

475

FPL's response to Staff's tenth data request,
Nos. 1-20.

(Including attachments for
No. 12)

7 - Confidential DN.

QUESTION:
EV Programs – EVolution

Please refer to paragraph 22(i) of the Settlement Agreement.

- a. Provide a copy of any materials being provided to customers.
- b. Explain why FPL is not able to achieve the objectives of the Pilot by deploying DC Fast chargers under the Public Fast Charging Program.

RESPONSE:

- a. For a copy of the standard materials being used with customers please see FPL's EVolution website, <https://www.fpl.com/energy-my-way/evolution.html>, and Attachment Nos. 1-6 to this response.
- b. As detailed in Witness Valle's Testimony, FPL began implementation of the FPL EVolution pilot ("Pilot") in 2019 to support the growth of EVs with the goal to install more than 1,000 charging ports. The primary objective of this pilot program for FPL is to gather data and learnings ahead of mass EV adoption to ensure future EV investments enhance service and reduce costs. The FPL EVolution Pilot focuses on three key areas: a) infrastructure build-out impacts of EV adoption rates; b) rate structures and demand models; and c) grid impacts of fast-charging. Installations under the Pilot encompass different EV charging technologies and market segments, including level 2 charging at workplaces, destinations and customers' homes and DC fast charging along highway corridors and in dense urban environments. Installations under this Pilot will be completed in 2022 and are informing FPL's approach to the EV programs proposed in paragraph 22(ii-vi) of the Settlement Agreement. The investments in public fast charging made under the FPL EVolution Pilot were limited; the Public Fast Charging Program expands upon those initial investments to further promote access to public fast charging in FPL's service area, particularly in areas currently underserved with public fast charging options and along evacuation routes.

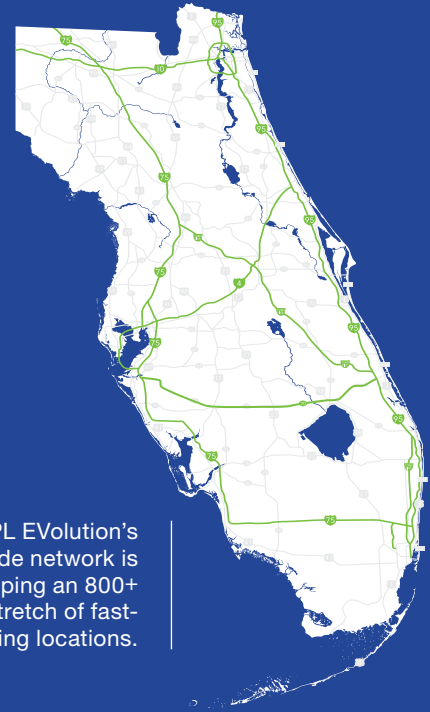
Fast chargers are gaining speed

Our fast charging network is designed to make it easier for Floridians to drive electric. The 800+ mile stretch of fast charging stations is strategically located from coast to coast, giving electric drivers more range confidence.

BENEFITS OF BECOMING AN FPL EVOLUTION PARTNER:

- » Attract new customers as EV usage grows
- » Offer more value to customers and employees
- » Reinforce a commitment to sustainability
- » Enhance your brand's image and build customer loyalty
- » Exclusive FPL EVolution app promotes your location

Fast charging in Florida has been limited in the number of locations and the type of EVs that could plug in. FPL EVolution's fast charging stations will allow drivers to plug in every 50 miles along major highways and corridors, such as Florida's Turnpike Service Plazas. Compatible with all kinds of EVs, these high-powered 100 to 200 kW stations can charge a battery to near full capacity in less than 30 minutes.



FPL EVolution's statewide network is developing an 800+ mile stretch of fast-charging locations.



EASY TO PARTICIPATE:

- » **Zero upfront and O&M costs.** FPL provides the EV chargers and covers installation and maintenance
- » **No net impact on electricity costs.**

Clean transportation in Florida is on the fast track, and those who are ready to shift gears can take advantage of the many benefits provided by EV fast charging stations.

FPL IS LOOKING FOR PARTNERS THAT:

- » Can dedicate 4-6 parking spaces
- » Are located in close proximity to the highway and local amenities

Are you ready to be part of the FPL EVolution fast charging expansion?

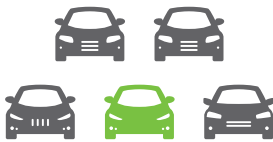
For more information, please contact us at electric-vehicles@FPL.com



Fleet Electrification Plugging into the Future

*The future of sustainable transportation is **electric!***

At FPL, we're always working to provide our customers with affordable, reliable, clean energy - including smart energy options. Our investments in electric vehicle (EV) infrastructure and our experience and in-house, innovative analytic capabilities uniquely position us to support electrification.



SHIFTING GEARS
ONE OF EVERY FIVE VEHICLES SOLD IN THE U.S. WILL BE BATTERY POWERED BY 2030.²

As a proponent of transportation electrification and EV adoption in Florida, FPL EVolution launched in 2019 to expand access to EV charging in Florida. FPL EVolution will significantly increase the availability of charging infrastructure in the state by installing more than 1,000+ charging ports at major highway corridors, workplace charging, popular destinations, and in communities across Florida. This innovative program will accelerate EV adoption and will generate valuable data to help ensure a more reliable grid.

FPL EVOLUTION
CHARGING LOCATIONS
WILL INCLUDE:

- » MAJOR HIGHWAYS
- » LARGE EMPLOYERS
- » POPULAR DESTINATIONS

Simplified fleet
electrification planning

Our team can support your organization's path to electrification.

Why convert to
electric fleet vehicles?

- » **Lower operating costs.**
Will own, install, and manage the charging infrastructure and will have options to ensure a predictable, measurable electricity usage charge on a monthly basis.
- » **Lower fleet maintenance costs.**
A battery electric vehicle has fewer moving parts than a conventional vehicle requiring less maintenance.
- » **Reduce greenhouse gas emissions.**
Fleet electrification can drive ESG goals, eliminate harmful emissions, and create a safer, cleaner work environment for employees.

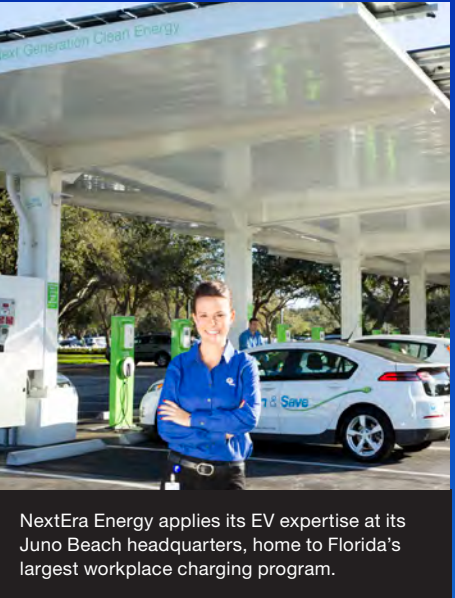
Electrification is complex
but we can help.

- Areas of expertise:
- » Customer service advisor
 - » Data-driven fleet electrification assessment capabilities
 - » Identify electric alternatives that meet vehicle class and daily trip requirements
 - » Electric vehicle charging equipment selection and installation
 - » Charging depot site design, service requirement assessment and rightsizing
 - » Electric service planning for future electrification, including tariff structures



EV economics and innovation in **battery technology** have accelerated **electric vehicle** adoption across the nation. **Automotive manufacturers continue to produce more electric vehicles than ever before** - currently more than 50 battery-electric vehicles (BEVs) on the market today.

Electric Vehicle Expertise



NextEra Energy applies its EV expertise at its Juno Beach headquarters, home to Florida's largest workplace charging program.

NextEra Energy through its subsidiary, Florida Power & Light ("FPL"), has extensive **Electric Vehicle ("EV") infrastructure and clean transportation technology experience.**

NextEra Energy was the first electric company in the U.S. to place a hybrid electric bucket truck into service in 2006, and its current fleet includes both electric and hybrid electric

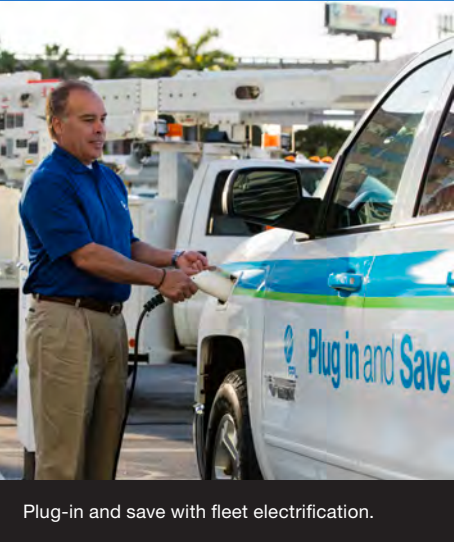
trucks that use up to 60 percent less fuel and reduce exhaust emissions up to 90 percent. As a result of the more than 300 NextEra Energy employees who plug in their EVs at the company's Juno Beach, Florida corporate headquarters, **the company's workplace charging program is the largest in Florida.**

According to the U.S. Department of Energy, when workplace charging is available, employees are six times more likely to purchase an EV. The adoption of EVs at NextEra Energy bears this out.

The company was selected by the U.S. Environmental Protection Agency as a recipient of its **Clean Air Excellence Award** for its clean "green" fleets which include approximately 1,750 biodiesel-powered vehicles and 550 electric and hybrid electric vehicles and for supporting solar canopies and charging facilities.

NextEra Energy is also promoting the electrification of school buses. In a partnership with the city of West Palm Beach, the company announced the **state's first electric school buses.** The five buses will support the city's Parks and Recreation Department and also store clean energy to benefit all Florida Power & Light customers.

The company is now taking this EV expertise on the road. The FPL EVolution program will accelerate the growth of EV adoption in Florida. The plan adds more than 1,000 new ports, known as "charging points," at **more than 100 locations, including large employers and popular destinations with the first station online in June 2020.** FPL EVolution chargers installed at service plazas along Florida's Turnpike will help build "range confidence" with EV drivers on longer commutes. Along with providing drivers more places to power their EVs, these high-tech chargers will generate valuable data on EV charging patterns.



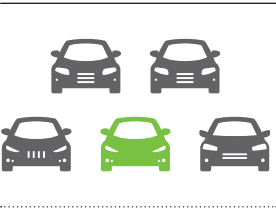
Plug-in and save with fleet electrification.

¹ Alliance of Automobile Manufacturers
² The Edison Foundation (EEI)
³ U.S. Department of Energy (April 2019)



EV use *accelerates*

Advancements in battery technology and other improvements have triggered a rapid increase in electric vehicle (EV) use here and across the nation. In Florida alone, EV ownership has increased 300% since 2013, making it the fourth largest EV state in the country.¹ And, the adoption of EVs shows no sign of slowing down. Automotive manufacturers continue to produce more and better vehicles than ever before – currently more than 20 battery-electric models in all. For the first time, the average battery-range for all new 2019 EV models is expected to exceed 200 miles.



SHIFTING GEARS
ONE OF EVERY FIVE VEHICLES SOLD IN THE U.S. WILL BE BATTERY POWERED BY 2030.²

FPL EVolution:
Charges ahead

The efficient growth of EVs relies on the availability and access to more charging infrastructure. Workplace charging is one of the most effective ways to promote the adoption of electric vehicles.

FPL EVolution – an innovative plan to install an estimated 600 new EV-charging stations at approximately 100 locations throughout our service area

By partnering with leading organizations like yours, FPL EVolution will create more than a thousand “charging points” for current and future EV drivers. This high-tech initiative will accelerate the adoption of EVs and generate valuable data to help us ensure the continued reliability of the energy grid for all FPL customers.



