cc: All Parties of Record (w/attachment)
Jeff Doehling, Engineering Specialist, FPSC (w/attachment)
Paula Brown, TECO Regulatory

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a true and correct copy of the foregoing responses to Staff's Fourth Data Request (Nos.1-4), filed on behalf of Tampa Electric Company, has been furnished by electronic mail on this 1st day of March 2021 to the following:

Ms. Suzanne Brownless
Office of the General Counsel
Florida Public Service Commission
2540 Shumard Oak Boulevard
Tallahassee, FL 32399-0850
sbrownle@psc.state.fl.us

Ms. Patricia A. Christensen
Thomas A. (Tad) David
Mireille Fall-Fry
Stephanie A. Morse
Charles J. Rehwinkel
Office of Public Counsel
111 West Madison Street – Room 812
Tallahassee, FL 32399-1400
christensen.patty@leg.state.fl.us
david.tad@leg.state.fl.us
fall-fry.mireille@leg.state.fl.us
morse.stephanie@leg.state.fl.us
rehwinkel.charles@leg.state.fl.us

ChargePoint
Justin Wilson
Justin.wilson@chargePoint.com

Greenlots
Joshua Cohen
jcohen@greenlots.com

Sierra Club
Nathaniel Shoaff
Nathaniel.Shoaff@sierraclub.org

Tesla, Inc.
Kevin Auerbacher
Patrick Bean
Bill Ehrlich
Noelani Derrickson
Kauerbacher@tesla.com
Pbean@tesla.com
[Wehrlich@tesla.com](mailto>Wehrlich@tesla.com)
nderrickson@tesla.com

Walmart, Inc.
Stephanie U. Eaton
Derrick Price Williamson
seaton@spilmanlaw.com
dwilliamson@spilmanlaw.com



ATTORNEY

**TAMPA ELECTRIC COMPANY
DOCKET NO. 20200220-EI
STAFF'S FOURTH DATA REQUEST
REQUEST NO. 1
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1. Please refer to paragraph 31 of the petition.
 - a. If the Commission were to discontinue the Pilot at its close, what would occur if the Site Host does not elect to acquire the electric vehicle (EV) charging ports (Ports) at its location? As part of your response, please estimate any associated removal costs under this scenario.
 - b. During the Pilot, what would occur if a Site Host no longer wished, or for any other reason was no longer able to have the Ports installed at its location? As part of your response, please estimate any associated removal costs under this scenario.

- A.
 - a. If the Commission were to approve discontinuing the Pilot at its close, and the Site Host elected not to acquire the electric vehicle (EV) charging ports (Ports), Tampa Electric would work with the Site Host to remove the Ports and return the site to its original condition, or an acceptable and mutually agreed upon state based on site conditions and requirements at that time. Tampa Electric does not have an estimated cost currently. This scenario is expected to be rare, if it occurs at all, and the necessary work would be competitively bid at that future point in time.
 - b. Tampa Electric interprets this question is referring to a scenario where equipment has not been installed, and the Site Host no longer wishes, or for any other reason is no longer able to have Ports installed at the location. In this situation, Tampa Electric would discontinue any further actions to develop the site and work with the intended Site Host to return the site to its original condition at Tampa Electric's cost. This scenario is expected to be rare, if it occurs at all, and we would work with the selected installation vendor to determine any potential costs based on the status of the project.

In the event the question is intended to reference a scenario where equipment has already been installed and the Site Host no longer wishes, or for any other reason is no longer able, to continue participating in the Pilot, Tampa Electric would work with the Site Host, adjacent businesses, property managers, or other party with a potential interest in participating (as a substitute) in the Pilot in an effort to continue the Port availability to EV drivers with no interruption or physical changes. This would provide continuity of service and

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maintain the existing data stream from the Ports. If those efforts proved to be unsuccessful and the Ports required removal, Tampa Electric would work with the Site Host to return the site to its original condition, at no cost to the Site Host. This scenario is expected to be rare, if it occurs at all, and Tampa Electric would expect to competitively bid the removal work at that future point in time.

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2. Please refer to Exhibit A, Item 1B of the petition, and TECO's response to Staff's First Data Request, No. 29. Please explain how the Pilot will:
- a. Ensure grid reliability.
 - b. Develop TECO competencies to serve the EV market.
 - c. Meet customer needs in identified key markets.
 - d. Inform/develop Tampa Electric's long-term strategy.

- A.
- a. Tampa Electric expects that EVs will continue to increase in market share for the foreseeable future. As a relatively new and mobile load, and with ongoing advancements in both battery technology and charging capabilities, it is crucial to understand what impacts EVs, at scale, will have on the local grid. Whether referring to the EV load profile throughout a charging session, frequency of use, or impacts of charger availability within market segments, a compilation of all data collected as part of the Pilot will help to support proper long-term planning for grid reliability.
 - b. Tampa Electric's competencies to serve the EV market will developed in several ways.

First, Tampa Electric's direct involvement in the complete development of new charging infrastructure, from the design and permitting phases, through construction and maintenance, will provide knowledge that can be used to support customer decision-making going forward, and provide insight on processes that could be improved (design, permitting, etc.).

Second, the complete breadth of data collection, including deployment costs, charging port data and maintenance logs, will provide valuable information on unknown gaps within the entire value stream where additional focus is warranted by participants in the market, whether by utilities or others.

Last, a first-hand understanding of how EV drivers interact with the local grid through various charging methods provides data that will assist with planning for maintaining grid reliability in a robust EV market.

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- c. Each market segment identified within the Pilot is expected to have unique challenges and opportunities in how the EV market is served. By deploying charging ports within each of the identified markets, not only will additional locations be available for drivers to charge, but customers will also be exposed to opportunities for installing additional charging through visibility of the Ports installed, word of mouth, or direct interaction with Tampa Electric representatives regarding the Pilot.

- d. As previously stated in Tampa Electric's response to 2a above, the role EVs play in the transportation sector will continue to increase for the foreseeable future. A combination of all data collected throughout the Pilot duration will help to inform near- and long-term opportunities on how Tampa Electric, as the local energy provider, can help to support the customer transition to EVs, and therefore help to develop the overall strategy.

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- 3.** TECO's response to Staff's First Data Request, No. 40, states "Tampa Electric does not intend to install more than 200 ports." However, Exhibit A of the petition, Item 3B, states the co-located Level 2 Ports are not included in the Level 2 count of 200. Please clarify the total number of Level 2 Ports TECO intends to install.
 - A.** Tampa Electric intends to install a total of 208 Level 2 ports. This total includes the 200 ports intended to be installed across Level 2-only locations, plus eight (8) Level 2 ports intended to be installed across the DC fast-charging locations (Two (2) Level 2 ports at each of the four (4) DCFC locations).

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- 4.** In its response to Staff's Second Data Request, No. 7, TECO stated it "aspires to have all ports deployed by December 31, 2020." Please explain if this was stated in error.

- A.** Yes, this date was stated in error and was intended to be December 31, 2021.