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January 30, 2025

-VIA ELECTRONIC FILING-

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

RE: Docket No. 20200170-EI: Petition for approval of optional electric vehicle public charging pilot tariffs, by Florida Power & Light Company

Dear Mr. Teitzman:

Please find attached Florida Power & Light Company's 2024 Public Electric Vehicle (EV) Optional Pilot Tariffs Report and EVolution Pilot Program Summary.

If there are any questions regarding this filing, please contact me at (561) 304-5662.

Sincerely,

s/ *William P. Cox*
William P. Cox
Fla. Bar No. 0093531

WPC:cw
Attachment
cc: Shaw Stiller, Senior Attorney (sstiller@psc.state.fl.us)

2024
Public Electric Vehicle (EV) Optional Pilot Tariffs Report and FPL EVolution® Pilot Summary

Jan. 30, 2025

Contents

I. BACKGROUND

Florida Power & Light Company ("FPL" or the "Company") began implementation of FPL EVolution in 2019 with the goal of installing more than 1,000 public charging ports throughout the Company's service area. The initial pilot primarily targeted deployment of Level 2 workplace and destination charging ports, as well as limited public fast charging, residential charging, and commercial and municipal fleet charging. The primary objective of this pilot was to gather data and learnings ahead of mass electric vehicle ("EV") adoption.

In 2020, the Florida Legislature affirmed the importance of EVs and EV infrastructure to the future of the state, recognizing in Section 339.287, Florida Statutes, the need to "encourage the expansion of electric vehicle use" and establishing that "the prompt installation of adequate, reliable charging stations is in the public interest." On June 19, 2020, FPL filed a petition, approved in Order No. PSC-2020-0512-TRF-EI ("Order 0512"), for two types of optional EV public charging pilot tariffs under its EVolution Program for the purpose of studying and supporting the development of EV public fast charging infrastructure in FPL's service area. The tariffs are as follows:

- Utility-Owned Public Charging for Electric Vehicles (Rate Schedule UEV); and
- Electric Vehicle Charging Infrastructure Riders for General Service Demand and General Service Large Demand (Rate Schedules GSD-1EV and GSLD-1EV).

As part of FPL's 2021 Settlement Agreement approved by the Commission in Order No. PSC-2021-0446-S-EI ("Order 0446") issued December 2, 2021, FPL was authorized to expand its EVolution Program investment beyond the initial pilot, adopting a more comprehensive approach for EV charging. Order 0446 authorized investments over the settlement term (minimum of four years, 2022 through 2025) across several programs, including the following:

- **EVolution** – A pilot program that supports the growth of electric vehicles with the primary objective being to gather data and learnings ahead of mass EV adoption to better plan for and design possible future EV investments, focusing on infrastructure build-out impacts of EV adoption rates, rate structures and demand models, and grid impacts of fast charging.
- **Public Fast Charging Program** – A pilot program that expands access to public fast charging, including access in underserved areas and evacuation routes. The total investment in the Public Fast Charging Program is forecast to be approximately $100 million over the four-year period 2022-2025. The expected revenues received under FPL's UEV pilot tariff approved in Docket 20200170-EI, which established a rate for utility-owned public EV fast charging stations are expected to exceed revenue requirements over the useful life of the charging stations.
- **Residential EV Charging Services Pilot** – A voluntary tariff for residential customers who desire EV charging service, for a fixed rate, through the installation of a Level 2 EV charger that is owned, operated, and maintained by FPL. The subscription includes unlimited off-peak charging and flexibility to charge during on-peak periods, if needed, at the on-peak time of use ("TOU") rate. FPL provides full installation and equipment-only installation options.
- **Commercial EV Charging Services Pilot** – A voluntary tariff for Commercial customers who desire EV charging services for fleet vehicles through the installation of FPL-owned, operated, and maintained EV supply equipment on a customer's premise. Under the tariff,

the customer will pay a fixed monthly charge, established via a formula-based rate to allow for individual customer pricing designed to recover all costs and expenses over the life of the assets and be Cumulative Present Value Revenue Requirements ("CPVRR") neutral to the general body of customers over the applicable term.

Pursuant to Order 0512 issued December 21, 2020, FPL provides this annual report on the status of the Company's 5-year Optional EV Public Charging Pilot Tariffs, which became effective January 1, 2021. Further, Order 0446 required FPL to provide an annual report beginning in 2023 regarding Residential and Commercial EV Charging Services.

Ultimately, the Optional Electric Vehicle Infrastructure Riders and all pilot programs under FPL's EVolution Program serve to enable electric vehicle charging across the state of Florida. Florida continues to rank second in the nation for EV adoption with an estimated 365,000 registered electric vehicles as of October 2024.[1] FPL estimates that there are 266,000 EVs in FPL's service area as of July 2024, and FPL forecasts this amount to exceed 1.5 million by 2030.[2]

II. FPL EVOLUTION

The FPL EVolution strategy is to ensure a comprehensive approach to EV charging to enable electrification across the Company's service area. Enrollment in the initial pilot is now closed due to the exhaustion of the limited funding allocated for the program. In 2022, FPL began execution of the public fast charging, residential EV charging services and commercial EV charging services ("fleet") pilot programs approved in Order 0446. The key objectives of each segment of FPL EVolution are to gather data and learnings ahead of mass EV adoption, advance future EV charging investments, enhance service, reduce costs, and enable electrification throughout the state.