FPL EVOLUTION
CHARGING LOCATIONS
WILL INCLUDE:

- » MAJOR HIGHWAYS
- » LARGE EMPLOYERS
- » POPULAR DESTINATIONS

FPL EVolution
provides partners at no cost:

- » EV-charging equipment
- » Installation and maintenance
- » Dedicated EV-parking signage

Our partners agree to:

- » Seven-year commitment with the option to renew
- » Offer charging as a free amenity for their employees
- » Cover the cost of EV charging at host site’s current electric rate

FPL EVolution charging:
a state-of-the-art amenity with
numerous benefits

- » Enhances brand image
- » Reinforces commitment to sustainability
- » Contributes to LEED certification
- » Increases employee engagement
- » Attracts and retains top-talent



PROGRAM HIGHLIGHTS

- » NEW EV-CHARGING INFRASTRUCTURE AT 100+ LOCATIONS
- » MORE THAN 1,000 “CHARGING POINTS” AT 600 NEW EV-CHARGING STATIONS
- » DEDICATED PARKING SPACES FOR EV CHARGING
- » START OF EQUIPMENT INSTALLATIONS: SUMMER 2019

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EVs GET A JOLT
FPL EVOLUTION
COULD INCREASE THE
AVAILABILITY OF
CHARGING STATIONS
BY MORE THAN

50%³

WHEN WORKPLACE
CHARGING IS
AVAILABLE,
EMPLOYEES ARE

6x

MORE LIKELY TO
PURCHASE AN EV³



¹ Alliance of Automobile Manufacturers
² The Edison Foundation (EEI)
³ U.S. Department of Energy (April 2019)



FPL Mobility

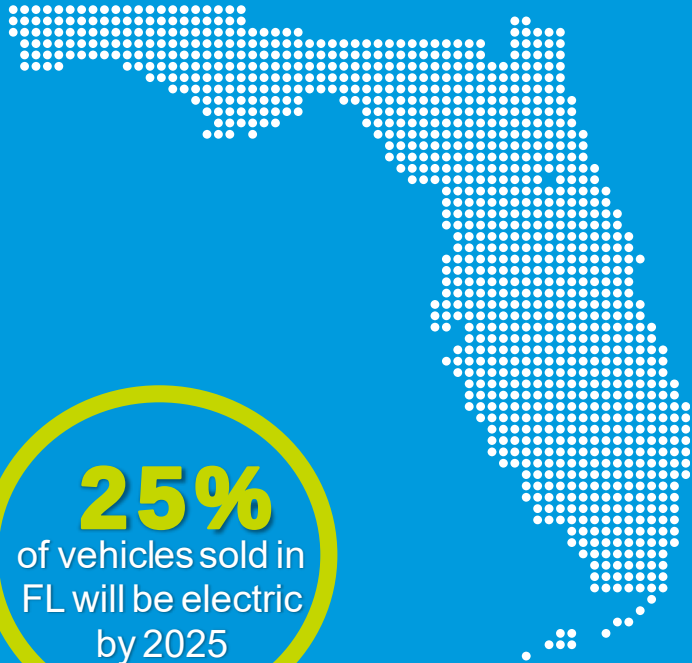
Fleet planning made easy

Ashley Weber
Sr. Project Manager, E-mobility
Ashley.weber@fpl.com



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FPL is here to help you electrify your fleet



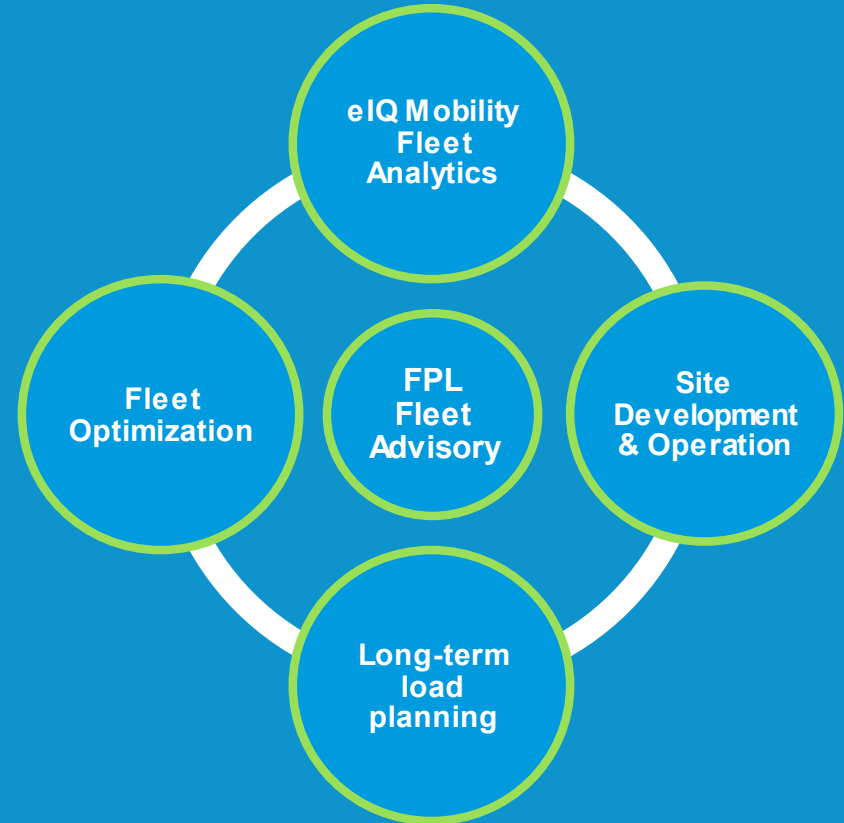
- Identifying customers interested in electrifying company vehicles
- Support through fleet advisory services and electrification planning
- Expanding upon FPL's EVolution program
 - Installing 1,000+ charging ports across Florida by 2022

How can FPL help?

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- **Reliable, cost-effective electric power supply now becomes a critical part of decision-making**
- **EVs will charge at home, work, or on-the-go**
- **Long-term load planning is critical to a successful transition to electrify**
- **Through this pilot, FPL will provide L2 charging infrastructure at no cost to eligible customers**



20210015.EI Staff Hearing Exhibits 01279

Fleet advisory services

Dedicated fleet
project
manager

Fleet
electrification
assessment

Charging
infrastructure
right-sizing

Site design &
installation

Carbon
emissions
savings analysis

Economic &
operational
feasibility

Total cost of
ownership
(TCO)
analysis

Service &
load
planning

Benefits of electrifying your fleet

Transportation
sector is
28%
of carbon
emissions in
US



Improved TCO driven by lower fuel and O&M costs



Reduction in carbon emissions reduction



Optimization of fleet vehicles, routes, and efficiency



Improvement in overall operational safety



Potential for government subsidies and rebates

Key questions when considering electrification

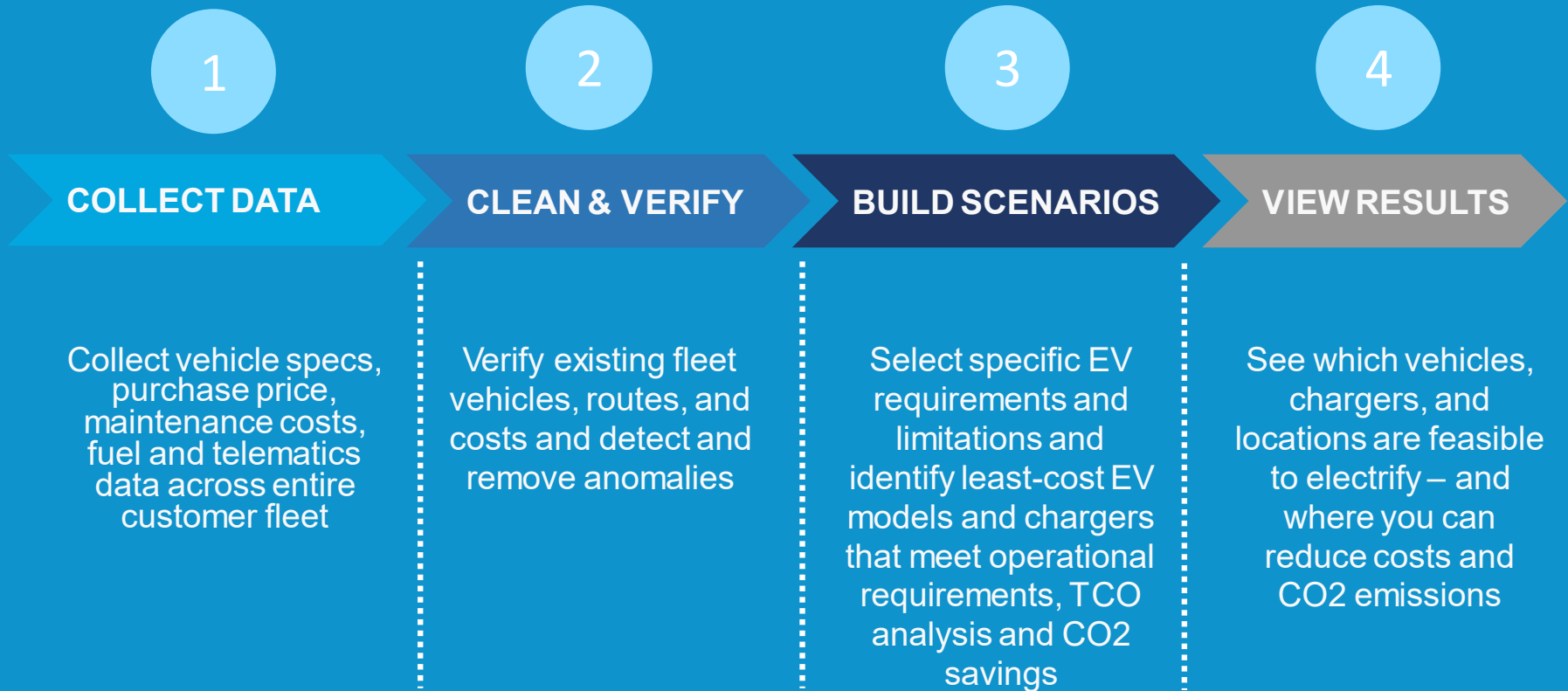
-  What is the cost to switch my fleet?
-  What kind of maintenance is needed?
-  Which vehicles do I electrify first?
-  How long does it take to charge?
-  Are there any incentives?
-  What is the impact on my utility bill?
-  What type of chargers do I need?
-  Are there EV models that meet my operational needs?

Fleet electrification pilot opportunity

Eligibility	• Own and manage a fleet within FPL service territory • Clear path to deploy capital and begin electrification in 2022
Advisory Services	• Dedicated fleet advisor, fleet electrification planning and feasibility assessment including economic analysis, EV identification & charger right-sizing, carbon emissions analysis, site design and installation, and service planning
Program Term	• L2 charger ownership transfers to participant at end of agreement term at no cost
Installation, Maintenance, & Ownership	• FPL responsible for design, installation, maintenance and ownership of charging infrastructure • FPL owns and maintains title to the charger through the term

20210015.EI Staff Hearing Exhibits 01283

Fleet assessment process



What is needed to perform a fleet assessment?

