



Dianne M. Triplett
DEPUTY GENERAL COUNSEL

April 27, 2021

VIA ELECTRONIC FILING

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

Re: *Duke Energy Florida, LLC's Petition for Limited Proceeding to Approve
2021 Settlement Agreement, Including General Base Rate Increases;*
Docket No. 20210016-EI

Dear Mr. Teitzman:

Enclosed for filing on behalf of Duke Energy Florida, LLC ("DEF") is DEF's Response to EVgo Services LLC's First Data Request.

Thank you for your assistance in this matter. Please feel free to call me at (727) 820-4692 should you have any questions concerning this filing.

Sincerely,

/s/ Dianne M. Triplett

Dianne M. Triplett

DMT/cmK
Enclosure

CERTIFICATE OF SERVICE

Docket No. 20210016-EI

I HEREBY CERTIFY that a true and correct copy of the foregoing has been furnished via electronic mail to the following this 27th day of April, 2021.

/s/ Dianne M. Triplett

Attorney

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**Duke Energy Florida, LLC's (DEF) Response to
EVgo Services LLC's First Data Request re. DEF's Petition for Limited Proceeding
to Approve 2021 Settlement Agreement, Including General Base Rate Increases**

Docket No. 20210016-EI

Please refer to the Duke Energy Florida (DEF) 2021 Settlement Agreement for the following questions:

1. Please refer to Paragraph 17.c.
 - a. Florida Statute requires the Department of Transportation to “coordinate, develop, and recommend a master plan for current and future plans for the development of electric vehicle charging station infrastructure along the State Highway System[,]” including participation of public utilities in the marketplace. Is DEF’s proposed Company-owned DC Fast Charge program targeting exclusively EV infrastructure along the State Highway System?

Response:

The purpose of the DC Fast Charge program is to support overall EV market growth by expanding the availability of high power (150kW and above) DC fast chargers along highway corridors within DEF’s territory. This segment has been specifically targeted for this program with a utility-owned and operated structure due to the relative lack of highway corridor fast charging deployment by private operators, presumably due to the unfavorable current economics of corridor sites resulting from lower utilization. The program will target exclusively highway corridors, which includes US Interstates, US Highways, and State Highways within DEF’s territory.

- b. Has DEF identified locations for the company-owned sites in the DC Fast Charge program?

Response:

DEF has not yet identified locations for new company-owned sites. Existing DCFC sites installed under the Park & Plug Pilot are included in the proposed maximum total number of sites for the DC Fast Charge program, where DEF will be upgrading existing chargers to higher powered configurations.

- c. What methodology, process and criteria has DEF utilized or is DEF planning to utilize in identifying, planning or selecting sites for the Company-owned DC Fast Charge program?

Response:

Under the DC Fast Charge program, DEF will install up to a maximum of 50 new sites and upgrade the existing footprint of locations installed under the Park & Plug Pilot.

DEF will work with regional planning agencies, customers, and gather additional stakeholder input to determine locations for DCFC installations along highway corridors throughout DEF's service territory. Individual sites require customer agreement to host a charging installation, so final installation locations will be determined in part by customer participation. DEF will also follow recommendations identified through the collaboration between FDOT and the Commission under SB 7018 to ensure that Fast Charging stations are available along state hurricane evacuation routes. The Company will prioritize the placement of stations by identifying locations that are proximate to a highway corridor (less than five miles from a freeway exit or highway intersection), have 24/7 public access with restrooms, have appropriate site lighting, and where possible in close proximity to nearby retail and restaurant options. DEF will target locations without access to existing high-power DC fast charging, defined as more than 25 miles from existing sites with a minimum of two DCFC ports capable of a dedicated peak capacity of 150kW and above.

2. Please refer to Paragraph 17.b., and Exhibit 5.
 - a. Please explain the methodology and data that informed the level of public DCFC rebate for non-utility DCFC chargers (by type of charging)?

Response:

DEF sized the value of the rebates for all segments according to the net revenue benefit (RIM benefit) estimated for the average charging station in each segment. The RIM benefit was calculated by comparing the revenue generated from the average charging station of each type to the incremental cost to serve that load over the full life of the asset. The value of the incentive was then set to a RIM score of 1.5 or no more than 80% of the estimated participant installation cost per charger. In the case of the Public DCFC segment, the 1.5 RIM value did not exceed the 80% threshold, so the 1.5 RIM value was used. The data used to calculate the incremental revenue and incremental cost to serve for the Public DCFC segment was aggregated charging session data from all DCFC stations within the Park & Plug Pilot deployment, with an assumed useful life of 10 years. Chargers deployed under P&P are 50kW fast chargers available to the public, and the average load curve and annual utilization reflects that power level and use case.

AFFIDAVIT


STATE OF NORTH CAROLINA


COUNTY OF MECKLENBURG

I hereby certify that on this 26th day of April, 2021, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared **LANG W. REYNOLDS**, who is personally known to me, and he acknowledged before me that he provided the answers to data request numbers 1a through 1c and 2a, from EVgo's FIRST DATA REQUEST FOR DUKE ENERGY FLORIDA, LLC dba DUKE ENERGY in Docket No. 20210016-EI, and that the responses are true and correct based on his personal knowledge.

In Witness Whereof, I have hereunto set my hand and seal in the State and County aforesaid as of this 26 day of April, 2021.




Lang W. Reynolds


Notary Public
State of North Carolina

My Commission Expires:

09/20/2025