FPL EVolution is leveraging an equipment agnostic network that is inclusive of private market electric vehicle charging infrastructure providers including but not limited to ChargePoint, Blink, Power Electronics, ABB, TECO Westinghouse, Wallbox, and others to unlock electrification for its customers, while ensuring a safe, reliable, and cost-effective network.

The following sections provide information about the various programs under FPL EVolution.

A. FPL EVolution Public

FPL EVolution's public charging programs began in 2019 with a pilot providing destination and workplace Level 2 charging and limited public fast charging. While enrollments in the Level 2 program have ended due to the conclusion of the EVolution pilot outlined above, the Public DC Fast Charging Program continues through the ongoing installation of fast chargers throughout the state. Insights on the Level 2 installations may be found in the tables and charts below. The EVolution public fast charging strategy goes beyond providing access in busy urban and highway locations, extending its reach into the untapped potential of rural areas and less traveled roads, creating a network with chargers placed within 25 miles of each other and increasing driver confidence that EVs can easily be repowered along their route. The deployments aim to increase the availability of public charging for EVs in Florida through

[1] IHS Markit sourced from Atlas EV Hub. Vehicles in Operation as of 10/2024. Includes Battery Electric Vehicles (BEV) and Plug-in Hybrid Vehicles (PHEV).
[2] FPL 2024 Ten-Year Site Plan. Response to Staff's 1st DR No. 20

investments in infrastructure that will increase driver confidence and spark adoption in locations that are unlikely to be served by the competitive EV charging market – including low- and moderate-income and rural areas.[3]

Deployments

As of December 31, 2024, FPL EVolution Public has installed 910 Level 2 charging ports and 321 fast charging ports.

Sessions and Energy Dispensed

FPL EVolution Public has dispensed 34,434 MWh over 1,350,365 charging sessions since launching in 2019. Refer to Table 1 for energy (MWh) dispensed by segment and Table 2 for a breakdown of charging sessions by segment in 2024.

Table 1: Energy (MWh) Dispensed by Segment as a % of Total

Charger Type	Charger Segment	2024	% of 2024 Total
Level 2	Workplace & Destination	6,933	34%
Fast Charge	Public	13,644	66%
Total		**20,577**	**100%**

Table 2: Charging Sessions by Segment

Charger Type	Charger Segment	2024	% of 2024 Total
Level 2	Workplace & Destination	353,900	50%
Fast Charge	Public	353,415	50%
Total		**707,315**	**100%**

Session Length and Energy (kWh) Dispensed per Session

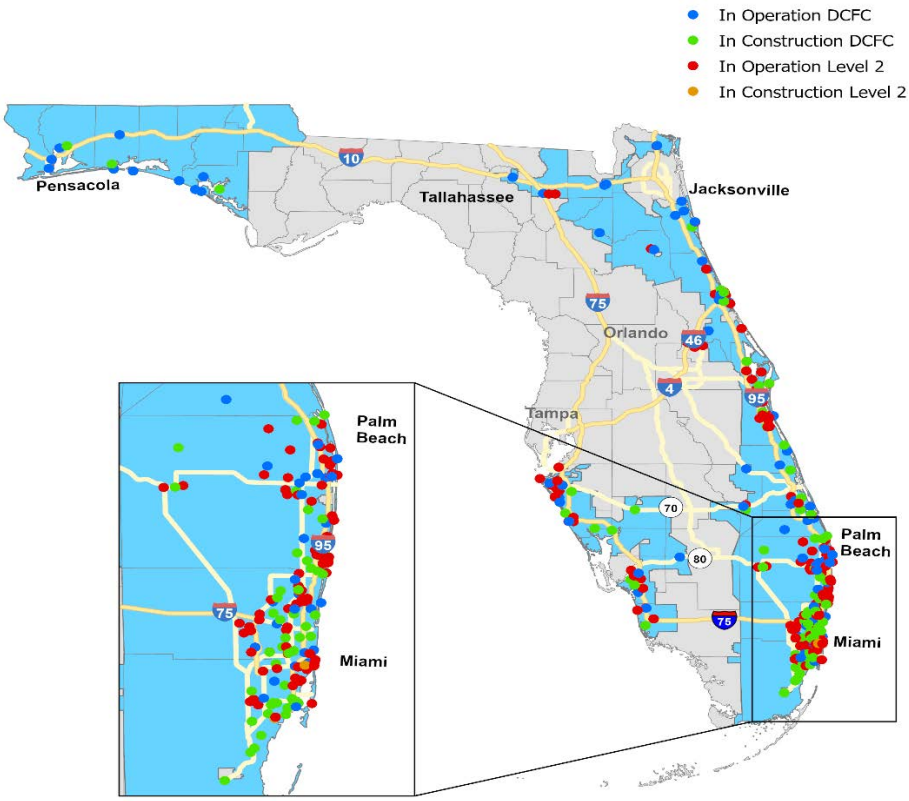
Session Length: Session length for Level 2 chargers averaged 1 hour and 48 minutes, and session length at DC fast chargers averaged 28 minutes in 2024.