Metric	Details
Vehicle information	VIN, vehicle ID/unit number (if different from VIN), make, model, model year, vehicle type
Vehicle depot address	Address where each vehicle is garaged – this is the address where charging stations would be installed
Vehicle costs	Vehicle replacement cost or price paid for vehicle, annual vehicle maintenance costs (excluding accident repairs)
Vehicle operating statistics⁽¹⁾	Operating hours per day (for fuel data only), operating days per year (for fuel data only), avg miles per gallon
Fuel data	One year of each fuel transaction for each vehicle with date and time of fuel purchase, fuel type, gallons purchased, cost of transaction
Telematics data⁽²⁾	One year of trip data for each vehicle (engine on/off report) with date, time, and location of engine on; date, time, and location of engine off; miles traveled

1) Assumptions unless otherwise provided: 10 operating hours per day; 260 operating days per year (equal to 5 days per week); 15 cents/mile light duty, 20 cents/mile med & heavy-duty maintenance costs; vehicle efficiency (MPG) depends on vehicle type, weight class, and fuel type

2) Either fuel or telematics data is needed



Help us understand your fleet

- Fleet size
- Fleet data format and accessibility
- Sustainability goals or targets
- Fleet pilot eligibility





Next Steps

- Develop customized timeline for fleet pilot participation
- Begin fleet data collection
- Schedule key milestone discussions
 - Data validation
 - Fleet electrification assessment results
- Site selection and EV recommendations for next procurement cycle
- EV procurement & charging infrastructure deployment



Thank you

Appendix

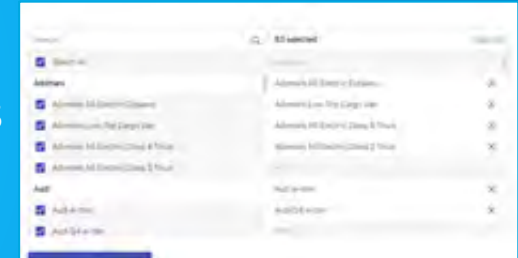
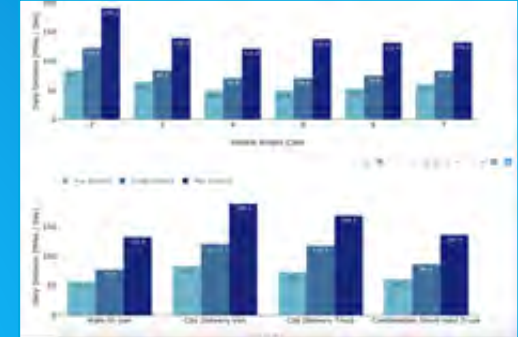
Evaluate™ Fleet Electrification Assessment Platform



1 Validate Fleet Data

2 Build Scenarios

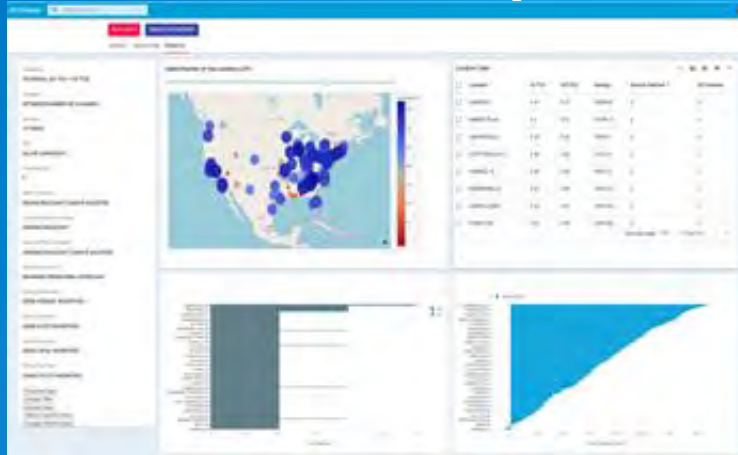
3 Share Results



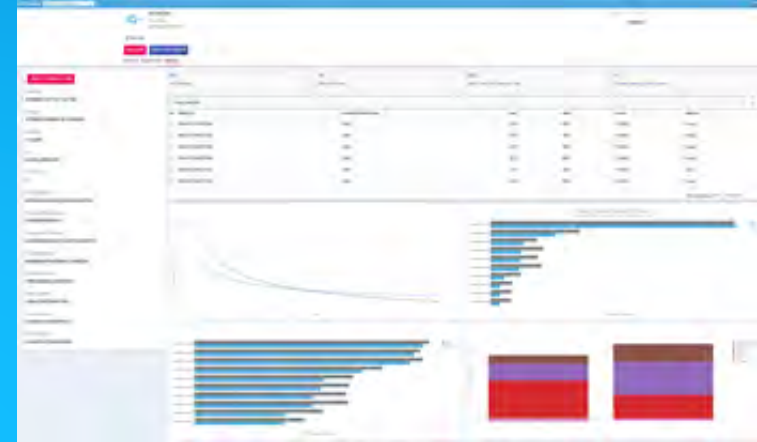
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Fleet assessment results

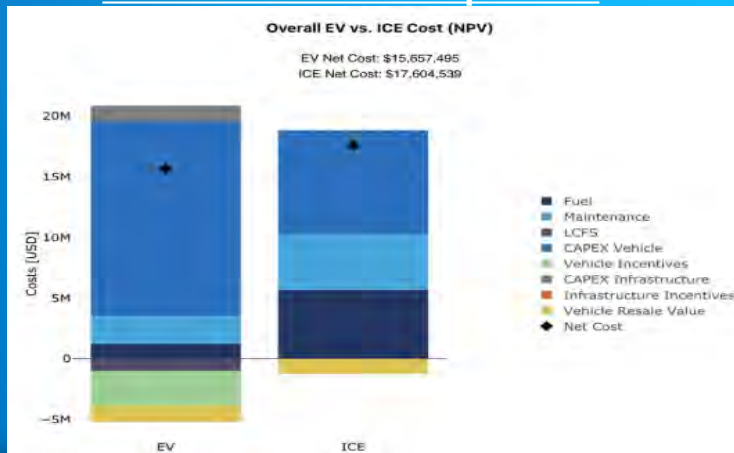
Fleetwide Summary



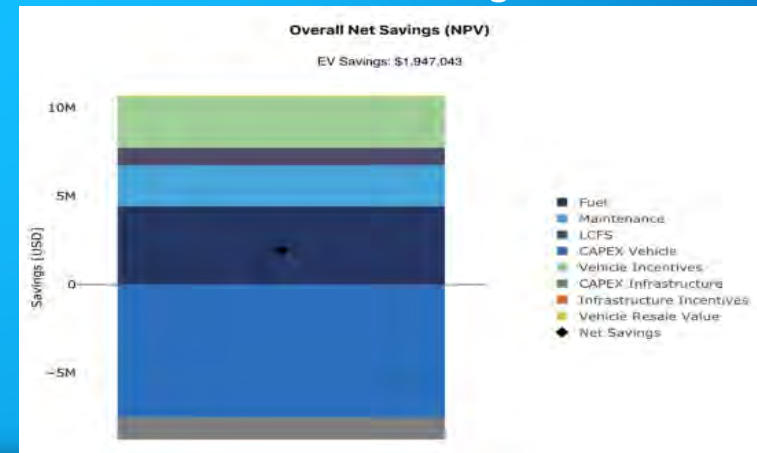
Location Deep Dive



ICE vs EV TCO Comparison



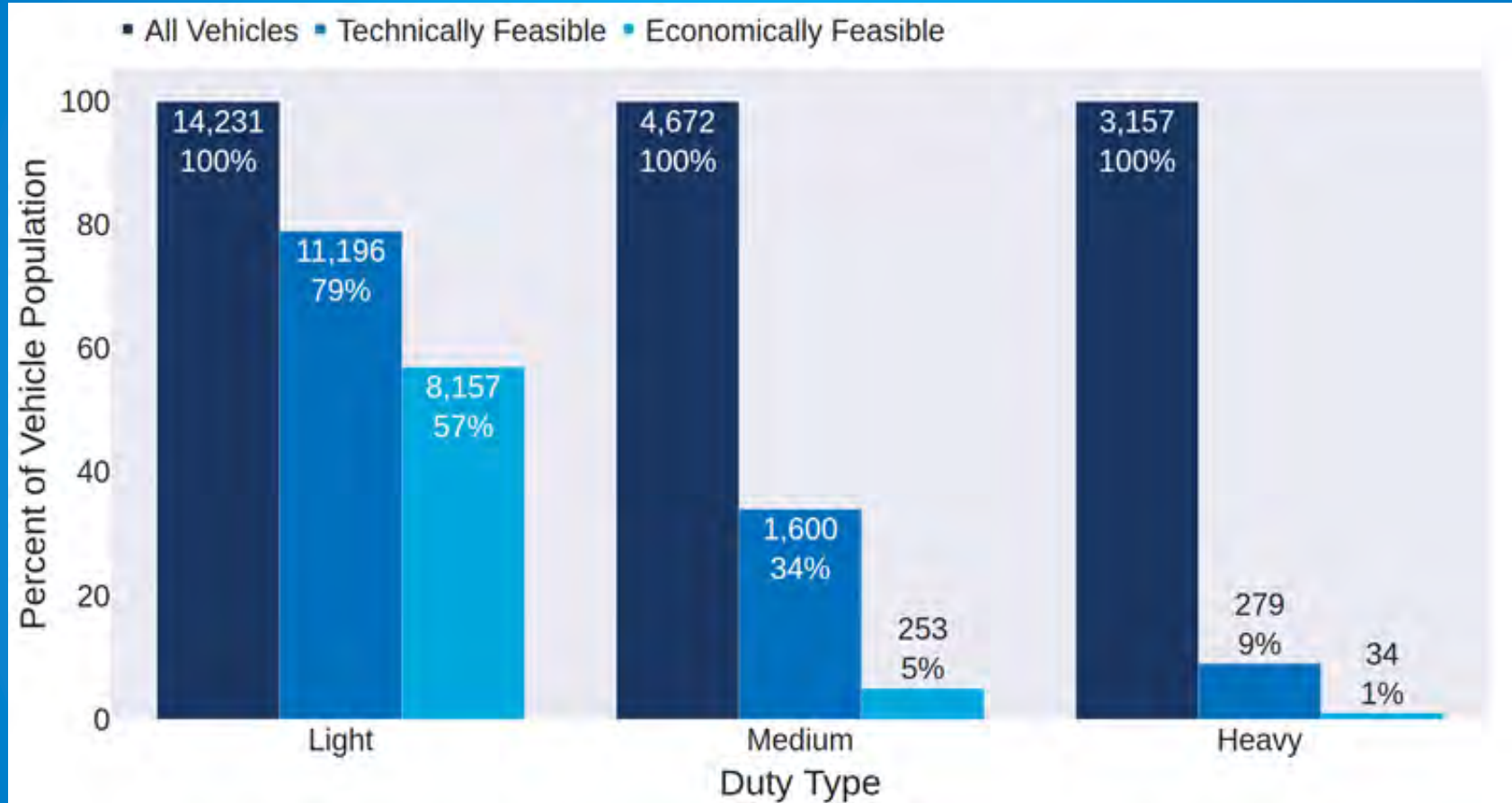
NPV Savings



Of over 14 K light-duty vehicles, 57% have an EV replacement with a lower TCO

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1) Research based on eIQ Mobility fleet electrification feasibility assessment, Feb 2020

EVs coming to market

2021 Rivian R12



2022 Ford E-Transit



2022 Ford F150 Lightning



2022 Tesla Cyber Truck



2021 Ford Mustang Mach-E



2023 Cadillac Lyriq



2022 Arrival City Van



2023 Chevy Silverado



2022 Nissan Ariya



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EV Charging 101

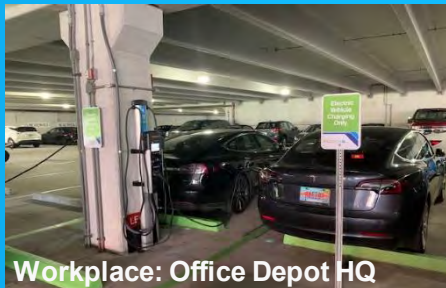
	Design	Connector	Electric and Power Specs	Charge Speed ⁽¹⁾
Level 1		 110V Wall Outlet	120 V 1.4 kW	~20 hours 
Level 2		 J1772	240 V 7 kW	6-8 hours 
Level 3 DCFC⁽²⁾		 CHAdeMO  CCS  Tesla ²	500 V 50-350 kW	~20-60 minutes 
Level 4 UHP⁽³⁾		 CHAdeMO  CCS	500 V >325 kW	<15-30 minutes 

1) Average charge times
2) Direct current fast charger
3) Ultra high powered charger

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We have partnered with customers across Florida

Site Hosts Partners

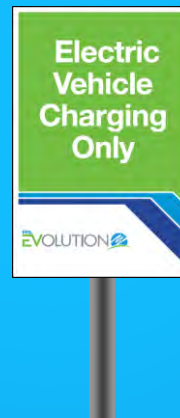


Astrotech	FL Gulf Coast	PBG District Park
Brevard Zoo	Florida Crystals	PGT Industries
Broward College	IMG Academy	Port of PB
Citrix Systems	Jupiter Medical	Pratt & Whitney
Boynton Beach	Kaplan University	SFWMD
Cocoa	Kaplan, Inc.	Sandhill Park
Coconut Creek	Kravis Center	SBA Comm.
Miami Springs	Lion Country Safari	Sunny Isles
Port St. Lucie	Midtown PGA	The Breakers
Venice	Comfort Suites	Holiday Inn
FDOT	Mutual of Am.	PBAU
City of Boca Raton	St. Mary's Hospital	Central Florida Zoo

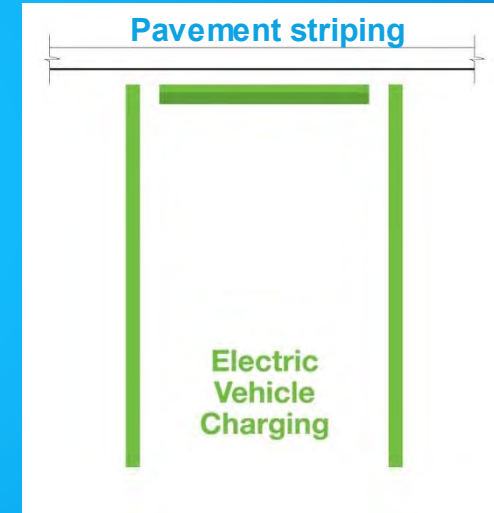


Typical Installation

Signage



Pavement striping

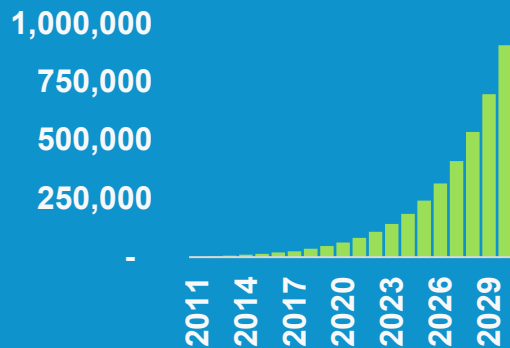


A close-up photograph of a blue electric vehicle (EV) with a white charging cable plugged into its charging port. The car is parked outdoors, and the background is a clear blue sky. The text "Let's drive the future of EV technology" is overlaid on the image in white and green font.

Let's drive the future of EV technology

Electric vehicles have seen an incredible expansion in Florida

EVs in Florida



Electric Vehicle (EV) Outlook

- 2nd largest EV state
- 25% of vehicles sold will be electric by 2025
- Declining battery costs
- All major automakers bringing EV's to market

New EVs Coming to Market

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Volkswagen ID.4 – 2021



Cadillac Lyriq – 2022



Tesla Cyber Truck – 2021



Mercedes EQC– 2021



Hyundai Ioniq – 2021



Audi e-tron Q4 – 2021

Switching to an EV

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- **Fun to drive!**
 - Smooth and fast acceleration
- **Better for the environment**
 - EVs powered with FPL's clean electricity have 70% fewer emissions
- **Range**
 - 100 - 300+ miles on a single charge
- **Financial benefits**
 - Low operating and maintenance costs
 - Yearly EV fuel savings vs. gas = ~\$500
- **Reduces foreign oil dependence**
 - Fuel your car with domestic electricity
- **Charging is convenient at home, work, or around town**
 - Start everyday with a full charge!



EV Charging 101

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	Design	Typical Electric and Power Specs	Typical Time to Charge
Level 1		120 V, 1.4 kW	20 hours 
Level 2		240 V, 7 kW	7 hours 
Level 3 Fast Charging		500 V, >100 kW	~30 minutes 

FPL EVolution is bringing 1,000 charge ports to our customers

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Charging Segments



- Workplace and fleet charging at public and/or private workplaces
- Destination charging at well-attended locations
- Fast charging in high-traffic areas strategically located sites along highway corridors and evacuation routes
- Urban Charging in dense metropolitan areas

Becoming an FPL EVolution partner benefits you and your community

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Program Benefits

- Attract new customers as EV usage grows
- Offer more value to customers and employees
- Reinforce a commitment to sustainability
- Enhance your brand's image and builds customer loyalty
- Exclusive FPL EVolution app promotes your location



Partnering with FPL is easy

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Participation

- ZERO upfront costs
 - FPL provides the EV chargers and installation
- ZERO O&M costs
 - FPL operates and maintains
- 7-10 year commitment



Workplace Charging has been shown to increase EV adoption!

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Ideal Candidates

- Workplace: Seeking locations with at least 200 employees and dedicated parking
 - Corporate HQs, office buildings/parks, parking decks, hospitals, etc.
- Can dedicate 4 – 12 parking spaces
- Host pays for the electricity and offers charging as a free amenity for drivers



Citrix



City of Port St. Lucie

Destination Charging

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Ideal Candidates

- Destination: Seeking venues with large numbers of visitors
 - Shopping plazas, tourist attractions, public parking areas, town centers, etc.
- 4 – 12 parking spaces
- Host pays for the electricity and offers charging as a free amenity for drivers



Kravis Center



PGA Midtown

FPL's fast charging also facilitates charging opportunities in metro areas

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Ideal Candidates

- Seeking locations in close proximity to downtown metropolitan high rise / apartments areas
- Can dedicate 2-4 parking spaces
- No net impact to electric bill
 - FPL pays electric bill, chargers drivers directly



Driving toward FPL EVolution

Next Steps



Identify charging locations



Execute standard site host agreement



Detailed site assessment

- Electrical and installation diligence



Installation

Thank You

FPL's fast charging network makes it easier to drive electric

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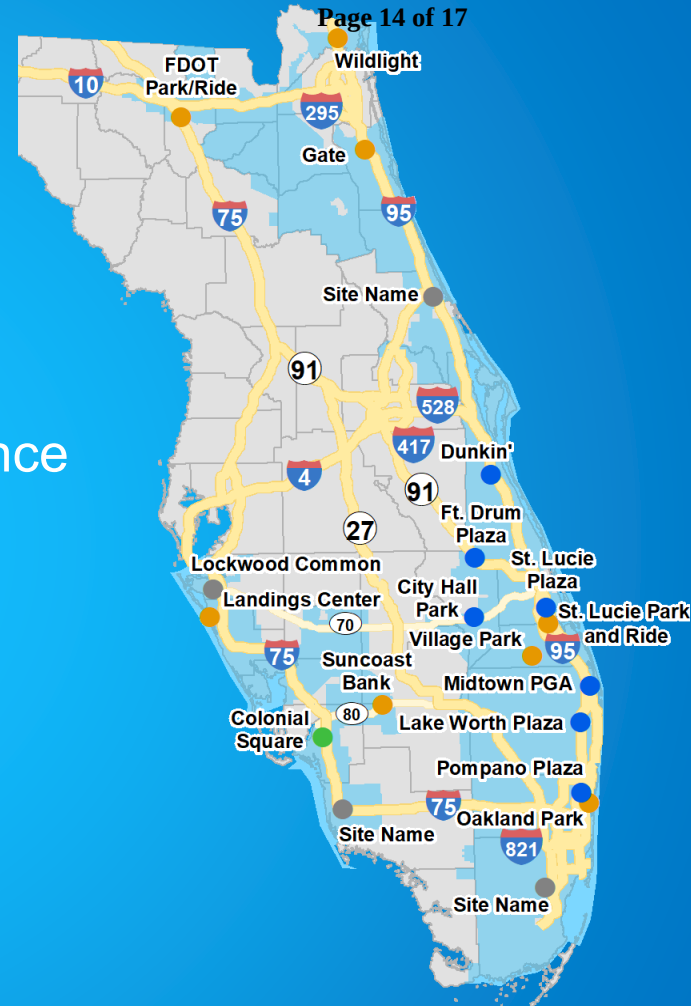
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800+ mile stretch of fast charging stations!

- Strategically located from coast to coast, giving electric drivers more range confidence

Ideal Candidates

- Seeking locations in close proximity to the highway and local amenities
- Can dedicate 4-6 parking spaces
- No net impact to electric bill
 - FPL pays electric bill, chargers drivers directly



FPL Evolution Fast Charge Installations

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Midtown PGA



Ft. Pierce Service Plaza



Ft Drum Service Plaza

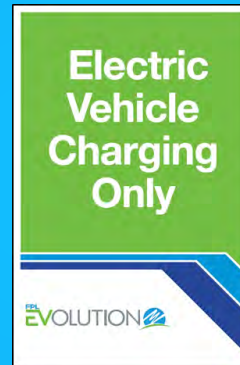


West Palm Beach Service Plaza

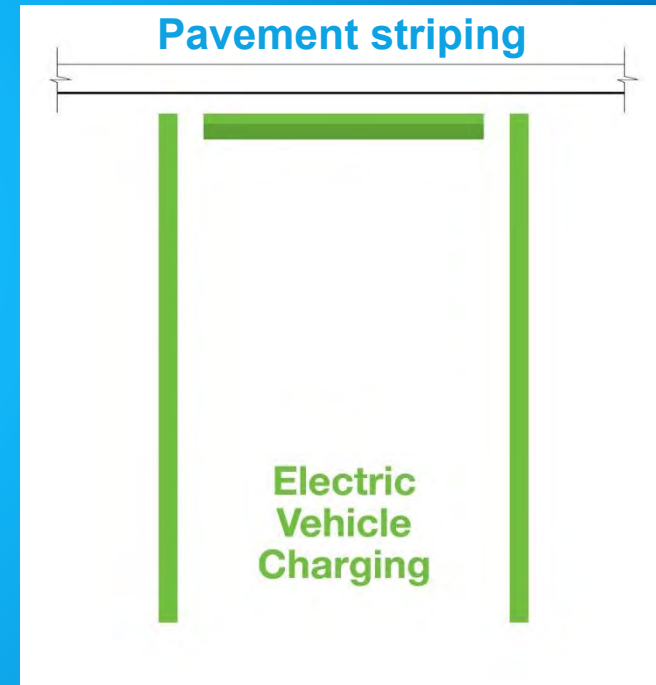
Typical Installation



Signage



Pavement striping



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Workplace: Jupiter Medical Center



Destination: City of Palm Beach Gardens

Site Hosts Partners

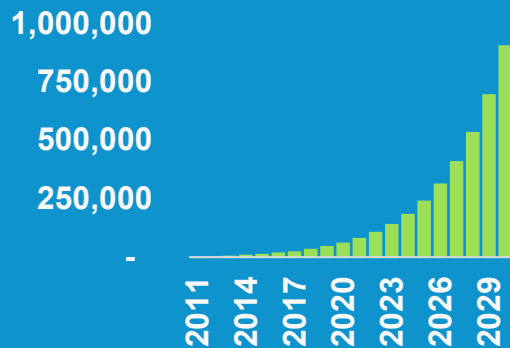
Astrotech	FL Gulf Coast	PBG DistrictPark
Brevard Zoo	Florida Crystals	PGT Industries
Broward College	IMG Academy	Port of PB
Citrix Systems	Jupiter Medical	Pratt & Whitney
Boynton Beach	Kaplan University	SFWMD
Cocoa	Kaplan, Inc.	Sandhill Park
Coconut Creek	Kravis Center	SBA Comm.
Miami Springs	Lion Country Safari	Sunny Isles
Port St. Lucie	Midtown PGA	The Breakers
Venice	Comfort Suites	Holiday Inn
FDOT	Mutual of Am.	PBAU
City of Boca Raton	St. Mary's Hospital	Central Florida Zoo

A blue electric car is shown from a low angle, with a white charging cable plugged into its charging port. The car's body is highly reflective, showing the sky and surrounding environment. The background is a clear blue sky.