Energy (kWh) Dispensed per Session: The average kWh per session at a Level 2 station was 19.5 kWh in 2024. The average kWh per session dispensed at a public fast charging station was 38.6 kWh in 2024.

Map of installed locations: Figure 1 shows the location of all FPL EVolution Public installations, including those taking service under the UEV tariff and GSD-1EV described in Section II of this report, as of December 31, 2024.

[3] The information provided for the FPL EVolution public fast charging stations includes those stations under the UEV tariff and 35 accounts under the GSD-1EV tariff.

Figure 1: Map of FPL EVolution Public Locations as of Dec. 31, 2024



i. Rate Schedule UEV

Rate Schedule UEV was developed to enable FPL to charge drivers for electricity at Company-owned stations. As of December 31, 2024, 76 FPL EVolution fast charging sites are operating under the UEV rate schedule.

Costs, Revenues, and Energy Sales

Attachment 1 provides specific information regarding capital and operating costs, revenue requirements, and revenues collected. As reflected on Attachment 1, the 2024 revenue requirement for the UEV program is $5.7 million, which will be increasingly offset by higher utilization as the nascent market grows compared to the cost of installation and technology.

Updated Market Rates

Market rates from major public EV charging providers in Florida helped inform and establish guidance for UEV tariff development. As FPL indicated in Docket No. 20200170-EI, pricing structures vary by provider. In Florida, Tesla, Electrify America, and EVgo advertise pricing based on $ per kWh.

- Tesla: Pricing varies by station within the state ranging from approximately $0.24/kWh to $0.50/kWh. Specific pricing by station is shared with Tesla drivers via the vehicle's onboard infotainment system and the Tesla app. Some stations charge users a flat $/kWh rate while other stations charge TOU pricing. Idle fees of up to $1.00 per minute may apply.[4]
- Electrify America: Advertises guest and pass member pricing of $0.48/kWh. A Pass+ Member option is available at $0.36/kWh plus a $7 monthly fee. Station users are subject to idle fees of $0.40 per minute after a 10-minute grace period.[4]
- EVgo: Advertises four per kWh pricing plans in Florida. Pricing is determined by the plan, location, and TOU with prices ranging from $0.20/kWh to $0.61/kWh. The "Pay as You Go" program provides charging rates from $0.29-$0.35/kWh with a $3.00 pre-paid reservation fee and a session fee of $0.99, with no subscription fee. The "EVgo Basic" program offers rates of $0.27-$0.32/kWh with a required monthly subscription fee of $0.99. The "EVgo Plus" program has rates ranging from $0.22-$0.28 per minute and requires a monthly subscription payment of $6.99. Lastly, the "EVgo PlusMax" has rates of $0.20-$0.26/kWh and requires a monthly subscription payment of $12.99.[4]

Non-utility EV charging providers are not required to apply taxes to station end-users for charging services.[5] Accordingly, EV charging providers do not have tax applications for rendered services versus for the resale of electricity.

Under FPL's UEV tariff, participating customers pay $0.30/kWh plus applicable taxes and fees.[6] Because local utility taxes and fees vary by location, the effective after-tax rate in 2024 under the UEV tariff ranged from $0.33/kWh - $0.39/kWh, averaging $0.37/kWh.

Charging Times

Chart 1 illustrates total hourly load[7] for the 76 FPL EVolution fast charging locations that operated under the UEV tariff in 2024. Public fast charging utilization varies throughout the day, with the greatest utilization occurring between the hours of 9 am and 10 pm ET.

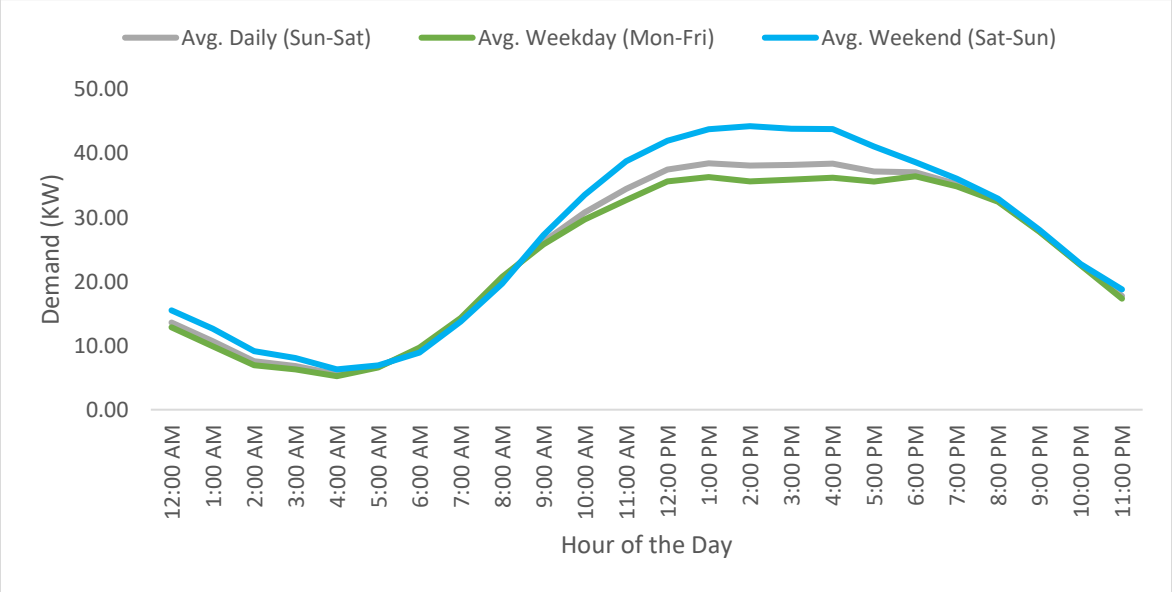
[4] Electrify America Fast Charging Pricing, Florida. https://www.electrifyamerica.com/pricing/ Verified as of Jan 16, 2025. Tesla and EVgo pricing verified as of Jan. 16, 2025, using the Tesla app and the EVgo app.