Let's drive the future of **EV** technology

Electric vehicles have seen an incredible expansion in Florida

EVs in Florida



Electric Vehicle (EV) Outlook

- 2nd largest EV state
- 25% of vehicles sold will be electric by 2025
- Declining battery costs
- All major automakers bringing EV's to market

New EVs Coming to Market

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Volkswagen ID.4 – 2021



Cadillac Lyriq – 2022



Tesla Cyber Truck – 2021



Mercedes EQC– 2021



Hyundai Ioniq – 2021



Audi e-tron Q4 – 2021

Switching to an EV

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- **Fun to drive!**
 - Smooth and fast acceleration
- **Better for the environment**
 - EVs powered with FPL's clean electricity have 70% fewer emissions
- **Range**
 - 100 - 300+ miles on a single charge
- **Financial benefits**
 - Low operating and maintenance costs
 - Yearly EV fuel savings vs. gas = ~\$500
- **Reduces foreign oil dependence**
 - Fuel your car with domestic electricity
- **Charging is convenient at home, work, or around town**
 - Start everyday with a full charge!



EV Charging 101

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	Design	Typical Electric and Power Specs	Typical Time to Charge
Level 1		120 V, 1.4 kW	20 hours 
Level 2		240 V, 7 kW	7 hours 
★ Level 3 Fast Charging		500 V, >100 kW	~30 minutes 

FPL EVolution is bringing 1,000 charge ports to our customers

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Fast Charging Locations



- Highway – Strategically located sites along highways and evacuation routes enabling long distance travel
- Urban – Fast charging in dense metropolitan areas to support charging opportunities for city dwellers

Becoming an FPL EVolution partner benefits you and your community

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Program Benefits

- Brings new and repeat business to your location
- Completely maintained by FPL so there is no extra upkeep or hassle
- Exclusive FPL EVolution app promotes your location and directs drivers to nearby Fast Chargers
- Reinforce a commitment to sustainability



Partnering with FPL is easy, fast, and flexible!

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Participation

- ZERO upfront costs
 - FPL manages the construction, operation and maintenance of Fast Charging at your site
 - Fast, efficient and completed by a team of FPL installers, the installation process is designed to get your Fast Chargers up and charging quickly
- ZERO O&M costs
 - FPL operates and maintains
 - FPL meters and direct charges customers
- 10 year commitment



FPL's fast charging also facilitates charging opportunities in urban areas

Ideal Candidates

- Downtown locations near metropolitan high rise / apartments areas
- Ideal hosting sites can support 4 or more individual parking stalls and provide a hospitable experience for customers with amenities such as restaurants, groceries, shops, restrooms
- Ongoing site selection is based on market expansion needs, as well as popular routes and destinations.



FPL Evolution Fast Charge Installations

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Midtown PGA



Ft. Pierce Service Plaza



Ft Drum Service Plaza



West Palm Beach Service Plaza

Driving toward FPL EVolution

Next Steps



Identify charging locations



Execute standard site host agreement



Detailed site assessment

- Electrical and installation diligence



Installation

Thank You

QUESTION:

EV Programs – Public Fast Charging Program

Please refer to paragraph 22(ii) of the Settlement Agreement.

- a. Provide a copy of any materials to be provided to customers.
- b. Explain why FPL is not able to achieve the objectives of the Pilot by deploying DC Fast chargers under the EVOlution Pilot.

RESPONSE:

- a. FPL has not yet developed or prepared the Public Fast Charging program (“Pilot”) materials to be provided to customers. However, FPL expected to leverage the fast charge materials detailed in FPL’s response to Staff’s Tenth Data Request No. 1.
- b. Please see FPL’s response to Staff’s Tenth Data Request No. 1.

QUESTION:

EV Programs – Public Fast Charging Program

Please refer to FPL's response to Staff's Seventh Data Request, No. 9b, and Exhibit MV-6.

- a. Explain why the total estimated costs for Level 2 ports is less than the product of the average cost per port and expected port deployment.
- b. Explain why the total estimated costs for DC Fast Ports is greater than the product of the average cost per port and expected port deployment.

RESPONSE:

- a-b. Exhibit MV-6 included a preliminary breakdown of ports, charger types and market segments but the actual breakdown will depend on final site selection and actual costs. FPL's estimate on expected port deployment factored in both actual costs to date and average cost per port. In addition, software costs for DC Fast Port was not included in MV-6. Please see FPL's Response to SACE's First Set of Interrogatories No. 34 for additional detail.

QUESTION:

EV Programs – Public Fast Charging Program

Please refer to FPL's response to Staff's Seventh Data Request, No. 10b. Explain how FPL estimated the costs of the program.

RESPONSE:

The estimate of total investment in the Public Fast Charging Program ("Program") of \$100 million over the four-year period 2022-2025 was developed based on FPL's projection of incremental public fast charging needed to address the expected shortfall in public charging infrastructure, based on a range of EV adoption scenarios. FPL estimates the Program will support the installation of 1,000 fast charge stations, assuming an average installation cost of \$100,000 per fast charge station. The estimate leveraged FPL's experience installing DC fast-charging stations under the EVolution pilot to date, forecasts of EV adoption, and NREL's EVI Pro Lite tool detailed in FPL's response to LULAC-ECOSWF-FL Rising Fifth Request for Production of Documents No. 42.

QUESTION:EV Programs – Residential EV Charging Services Pilot

Please refer to paragraph 22(iii) of the Settlement Agreement.

- a. Provide a copy of any materials being provided to customers.
- b. Identify the electric vehicle service equipment (EVSE) FPL will install under the Pilot. As part of your response provide the EVSE's list price and rated amperage.
- c. Estimate the total upfront cost FPL expects a non-participant would pay on average to install a circuit and charger comparable to the one FPL will install under the program. As part of your response, explain how FPL calculated the total cost. If FPL is unable to estimate the cost, please provide a sample calculation instead.
- d. Estimate the total monthly cost a non-participant would pay to charge their vehicle off-peak under the revised Rate Schedule RTR-1. As part of your response, explain how FPL calculated the total monthly cost. If FPL is unable to estimate the cost, please provide a sample calculation instead.

RESPONSE:

- a. FPL has not yet developed or prepared the Residential EV Charging Services pilot ("Pilot") materials that will be provided to customers. As part of the Evolution pilot ("Evolution") detailed in paragraph 22(i) of the Settlement Agreement, FPL is executing a limited number of residential EVSE pilots intended to provide learnings around installation, operations, and maintenance and customer experience. FPL began those efforts in 2021 with deployments expected to occur by year-end 2021. FPL will commence development of program materials based on the learnings from those projects, best practices, and market research upon Settlement approval.
- b. FPL has not yet selected the EVSE vendors that will supply equipment for the Pilot. The following are examples of equipment being considered:

<u>Make & Model</u>	<u>Amperage</u>	<u>MSRP</u>
Enel X JuiceBox	32A	\$629
Siemens Versicharge AC	40A	\$600
FLO Home X5	30A	\$795
ChargePoint Home Flex	32A	\$699
EVBox Elvi	30A	\$995

- c. For a comparable installation, FPL expects the costs a non-participant would pay to be similar. This assertion is based on preliminary quotes from third-party installers in FPL's service area for the Full Installation scope. Installation Cost outside FPL's Full Installation scope may vary from \$750-\$2500 according to Installation Cost estimates obtained through nationally reported data and by obtaining quotes from residential electrical installers across FPL's service territory. Installation Cost ranges by home installation scenario, including i) location of the main electrical panel, ii) Customer's preferred charger mounting location, iii) available capacity for the level-2 charger electrical, and iv) physical space to install an additional 2-pole circuit breaker.
- d. The Monthly Off-Peak Energy Charge in the RS-1EV tariff (Sheet No. 8.213) is priced to be equal to FPL's estimation of the average energy cost of charging an electric vehicle off-peak under the revised Rate Schedule RTR-1, based on assumptions for estimating the average kWh per month. Accordingly, FPL estimates this monthly cost to be \$12.73 in 2022 (per Original Sheet No. 8.213) and \$12.81 in 2023 (per First Revised Sheet No. 8.213). For an explanation of how this cost was calculated, please refer to FPL's response to Staff's Fifth Data Request No. 19(b) for 2022 and FPL's response to Staff's Tenth Data Request No. 7(a) for 2023.

QUESTION:

EV Programs – Residential EV Charging Services Pilot

Please refer to tariff Sheet No. 9.843.

- a. Will any assets be installed behind the customer's service meter?
- b. Identify the statute or rule that gives the Commission jurisdiction over behind-the-meter assets.
- c. Do Commission rules allow for curtailment of EVSE?
- d. Explain the impact to the general body of ratepayers after tariff Sheet. No. 8.213 expires, as the term of the Agreement is 10 years.
- e. Could a customer execute, modify, or assign the Agreement after tariff Sheet No. 8.213 expires?
- f. Would FPL allow the customer to modify the Agreement before or after it is executed?
- g. Is there any limitation or reason FPL would not repair the EVSE?
- h. Identify any other governmental bodies or entities that would have jurisdiction over the Agreement.
- i. Can FPL disconnect a participant's EVSE due to non-payment of the program charges?

RESPONSE:

- a. Yes, FPL expects the assets under the Residential EV Charging Services pilot ("Pilot") will be installed behind the customer's service meter.
- b. The reduction of peak load requirements via this pilot is similar to other "behind-the-meter" load control programs that the Commission has approved under Section 366.81, *et seq.*, Florida Statutes. Also see sections 366.01, 366.04(2)(c); and 366.075, Florida Statutes, in the context of this utility-sponsored pilot. This pilot program is consistent with the intent and purpose of FPL's Time-of-Use rate by encouraging participants in the pilot to charge their vehicles during off-peak times, thereby reducing energy demand during peak hours. Under this pilot, FPL will learn how participants react to this incentive and what impact it may have on peak load reduction as the use of electric vehicles becomes more prominent.

- c. Commission approval of the Pilot would provide for the allowance to curtail.
- d. Customers taking service under the Pilot Tariff would be allowed to continue being served pursuant to and through the term of their Residential Electric Vehicle Charging Services Agreement (“Agreement”), even if the pilot expires after four years. Given that the Pilot is designed to have no impact on the general body of customers over the life of the Agreement, there would be no impact to the general body of customers when the tariff expires.
- e. As stated in tariff Sheet No. 8.213, no new Agreements may be executed following the expiration of the tariff. The expiration of the tariff would not impact the ability to assign or modify the Agreement. Per the terms of the Agreement, an assignment would require consent by FPL and a modification would require written consent by FPL and the participant.
- f. The Agreement sets forth the terms by which FPL and the participant can modify the Agreement.
- g. Reasons FPL would not repair the applicable EVSE are limited, but include, i) safety, ii) participant’s request, iii) Agreement is at end of term, iv) equipment cannot be repaired and needs to be replaced, and v) inability to access site.
- h. FPL is not aware of any other governmental bodies or entities that would have jurisdiction over the Agreement, but certain permits from local governmental entities may be required.
- i. Please see FPL’s response to Staff’s Ninth Data Request No. 11.

QUESTION:**EV Programs – Residential EV Charging Services Pilot**

Please refer to FPL's response to Staff's Fifth Data Request, No. 19b.

- a. Provide an updated calculation reflecting the revisions to tariff Sheet No. 8.213.
- b. Explain how FPL calculated the 10-year levelization factor. As part of your response, please provide supporting calculations.
- c. Explain how FPL calculated the annual Operation and Maintenance (O&M) costs. As part of your response, please provide supporting calculations and explain why FPL believes the charge is reasonable.
- d. Explain how FPL calculated the annual General and Administrative (G&A) costs. As part of your response, please provide supporting calculations and explain why FPL believes the charge is reasonable.
- e. Will FPL revise the program charges for new customers, to reflect variable program costs such as fuel?

RESPONSE:

- a. FPL's response to Staff's Fifth Data Request, No. 19b, reflects the supporting calculations for the Original Sheet No. 8.213 (effective January 2022). The calculations supporting the First Revised Sheet No. 8.213 (effective January 2023) are discussed below.

The Monthly Program Charge in the revised sheet is the same as that in the original. Please refer to Staff's Fifth Data Request, No. 19b.

The Monthly Off-Peak Energy charge in the revised sheet reflects the corresponding revisions for the Residential Time of Use Rider (RTR-1 – Sheet No. 8.203 and the schedules it references) and are shown in the tables below.

Off-Peak Energy Charge

Est. Annual Driving Distance (mi.)		11,836
Divided by 12 Months	÷	12
Est. Monthly Driving Distance (mi.)		986
Vehicle Efficiency (mi/kWh)	÷	3.3
Monthly Energy Usage (kWh)		299
Estimated % Charged at Home	×	85%
Monthly Residential Charging (kWh)		254
Off-Peak Energy Rate (\$/kWh)	×	0.0504
Monthly Off-Peak Energy Charge	\$	12.81

Where the Off-Peak Energy Rate (\$/kWh) was calculated as follows.

<u>Off-Peak Energy Rate per kWh</u>	<u>\$/kWh</u>	<u>source</u>
Base Energy, First 1,000 kWh	0.07118	Sheet No. 8.201
Base Energy, All additional kWh	0.08118	Sheet No. 8.201
Weighted Average Base Energy	0.07438	weighted 68.1%:31.9%
Off-Peak Base Energy Rider	(0.05595)	Sheet No. 8.203
Off-Peak Base Energy	0.01843	subtotal
Fuel, First 1,000 kWh	0.01973	As filed 2023 projections
Fuel, All additional kWh	0.02973	As filed 2023 projections
Weighted Average Fuel	0.02292	weighted 68.1%:31.9%
Off-Peak Fuel Rider	(0.00086)	As filed 2023 projections
Off-Peak Fuel	0.02206	subtotal
Other Clause Rates	0.00991	As filed 2023 projections
Off-Peak Clause Energy	0.03197	subtotal
Total Off-Peak Base and Clause Energy	0.05040	total

The On-Peak Energy Charge per kWh is calculated in the table below.

<u>On-Peak Energy Rate per kWh</u>	<u>\$/kWh</u>	<u>source</u>
Base Energy, First 1,000 kWh	0.07118	Sheet No. 8.201
Base Energy, All additional kWh	0.08118	Sheet No. 8.201
Weighted Average Base Energy	0.07438	weighted 68.1%:31.9%
On-Peak Base Energy Rider	0.12796	Sheet No. 8.203
On-Peak Base Energy	0.20234	subtotal
Fuel, First 1,000 kWh	0.01973	As filed 2023 projections
Fuel, All additional kWh	0.02973	As filed 2023 projections
Weighted Average Fuel	0.02292	weighted 68.1%:31.9%
On-Peak Fuel Rider	0.00197	As filed 2023 projections
On-Peak Fuel	0.02489	subtotal
Other Clause Rates	0.00991	As filed 2023 projections
On-Peak Clause Energy	0.03480	subtotal
Total On-Peak Base and Clause Energy	0.23714	total

- b. The 10-year levelization factor was back-solved using the attached confidential financial model such that the cumulative present value of the 10-year stream of levelized payments is equal to the cumulative present value of revenue requirements associated with the upfront costs (both discounted at FPL's weighted average cost of capital). Please see Confidential Attachment No. 1 to this response for all supporting calculations.

- c. FPL used its previous experience with the OnCall® program to estimate the associated O&M costs for the residential EV charging program as both programs install and maintain behind-the-meter FPL assets at residential single-family homes. It is estimated that an Administrative Technician will need to coordinate with the customer and/or the electrical contractor to resolve any program related issues for that particular customer home for 1 hour per year. Administrative Technician hourly rate is \$24/hr. As such:

Administrative Technician: 1hr/unit/yr * \$24/hr = \$24/unit/yr

- d. FPL estimates that the administrative costs for managing the program will be approximately \$150,000 per year. Spread over the projected 15,000 units, this equates to \$10 per unit per year.
- e. Yes, FPL will request Commission approval to revise the tariff for customers in the event of significant changes to the underlying electricity costs. Per the Residential Electric Vehicle Charging Services agreement ("Agreement"), "The Service provided under this Agreement is subject to the Rules and Orders of the Florida Public Service Commission ("FPSC") and to Company's Electric Tariff, including, but not limited to, the Residential Electric Vehicle Charging Services Rider Pilot, Rate Schedule [RS-1EV], as approved or subsequently revised by the FPSC and the General Rules and Regulations for Electric Service as they are now written, or as they may be hereafter revised, amended or supplemented (collectively, hereafter referred to as the "Electric Tariff")."

Economic Decision Making Model Residential EV Tariff



Author:

20210015-EL Staff Hearing Exhibits 01337





PROJECT TITLE:

Residential EV Tariff

\$ dollars

CPVRR: \$ 0 unfavorable / (favorable)

DATES	
Model Start Year	2022
Discount Date	1/1/2022
Inflation Base Year	2020

I) TAX RATES	
State Income Tax Rate	5.50%
Federal Income Tax Rate	21.00%
Blended Income Tax Rate	25.345%

II) COST OF CAPITAL

SOURCE	WEIGHT	ASSETS COST	WTD COST RATE	UNWTD AFTER TAX RATE	WTD AFTER TAX RATE	WTD PRE TAX RATE
DEBT	40.40%	3.51%	1.42%	2.62%	1.06%	1.42%
COMMON	59.60%	10.60%	6.32%	10.60%	6.32%	8.46%
TOTAL	100.00%				7.38%	9.88%

DISCOUNT RATE ("WACC"):	7.38%
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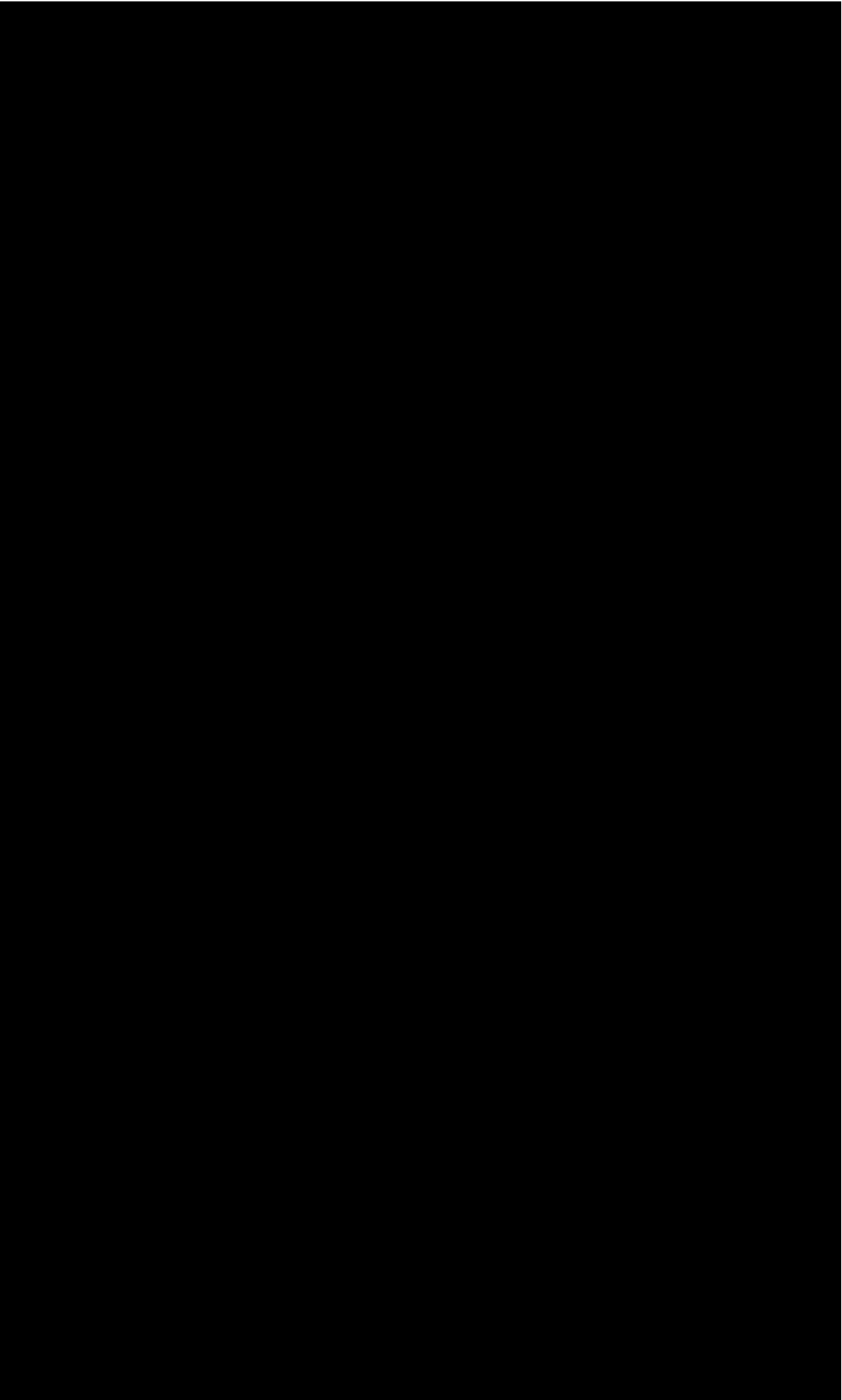
III) PROPERTY TAXES	1.73%
PROPERTY INSURANCE	0.036%

III) AFUDC

	2020	2021	2022	2023	2024
Debt	0.00%	0.00%	0.00%	0.00%	0.00%
Equity	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0.00%	0.00%	0.00%	0.00%	0.00%

IV) FEDERAL TAX INCENTIVES

	2020	2021	2022	2023	2024
ITC	30%	30%	26%	22%	10%
Bonus	0%	0%	0%	0%	0%



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[illegible]