[5] Florida Statute 366.94

[6] Includes gross receipts tax, sales tax, local option tax, municipal utility tax and franchise fees were applicable.

[7] Load Charts for UEV, RS-1EV, and GSD-1EV/GSLD-1EV include data from December 1, 2023 through November 30, 2024.

Chart 1: UEV Average Load Shape



B. FPL EVolution Residential

Enrollments in the Residential Electric Vehicle Services Rider Pilot (RS-1EV) began in July 2022. As of December 31, 2024, 9,007 Level-2 chargers in single family homes are operational and the corresponding customers are being billed under RS-1EV. The average cost per port was $1,700[8] in 2024.

Costs, Revenues, and Energy Sales

Attachment 2 provides specific information regarding capital and operating costs, revenue requirements, and revenues collected. As reflected on Attachment 2, the 2024 revenue requirement for the FPL EVolution Residential program is $6.0 million.

Sessions and Energy (kWh) by Month

Table 3 includes information on monthly total charging sessions and energy (kWh), and Charts 2 and 3 illustrate monthly average 24-hour load shapes.[7]

Table 3: FPL EVolution RS-1EV Sessions and Billed Energy by Month

Category	Jan	Feb[9]	Mar	Apr	May	June	July
Sessions	76,792	83,529	94,661	99,869	114,726	110,078	115,182
Energy On-Peak (kWh)	34,986	9,698	44,304	48,100	52,369	49,235	44,121
Energy Off-Peak (kWh)	1,585,186	1,880,318	1,952,602	2,359,656	2,749,297	2,795,034	2,885,468

[8] $1,700 cost per port is an average across all electrical installers and a 60/40 split between full and equipment only installations.

[9] Due to a server and connectivity issue for the billing of on-peak kWh usage, adjustments were made on-peak kWh usage and billing for EV Home customers in Feb 2024.

Category	Aug	Sep	Oct	Nov	Dec	Total
Sessions	136,606	144,261	152,096	159,876	162,973	1,450,649
Energy On-Peak (kWh)	53,134	56,455	70,430	96,144	95,054	654,030
Energy Off-Peak (kWh)	3,017,680	3,619,229	3,598,628	3,874,132	4,053,366	34,370,596