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Item 1.54: General Information		Item 2.54: Detailed Data		Item 3.54: Summary Statistics		Item 4.54: Additional Notes	
Item 1.55: General Information		Item 2.55: Detailed Data		Item 3.55: Summary Statistics		Item 4.55: Additional Notes	
Item 1.56: General Information		Item 2.56: Detailed Data		Item 3.56: Summary Statistics		Item 4.56: Additional Notes	
Item 1.57: General Information		Item 2.57: Detailed Data		Item 3.57: Summary Statistics		Item 4.57: Additional Notes	
Item 1.58: General Information		Item 2.58: Detailed Data		Item 3.58: Summary Statistics		Item 4.58: Additional Notes	
Item 1.59: General Information		Item 2.59: Detailed Data		Item 3.59: Summary Statistics		Item 4.59: Additional Notes	
Item 1.60: General Information		Item 2.60: Detailed Data		Item 3.60: Summary Statistics		Item 4.60: Additional Notes	
Item 1.61: General Information		Item 2.61: Detailed Data		Item 3.61: Summary Statistics		Item 4.61: Additional Notes	
Item 1.62: General Information		Item 2.62: Detailed Data		Item 3.62: Summary Statistics		Item 4.62: Additional Notes	
Item 1.63: General Information		Item 2.63: Detailed Data		Item 3.63: Summary Statistics		Item 4.63: Additional Notes	
Item 1.64: General Information		Item 2.64: Detailed Data		Item 3.64: Summary Statistics		Item 4.64: Additional Notes	
Item 1.65: General Information		Item 2.65: Detailed Data		Item 3.65: Summary Statistics		Item 4.65: Additional Notes	
Item 1.66: General Information		Item 2.66: Detailed Data		Item 3.66: Summary Statistics		Item 4.66: Additional Notes	
Item 1.67: General Information		Item 2.67: Detailed Data		Item 3.67: Summary Statistics		Item 4.67: Additional Notes	
Item 1.68: General Information		Item 2.68: Detailed Data		Item 3.68: Summary Statistics		Item 4.68: Additional Notes	
Item 1.69: General Information		Item 2.69: Detailed Data		Item 3.69: Summary Statistics		Item 4.69: Additional Notes	
Item 1.70: General Information		Item 2.70: Detailed Data		Item 3.70: Summary Statistics		Item 4.70: Additional Notes	
Item 1.71: General Information		Item 2.71: Detailed Data		Item 3.71: Summary Statistics		Item 4.71: Additional Notes	
Item 1.72: General Information		Item 2.72: Detailed Data		Item 3.72: Summary Statistics		Item 4.72: Additional Notes	
Item 1.73: General Information		Item 2.73: Detailed Data		Item 3.73: Summary Statistics		Item 4.73: Additional Notes	
Item 1.74: General Information		Item 2.74: Detailed Data		Item 3.74: Summary Statistics		Item 4.74: Additional Notes	
Item 1.75: General Information		Item 2.75: Detailed Data		Item 3.75: Summary Statistics		Item 4.75: Additional Notes	
Item 1.76: General Information		Item 2.76: Detailed Data		Item 3.76: Summary Statistics		Item 4.76: Additional Notes	
Item 1.77: General Information		Item 2.77: Detailed Data		Item 3.77: Summary Statistics		Item 4.77: Additional Notes	
Item 1.78: General Information		Item 2.78: Detailed Data		Item 3.78: Summary Statistics		Item 4.78: Additional Notes	
Item 1.79: General Information		Item 2.79: Detailed Data		Item 3.79: Summary Statistics		Item 4.79: Additional Notes	
Item 1.80: General Information		Item 2.80: Detailed Data		Item 3.80: Summary Statistics		Item 4.80: Additional Notes	
Item 1.81: General Information		Item 2.81: Detailed Data		Item 3.81: Summary Statistics		Item 4.81: Additional Notes	
Item 1.82: General Information		Item 2.82: Detailed Data		Item 3.82: Summary Statistics		Item 4.82: Additional Notes	
Item 1.83: General Information		Item 2.83: Detailed Data		Item 3.83: Summary Statistics		Item 4.83: Additional Notes	
Item 1.84: General Information		Item 2.84: Detailed Data		Item 3.84: Summary Statistics		Item 4.84: Additional Notes	
Item 1.85: General Information		Item 2.85: Detailed Data		Item 3.85: Summary Statistics		Item 4.85: Additional Notes	
Item 1.86: General Information		Item 2.86: Detailed Data		Item 3.86: Summary Statistics		Item 4.86: Additional Notes	
Item 1.87: General Information		Item 2.87: Detailed Data		Item 3.87: Summary Statistics		Item 4.87: Additional Notes	
Item 1.88: General Information		Item 2.88: Detailed Data		Item 3.88: Summary Statistics		Item 4.88: Additional Notes	
Item 1.89: General Information		Item 2.89: Detailed Data		Item 3.89: Summary Statistics		Item 4.89: Additional Notes	
Item 1.90: General Information		Item 2.90: Detailed Data		Item 3.90: Summary Statistics		Item 4.90: Additional Notes	
Item 1.91: General Information		Item 2.91: Detailed Data		Item 3.91: Summary Statistics		Item 4.91: Additional Notes	
Item 1.92: General Information		Item 2.92: Detailed Data		Item 3.92: Summary Statistics		Item 4.92: Additional Notes	
Item 1.93: General Information		Item 2.93: Detailed Data		Item 3.93: Summary Statistics		Item 4.93: Additional Notes	
Item 1.94: General Information		Item 2.94: Detailed Data		Item 3.94: Summary Statistics		Item 4.94: Additional Notes	
Item 1.95: General Information		Item 2.95: Detailed Data		Item 3.95: Summary Statistics		Item 4.95: Additional Notes	
Item 1.96: General Information		Item 2.96: Detailed Data		Item 3.96: Summary Statistics		Item 4.96: Additional Notes	
Item 1.97: General Information		Item 2.97: Detailed Data		Item 3.97: Summary Statistics		Item 4.97: Additional Notes	
Item 1.98: General Information		Item 2.98: Detailed Data		Item 3.98: Summary Statistics		Item 4.98: Additional Notes	
Item 1.99: General Information		Item 2.99: Detailed Data		Item 3.99: Summary Statistics		Item 4.99: Additional Notes	
Item 1.100: General Information		Item 2.100: Detailed Data		Item 3.100: Summary Statistics		Item 4.100: Additional Notes	

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BTM EV Charger Offer		2021	2022	2023	2024	2025
Fixed Costs	Administrative	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Web design/development and Integration (FPL.com integration, data analytics, etc.)	\$250,000				
	ACT development (IT integration, email development, data integration and automation)		\$295,000	\$35,000	\$35,000	\$35,000
	Total Fixed Budget	\$300,000	\$345,000	\$85,000	\$85,000	\$85,000
Marketing	Research	\$100,000				
	Brand Developmen(brand strategy, campaign and creative development, etc.)	\$50,000				
	Email development and execution		\$100,000	\$150,000	\$150,000	\$150,000
	KSM (Digital retargeting, search, paid Ads, social media, etc.)		\$125,000	\$125,000	\$150,000	\$150,000
	Total Marketing Budget	\$150,000	\$225,000	\$275,000	\$300,000	\$300,000
	Digital Marketing Reach		40,000	52,000	70,000	90,000
	Lead Acquisition Rate %		0.5%	1.5%	2.0%	2.0%
	Leads Acquired		200	780	1,400	1,800
	Email Campaign Reach		2,000,000	3,350,000	4,000,000	4,410,000
	Open Rate %		38.3%	39.0%	40.3%	40.5%
	Email Opens		766,000	1,306,500	1,612,000	1,786,050
	Email Click Rate % (Learn More)		3.0%	3.5%	4.5%	5.0%
	Total Leads Acquired		23,180	46,508	73,940	91,103
	Churn		22,021	44,182	68,764	84,725
	Churn Rate % (current enrollment funnel)		95%	95%	93%	93%
	Enrollment		500	2,000	5,000	7,500
	Enrollmet Rate %		0.03%	0.06%	0.13%	0.17%
	Cost per acquisition		\$550	\$180	\$77	\$51

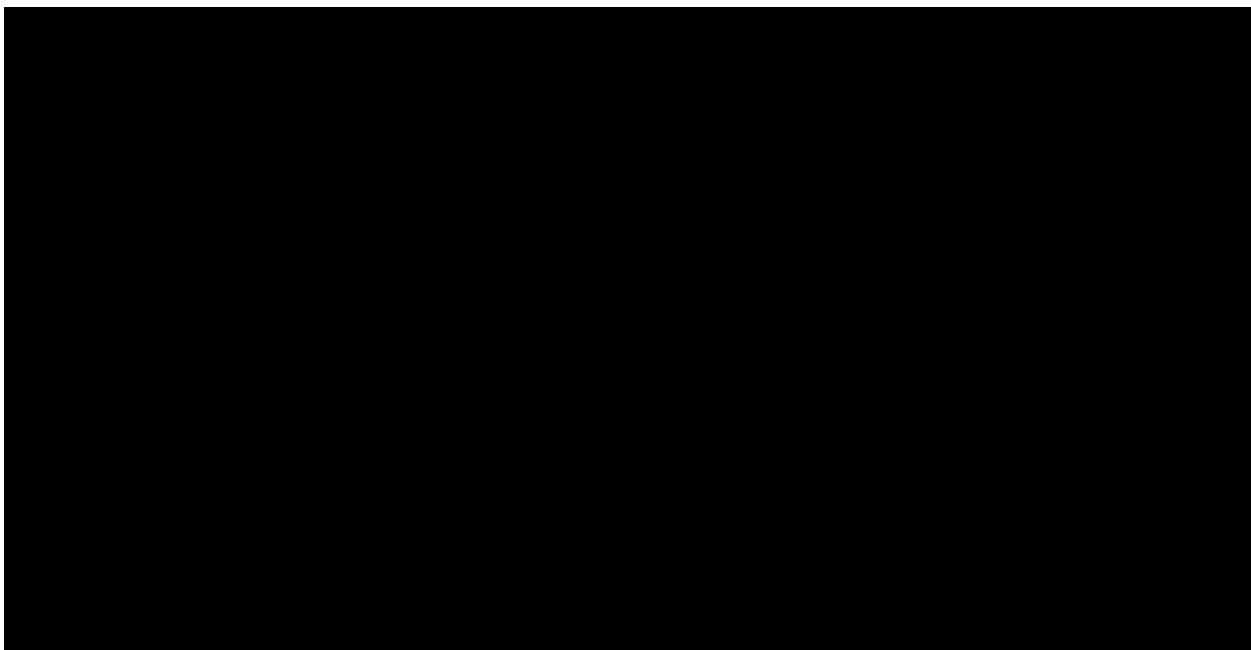
Levelized Cost per Acquisition	\$98				
Upfront	\$745,000				
On-Going	\$275,000	\$360,000	\$385,000	\$385,000	
Total	\$1,020,000	\$360,000	\$385,000	\$385,000	

900,000

1,250,000 2,150,000

745,000
1,405,000
2,150,000

Summary of Total Budget	
Fixed costs	\$510,000
Marketing budget	\$1,500,000
Total spend	\$2,300,000
Total reach	11,290,000
Total leads acquired	200,028
Churn	190,027
Average churn rate & (fallout in enrollment funnel)	95%
Total enrollments	10,007
Avg. CPA	\$230
Average enrollment rate	0.09%





	Customer Charge	Flat Base Energy	Tier 1	Tier 2	On Peak Rider	Off Peak Rider	Conservation	Capacity	Environmental	SPP	Flat Fuel	Fuel 1st Tier	Fuel 2nd Tier	On-Peak Fuel	Off-Peak Fuel	Flat RS-1	Tier 1 RS-	Tier 2 RS-1	Flat On Peak	Flat Off	Off-Peak Energy
Jan-22	8.9900	0.70702	0.06683	0.07683	0.12043	(0.05267)	0.0016	0.0026	0.0032	0.0021	0.0249	0.0217	0.0317	0.0038	(0.0016)	0.1044	0.0980	0.1180	0.2287	0.0501	12.73
Jan-23	9.5500	0.07438	0.07118	0.08118	0.12796	(0.05595)	0.0015	0.0021	0.0032	0.0031	0.0229	0.0197	0.0297	0.0020	(0.0009)	0.1072	0.1080	0.1208	0.2371	0.0504	12.81

FPL 070753
20210015-5

70752TAX ONINFLA

NOTES

QUESTION:

EV Programs – Residential EV Charging Services Pilot

Please refer to FPL's response to Staff's Seventh Data Request, No. 11a.

- a. Explain what is meant by "design flexibility."
- b. Will the EVSE be the same for each participant? If not, why?

RESPONSE:

- a. Design flexibility refers to the participant's ability to select from Full Installation or Equipment Only Installation service offerings. The Full Installation includes addition of a 240V circuit (assuming Customer has at least two appropriate breaker slots available), design calculations, permitting and up to 15 foot 50A branch circuit. This is a standard installation that will meet most customers' needs. The Equipment Only Installation service offering requires the Customer to provides a dedicated, permitted and installed 240V circuit in garage. This allows customers to have more control over their installation and configuration, for example if they want the charger further from the breaker panel and require more than a 15 foot 50A branch circuit.
- b. No, Customers will be able to select from a list of approved EVSE providers to allow for greater flexibility and options.

QUESTION:

EV Programs – Residential EV Charging Services Pilot

Please refer to FPL's response to Staff's Seventh Data Request, No. 11b. Please provide a schedule that explains how the capital and operating expenses are calculated per customer.

RESPONSE:

For a detailed schedule of capital and operating expenses, please refer to Confidential Attachment No. 1, financial model - 'ResiEVCosts' worksheet, provided in FPL's response to Staff's Tenth Data Request No. 7.

QUESTION:

EV Programs – Residential EV Charging Services Pilot

Please refer to FPL's response to Staff's Seventh Data Request, No. 11c.

- a. Identify the accounts FPL will record the Pilot's costs in.
- b. Identify the accounts FPL will record the Pilot's revenues in.
- c. Is the Pilot designed to be net neutral to non-participants?