Chart 2: RS-1EV Average Load Shapes: Dec. 2023 – Mar. 2024 and Nov. 2024

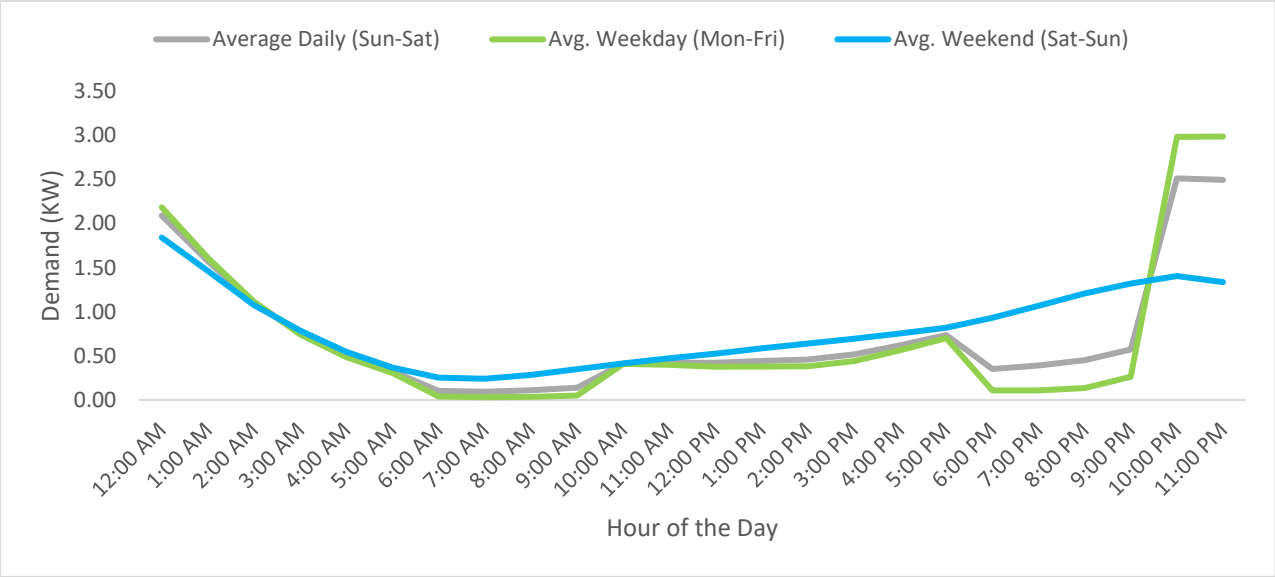
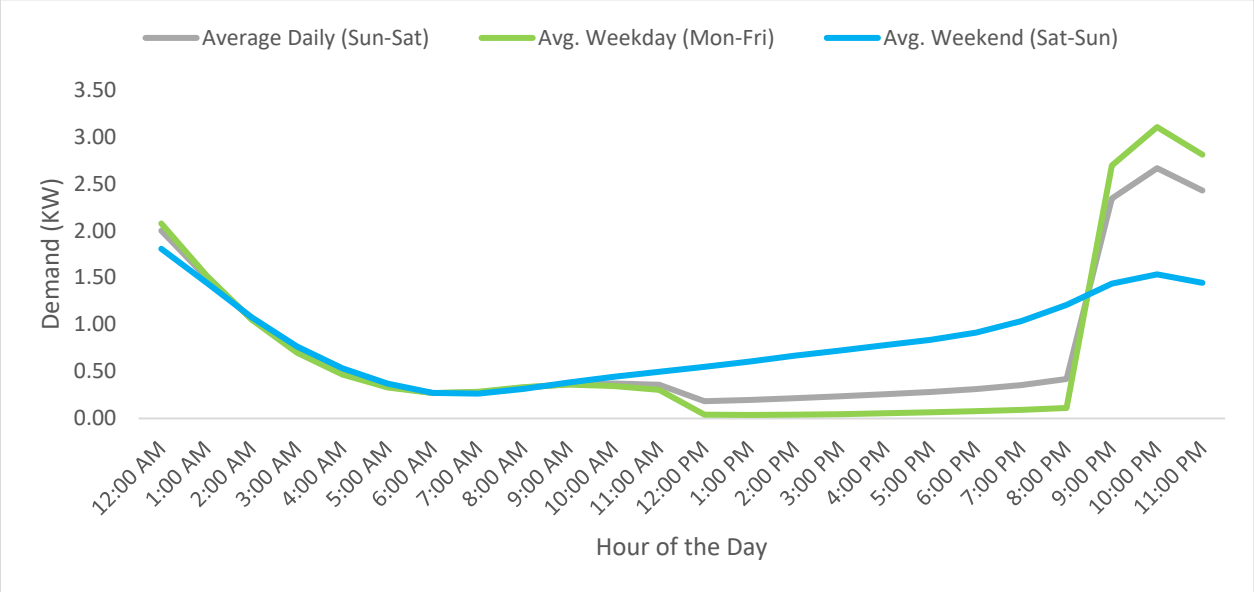


Chart 3: RS-1EV Average Load Shapes: Apr. – Oct. 2024



Participating Customer Energy Cost Savings Compared to a Traditional TOU Tariff
Attachment 3 includes a demonstration of participating customer's cost savings under RS-1EV as compared to a traditional time of use tariff (RTR-1).

C. FPL EVolution Fleet

The FPL EVolution Fleet program includes a subset of the initial EVolution pilot and the Commercial EV Charging Services pilot. Program uptake of the initial fleet pilot was delayed due to a variety of factors including technical, economic, and operational feasibility of electrification by fleet operators and vehicle availability. As of December 31, 2024, 11 fleet customers including five school districts were enrolled. Of the 11 customers participating in the pilot, 10 sites were placed in-service in 2024. Customer enrollments in the initial pilot ceased in 2022, and charging stations are expected to be in-service by mid-2025. Table 4 includes a summary of installed and planned ports by charger type for the initial fleet pilot.

Table 4: FPL EVolution Fleet Pilot Installed and Planned Ports by Charger Type

Charger Type	Ports			Average Port per Site	Average Cost per Installed Port
	Installed	In Progress	Total		
Level 2	94	0	**94**	**10**	**22,500**
Fast Charge	180	10	**190**	**10**	**63,407**

In 2022, FPL launched the Commercial EV Charging Services Pilot, a voluntary tariff for Commercial customers who desire EV charging services for fleet through the installation of FPL-owned, operated and maintained electric vehicle supply equipment on a customer's premise, which was approved by the FPSC under Order 0446. Under the tariff, customers will pay a fixed monthly charge, established via a formula-based rate to allow for individual customer pricing designed to recover all costs and expenses over the life of the assets and be CPVRR-neutral to the general body of customers over the applicable term. Program participation depends on technical, economic, and operational feasibility of electrification and fleet vehicle availability among other factors. Given the nascent stage of fleet electrification, the CEVCS-1 tariff enrolled one customer as of December 31, 2024. The charging stations for the initial customer enrollment are expected to be in-service in early 2025. Early learnings from this pilot indicate that fleet customers need long lead times to transition their fleets, and initial adoption will require significant utility support. FPL incurred approximately $60,000 in customer outreach and origination related O&M expenses in 2024 associated with the Commercial EV Charging Services Pilot.

III. RATE SCHEDULES GSD-1EV AND GSLD-1EV

As of December 31, 2024, there are 42 active customer accounts taking service under FPL's GSD-1EV rate schedule and GSLD-1EV rate schedule. The rates were specifically designed to incentivize and support third-party customers in developing charging infrastructure, recognizing that minimal utilization can discourage private investment because it can make the chargers cost prohibitive due to

long payback periods. The Company provides this rate as an incentive to promote infrastructure development. This offer aims to assist customers until utilization increases and the overall load factor improves.

Number of Fast Charging Stations (*i.e.*, Customer Accounts) Taking Service Under the Tariffs
Table 5 provides the number of enrolled customer accounts by month during 2024.

Table 5: Enrolled Customer Accounts by Month

Rate Schedule	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
GSD-1EV	50	50	52	54	46	42	41	41	41	39	38	35
GSLD-1EV	10	10	10	10	8	4	4	4	4	4	4	7
Total	60	60	62	64	54	46	45	45	45	43	42	42

Number of Fast Charging Stations that Received the Benefit of Mitigated Demand Charges
As of December 31, 2024, there are 35 customers on GSD-1EV and seven customers on GSLD-1EV, of which 29 customers (45%) have transitioned onto regular rates demonstrating success as utilization grows. A total of 60 stations enrolled in GSD-1EV and GSLD-1EV received the benefit of the demand limiter since January 2024. The stations that did not receive the benefit for 12 consecutive months prior had load factors greater than 10% and were moved to the applicable standard rate.

Charging Times
Charts 4 and 5 illustrate average hourly load for 42 fast charging locations that operated under the GSD-1EV and GSLD-1EV rate schedules.[7] The load shapes from the stations taking service under the GSD-1EV and GSLD-1EV rate schedules illustrate that public fast charging utilization varies throughout the day, with the greatest utilization occurring between the hours of 8 am and 10 pm ET.

Chart 4: GSD-1EV Average Load Shape

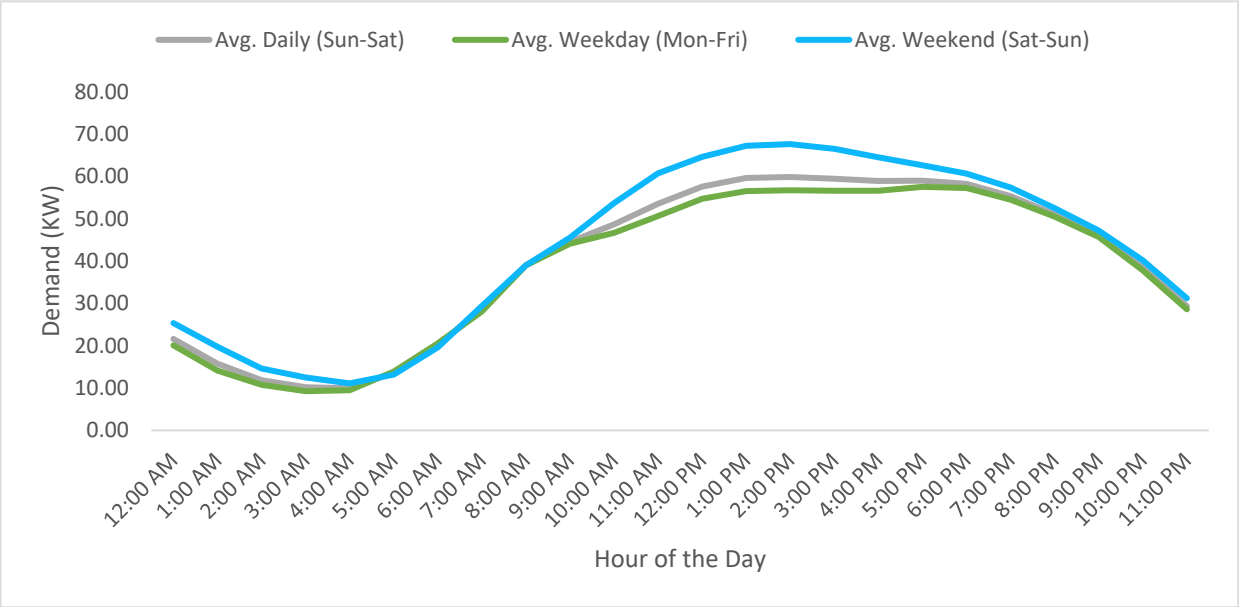
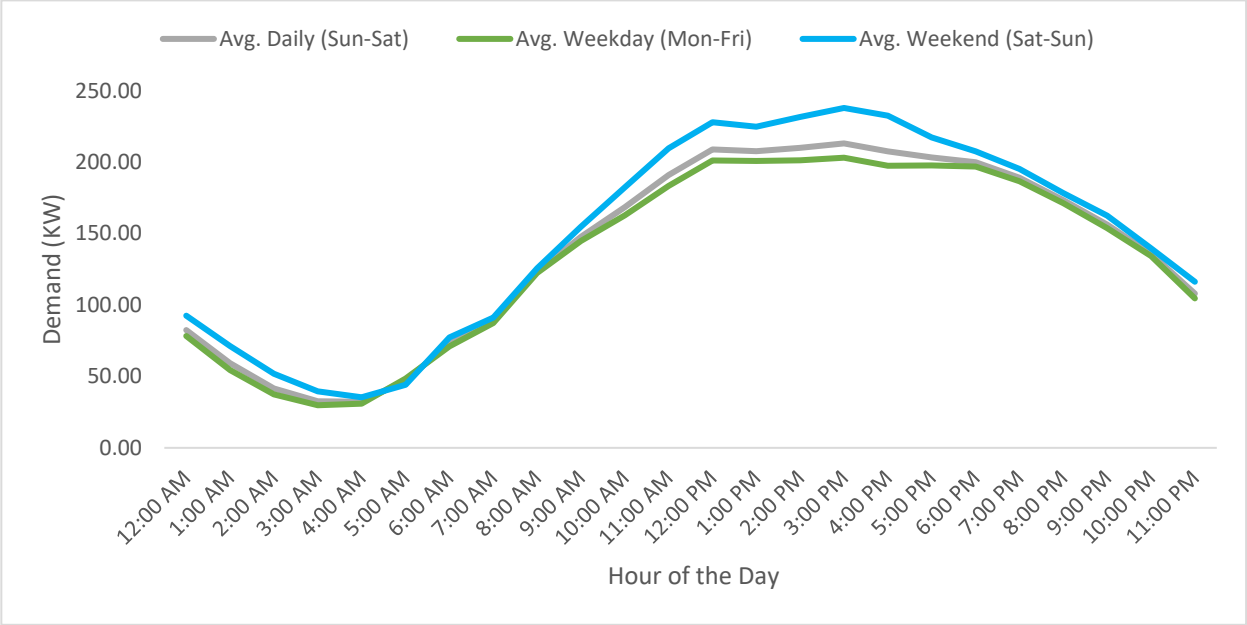


Chart 5: GSLD-1EV Average Load Shape



Annual Revenue Loss Resulting from the Reduction in Demand-Related Revenues

Table 6 summarizes energy sales, revenue billed, and demand limiter offset[10] by rate schedule as of December 31, 2024.

Table 6: Energy Sales, Revenue and Revenue Offset by Rate Schedule

Rate Schedule	Energy Sales (MWh)	Base Revenue Billed	Clause Revenue Billed	Total Revenue Billed	Demand Limiter Offset
GSD-1EV	14,962	$1,566,211	$718,172	$2,284,382	$197,377
GSLD-1EV	7,537	$727,372	$352,209	$1,079,582	$7,013
Total[11]	22,499	$2,293,583	$1,070,381	$3,363,964	$204,390

The EV demand limiter tariffs (GSD-1EV and GSLD-1EV) were designed as a catalyst for EV charging services investments. While FPL shows demand-related revenue loss in these early years, there is also $2.3 million in revenues collected from customers through these tariffs that may not have otherwise materialized. Further, as these customers transition to a standard rate with increased EV charger utilization, full demand-related revenues are expected from these customers over the long term.

[10] Demand limiter offset represents additional revenue that would have been collected, had the charging locations been billed under GSD-1 and GSLD-1, instead of GSD-1EV and GSLD-1EV, respectively; assuming that the charging locations were still constructed and operated the same.

[11] Totals may not add due to rounding.

ANNUAL REPORT [1]
UTILITY OWNED FAST CHARGING STATIONS - UEV PILOT TARIFF
FOR THE PERIOD: JANUARY THROUGH DECEMBER 2024
($000)

				Actual 2024
1	Energy Sales (kWh)			11,162,344
2	Capital Expenditures[2]		$	49,367
3				
4	**Charging Station Revenue Requirements**			
5	Operating Costs			
6	Depreciation Expense		$	1,739
7	Operating and Maintenance Expenses			480
8	Taxes Other Than Income Taxes (Property and Payroll Taxes)			210
9	Total Operating Costs		$	2,430
10				
11	Capital Costs			
12	Rate Base[3]		$	26,205
13	Pre Tax Rate of Return[4]			8.85%
14	Return on Rate Base	Line 12 x Line 13	$	2,318
15				
16	**Charging Station Revenue Requirements**	Line 9 + Line 14	**$**	**4,748**
17				
18	Income Tax Credits [5]		**$**	**(668)**
19				
20	**Net Charging Station Revenue Requirements**	Line 16 + Line 18	**$**	**4,080**
21				
22	**Revenue Requirements for Electricity Sold from Charging Stations**			
23	Base Revenue Requirements[6]		$	1,275
24	Clause Revenue Requirements[7]			387
25	**Total Rev Req for Electricity Sold from Charging Stations**	Line 23 + Line 24	**$**	**1,661**
26				
27	**Total Revenue Requirements**	Line 20 + Line 25	**$**	**5,741**
28				
29	Revenues Collected		$	3,354
30				
31	**Net (Revenues)/Costs for December 2024**	Line 27 - Line 29	**$**	**2,387**

Notes:

(1) Represents reporting requirements for FPL's utility owned fast charging stations placed in-service through December 2024 under the UEV Tariff as required by Order No. PSC-2020-0512-TRF-EI, Docket No. 20200170-EI.

(2) Represents total capital expenditures incurred for all utility fast charging stations through December 2024 to be recovered under the UEV tariff rate.

(3) Represents the December 2024 13-month average of net plant in-service of utility-fast charging stations recovered under the UEV tariff rate.

(4) Based on FPL's 2024 Forecasted ESR using a ROE of 10.8% as approved in Docket No. 20210015-EI, Order No. PSC-2022-0358-FOF-EI approving FPL's Notice of Triggering Revised Authorized Return on Equity.

(5) Includes income tax credits allowed for 30% of the costs of any qualified alternative fuel vehicle refueling property placed in-service after 2022 and started construction before January 29, 2023. For qualified locations placed in-service in 2024, the income tax credits were reduced to 6% of the costs. This income tax credit is limited to $100,000 per qualified location. Note this amount includes credits for assets in 2023 and 2024.

ANNUAL REPORT [1]
RESIDENTIAL ELECTRIC VEHICLE SERVICES RIDER PILOT (RS-1EV)
FOR THE PERIOD: JANUARY THROUGH DECEMBER 2024
($000)

			Actual 2024
1	Energy Sales (kWh)		35,024,626
2	Capital Expenditures[2]		$ 14,557
3			
4	**Level 2 Charger Revenue Requirements**		
5	Operating Costs		
6	Depreciation Expense		$ 546
7	Operating and Maintenance Expenses		2,512
8	Taxes Other Than Income Taxes (Property and Payroll Taxes)		140
9	Total Operating Costs		$ 3,198
10			
11	Capital Costs		
12	Rate Base[3]		$ 8,574
13	Pre Tax Rate of Return[4]		8.85%
14	Return on Rate Base	Line 12 x Line 13	$ 758
15			
16	**Level 2 Charger Revenue Requirements**	Line 9 + Line 14	**$ 3,956**
17			
18	Income Tax Credits [5]		**$ -**
19			
20	**Net Level 2 Charger Revenue Requirements**	Line 16 + Line 18	**$ 3,956**
21			
22	**Revenue Requirements for Electricity Sold from Level 2 Chargers**		
23	Base Revenue Requirements[6]		$ 670
24	Clause Revenue Requirements[7]		1,408
25	**Total Rev Req for Electricity Sold from Level 2 Chargers**	Line 23 + Line 24	**$ 2,077**
26			
27	**Total Revenue Requirements**	Line 20 + Line 25	**$ 6,034**
28			
29	Revenues Collected		$ 2,532
30			
31	**Net (Revenues)/Costs for 2024**	Line 27 - Line 29	**$ 3,502**

Notes:

(1) Represents reporting requirements for FPL's RS-1EV level 2 chargers placed in-service through December 2024 under the new voluntary tariff for residential customers as required by Order No. PSC-2021-0446-S-EI in Docket No. 20210015-EI.

(2) Represents total capital expenditures incurred for all RS-1EV level 2 chargers through December 2024 to be recovered under the new voluntary tariff for residential customers.

(3) Represents the 2024 December 13-month average of net plant in-service of RS-1EV level 2 chargers recovered under the new voluntary tariff for residential customers.

(4) Based on FPL's 2024 Forecasted ESR using a ROE of 10.8% as approved in Docket No. 20210015-EI, Order No. PSC-2022-0358-FOF-EI approving FPL's Notice of Triggering Revised Authorized Return on Equity.

(5) RS-1EV level 2 chargers do not qualify for income tax credits.

(6) Revenue requirements were calculated using FPSC approved base rates for the RTR-1 rate schedule and actual kWh billed to RS-EV customers from Jan 2024 to Dec 2024.

(7) Revenue requirements were calculated using FPSC approved clause factors for the RTR-1 rate schedule and actual kWh billed to RS-EV customers from Jan 2024 to Dec 2024.

RTR-1 Bill Comparison to RS-1EV

	Component	December 2024 Actuals	Average RS-1EV Customer[1]
1	Customers	8,389	1
2	Sales (KWH)	4,148,420	495
3	First 1000 kWh		495
4	Over 1000 kWh		0
5	On-Peak	2.29%	11
6	Off-Peak	97.71%	484
7			
8			

	RTR-1 (TOU)	Unit	Rate[2]	Amount
9				
10	First 1000 kWh	495	$0.07117	$35.23
11	Over 1000 kWh	0	$0.08116	$0.00
12	On Peak kWh	11	$0.12793	$1.41
13	Off Peak kWh	484	-$0.05594	-$27.07
14	Fuel <1,000	495	$0.02670	$13.22
15	Fuel >1,000	0	$0.03670	$0.00
16	On-Peak Fuel	11	$0.00533	$0.06
17	Off-Peak-Fuel	484	-$0.00226	-$1.09
18	Capacity	495	$0.00170	$0.84
19	Conservation	495	$0.00124	$0.61
20	Environmental	495	$0.00332	$1.64
21	Storm Protection	495	$0.00557	$2.76
22	**Total[3]**			**$27.61**
23				
24				

	RS-1EV	Unit	Rate	Amount
25				
26	On Peak kWh	11	$0.23710	$2.61
27	Off Peak kWh	484	$12.81	$12.81
28	**Total**			**$15.42**
29				
30				
31				
32	**Difference (RS-1EV Savings)**			**-$12.19**

Notes:

(1) Average RS1-EV Customer Usage based on FPL's most current analysis.

(2) Based on FPSC approved rates for December 2024.

(3) Excludes Transition Rider/Credit and all taxes.