RESPONSE:

- a-b. FPL is in the process of evaluating the proper accounting required for the Residential EV Charging Services Pilot program and has not finalized the accounting for this program. However, FPL has made the following preliminary determinations in regard to how the costs and revenues will be recorded for this program:
- Capital Costs – The charging stations will likely be recorded in plant account 371.4– Electric vehicle chargers, and the associated depreciation will be recorded to FERC account 403 – Depreciation expense. Capitalized software will be recorded in plant account 303 - Miscellaneous intangible plant and be amortized to FERC account 404 - Amortization of limited-term electric plant.
 - Operation and Maintenance (“O&M”) Expenses – Maintenance of the charging stations will be recorded to the proper distribution O&M account; marketing expenses will be recorded to the proper sales expense O&M account; administrative staff support will be recorded to FERC account 920 - Administrative and general salaries; and property taxes will be recorded to FERC account 408.1 - Taxes other than income taxes.
 - Revenues – The amount of revenue billed under the Residential EV Charging Services Pilot tariff described in paragraph 22(iii) of the proposed Settlement Agreement will be recorded in two separate FERC accounts: the energy charge will be recorded to FERC account 440 – residential sales of electricity and the program charge related to the equipment will be charged to FERC account 454 - Rent from electric property. In addition, the revenue amount charged to FERC account 440 – Residential sales will be split between clause and base revenues based on residential rates in effect at the time revenues are recorded.
- c. Yes, the Pilot is designed to be net neutral to non-participants over the life of the contract. Each participating customer will bear the full cost of installation and ongoing expenses through a fixed charge that reflects all costs to provide service.

QUESTION:**EV Programs – Commercial EV Charging Services**

Please refer to paragraph 22(iv) of the Settlement Agreement.

- a. Provide a copy of any materials being provided to customers.
- b. Please identify the EVSE FPL will install under the Pilot. As part of your response provide the EVSE's list price and rated amperage.
- c. Estimate the total upfront cost FPL expects a non-participant would pay on average to install a circuit and charger comparable to the one FPL will install under the program. As part of your response, explain how FPL calculated the total cost. If FPL is unable to estimate the cost, please provide a sample calculation instead.
- d. Estimate the total monthly cost a non-participant would pay to charge their vehicle off-peak under each applicable general service time of use Rate Schedule. As part of your response, please complete the table below and explain how FPL calculated the total monthly cost. If FPL is unable to estimate the cost, please provide a sample calculation for each general service time of use Rate Schedule instead.

Sheet No.	Rate Schedule	Monthly Cost
GST-1	8.103	
GSDT-1	8.107	
GSLDT-1	8.320	
CST-1	8.340	
GSLDT-2	8.420	
GSLDT-3	8.552	

RESPONSE:

- a. FPL has not yet developed or prepared the Commercial EV Charging Services program materials to be provided to participating customers. As detailed in FPL's response to Staff's Seventh Data Request No. 12(b), FPL is executing a limited number of EVSE projects with fleet customers intended to provide learnings around installation, operations, and maintenance of EVSE for fleets. FPL began those efforts in 2021 and is in ongoing discussions with commercial and municipal customers with the majority of deployments expected to occur in the first half of 2022. FPL will develop program materials based on the learnings from those projects and intends to recruit customers for the Pilot beginning in 2022.

- b. The technical, economic, and operational considerations of electrification feasibility preclude a “one size fits all” approach to EV and EVSE selection. The EVSE FPL will install will vary based on customer-specific requirements and will depend on a number of factors including but not limited to each customer’s: i) fleet make-up and size, ii) fleet goals, iii) route requirements, iv) necessary service upgrades, and v) charging depot location and design.
- c. Due to the reasons identified in subpart (b), FPL is unable to estimate the cost or provide a sample calculation. The cost of installation, as well as EVSE costs, will vary significantly based on the type of EVSE installed, the scope of electrical work required for the installation, and numerous customer-site specific conditions and requirements. An illustrative example is provided in Staff’s Tenth Data Request No. 12 (a).
- d. Due to the reasons identified in subpart (b), FPL is unable to estimate the cost or provide a sample calculation. The cost to charge will vary significantly based on the type of EV and EVSE and battery state of charge. It’s worth noting that the Pilot includes only the recovery of the equipment, O&M and overhead costs of the charging facility. The participant would purchase electricity based on the applicable energy tariff (e.g., GSD-1, GSDD-1, GSDD-T-1, etc.) Therefore, electricity costs would be the same for a non-participant as they would be for a participant.

QUESTION:

EV Programs – Commercial EV Charging Services

Please refer to tariff Sheet No. 8.942.

- a. Provide a sample calculation of a Monthly Service Payment, including any assumptions made by FPL. Please utilize the same assumptions that were used in FPL's response to [Question 11d above].
- b. Explain why the Monthly Service Payment is not the same fixed rate for all commercial customers, considering the Monthly Service Payment will be the same for residential customers under tariff Sheet No. 8.213.

RESPONSE:

- a. As discussed in FPL's response to Staff's Tenth Data Request No. 11(c), the cost of installation, as well as EVSE costs, will vary significantly based on the type of EVSE installed. However, as explained in the tariff (Sheet No. 8.942), the monthly service payment will reflect the levelized costs of the program. Please see Attachment No. 1 for an illustrative example of this calculation, assuming a capital expense of \$1,000,000 and annual O&M of \$10,000.
- b. Please see FPL's response to Staff's Tenth Data Request No: 11(b) and (c).

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Florida Power & Light Company
Docket No. 20210015-EI
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Request No. 12
Attachment 1 of 1
Tab 1 of 5

Monthly Service Payment Hypothetical Sample Calculation

Year		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Term	10	1	1	1	1	1	1	1	1	1	1
Project Costs											
Capital Expenditure		1,000,000									
Operations and Maintenance		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Discount Factor	7.38%	0.93	0.87	0.81	0.75	0.70	0.65	0.61	0.57	0.53	0.49
Annual Service Payment	169,212										
Monthly Service Payment	14,101										
Revenue Requirements											
	CPVRR										
Operating Expense	69,030	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Property Tax and Insurance	75,013	17,660	15,894	14,128	12,362	10,596	8,830	7,064	5,298	3,532	3,532
Depreciation	690,304	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Interest Expense	47,896	13,292	11,299	9,320	7,709	6,237	4,867	3,705	2,647	1,588	529
Return on Equity	213,386	59,217	50,337	41,522	34,346	27,785	21,685	16,507	11,791	7,075	2,358
Income Tax	72,444	20,104	17,089	14,096	11,660	9,433	7,362	5,604	4,003	2,402	801
Total Costs	1,168,074	220,272	204,619	189,066	176,077	164,050	152,744	142,881	133,739	124,596	117,220
Annual Service Payments	1,168,074	169,212	169,212	169,212	169,212	169,212	169,212	169,212	169,212	169,212	169,212
Net Revenue Requirement	-	51,060	35,407	19,854	6,866	(5,161)	(16,467)	(26,331)	(35,473)	(44,615)	(51,991)

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Florida Power & Light Company
Docket No. 20210015-EI
Staff's Tenth Data Request
Request No. 12
Attachment 1 of 1
Tab 2 of 5

GENERAL ASSUMPTIONS

PROJECT TITLE:

Sample Calculation

\$ dollars

CPVRR: \$ 1,168,074 unfavorable / (favorable)

DATES

Model Start Year
Discount Date
Inflation Base Year

2022
1/1/2022
2022

I) TAX RATES

State Income Tax Rate 5.50%
Federal Income Tax Rate 21.00%
Blended Income Tax Rate 25.345%

II) COST OF CAPITAL

SOURCE	WEIGHT	ASSETS COST	WTD COST RATE	UNWTD AFTER TAX RATE	WTD AFTER TAX RATE	WTD PRE TAX RATE
DEBT	40.40%	3.51%	1.42%	2.62%	1.06%	1.42%
COMMON	59.60%	10.60%	6.32%	10.60%	6.32%	8.46%
TOTAL	100.00%				7.38%	9.88%

DISCOUNT RATE ("WACC"):

7.38%

III) PROPERTY TAXES PROPERTY INSURANCE

1.73%

0.036%

III) AFUDC

	2020	2021	2022	2023	2024
Debt					
Equity					
Total					

Note: New AFUDC rules were approved by the PSC and effective Jan 26, 2021. Consult with Accounting to determine whether a project is eligible for AFUDC or not.

IV) FEDERAL TAX INCENTIVES

	2020	2021	2022	2023	2024	2025
ITC	0%	0%	0%	0%	0%	0%
Bonus	0%	0%	0%	0%	0%	0%

INPUTS													CPVRR:	1,168,074	
Period															0
Year													Data Entry:	\$ dollars	2022
															2023

					Commercial Operations							Percent			
Item Title		Cash Flow Type	Construction Start Date	Operations Date (COD)	Asset Type	Base/ Clause	Book Life	Tax Life	Inflation	Bonus Depreciation	Investment Tax Credit (Solar)	Subject to Property Tax	Sum	Cash Flows	
1.	Capital Costs	Capital	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	1,000,000	1,000,000	-
2.	O&M	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	100,000	10,000	10,000
3.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
4.	...	Operating Savings	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
5.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
6.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
7.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
8.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
9.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
10.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
11.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
12.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
13.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
14.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
15.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
16.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
17.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
18.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
19.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
20.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
21.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
22.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
23.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
24.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
25.	...	Operating Expense	1/1/2021	1/1/2022	EV Charging Equipment	Base	10	5	0.00%	FALSE	FALSE	100%	-	-	-
Total Item Title										Solar Exemption Expires		2038	1,100,000	1,010,000	10,000

Item Title		Cash Flow Type	CPVRR	Revenue Requirement	
1.	Capital Costs	Capital	1,099,044	210,272	194,619
2.	O&M	Operating Expense	69,030	10,000	10,000
3.	...	Operating Expense	-	-	-
4.	...	Operating Savings	-	-	-
5.	...	Operating Expense	-	-	-
6.	...	Operating Expense	-	-	-
7.	...	Operating Expense	-	-	-
8.	...	Operating Expense	-	-	-
9.	...	Operating Expense	-	-	-
10.	...	Operating Expense	-	-	-
11.	...	Operating Expense	-	-	-
12.	...	Operating Expense	-	-	-
13.	...	Operating Expense	-	-	-
14.	...	Operating Expense	-	-	-
15.	...	Operating Expense	-	-	-
16.	...	Operating Expense	-	-	-
17.	...	Operating Expense	-	-	-
18.	...	Operating Expense	-	-	-
19.	...	Operating Expense	-	-	-
20.	...	Operating Expense	-	-	-
21.	...	Operating Expense	-	-	-
22.	...	Operating Expense	-	-	-
23.	...	Operating Expense	-	-	-
24.	...	Operating Expense	-	-	-
25.	...	Operating Expense	-	-	-
Total			1,168,074	220,272	204,619

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041

20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059

38	39	40	41	42	43	44	45	46	47	48	49	50
2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072

[illegible]

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REVISTA DE CAPITAL

[illegible][illegible]

Total 2011 Tax Return

Property Tax & Depreciation	
1. Capital Gains	Capital
2. Cost	Operating Expense
3. ...	Operating Expense
4. ...	Operating Expense
5. ...	Operating Expense
6. ...	Operating Expense
7. ...	Operating Expense
8. ...	Operating Expense
9. ...	Operating Expense
10. ...	Operating Expense
11. ...	Operating Expense
12. ...	Operating Expense
13. ...	Operating Expense
14. ...	Operating Expense
15. ...	Operating Expense
16. ...	Operating Expense
17. ...	Operating Expense
18. ...	Operating Expense
19. ...	Operating Expense
20. ...	Operating Expense
21. ...	Operating Expense
22. ...	Operating Expense
23. ...	Operating Expense
24. ...	Operating Expense
25. ...	Operating Expense

Property Tax Depreciation Period

Operating Cash Flows		
	Operating assets	Capital
1.	Operating Expense	2.
2.	Operating Expense	3.
3.	Operating Expense	4.
4.	Operating Savings	5.
5.	Operating Expense	6.
6.	Operating Expense	7.
7.	Operating Expense	8.
8.	Operating Expense	9.
9.	Operating Expense	10.
10.	Operating Expense	11.
11.	Operating Expense	12.
12.	Operating Expense	13.
13.	Operating Expense	14.
14.	Operating Expense	15.
15.	Operating Expense	16.
16.	Operating Expense	17.
17.	Operating Expense	18.
18.	Operating Expense	19.
19.	Operating Expense	20.
20.	Operating Expense	21.
21.	Operating Expense	22.
22.	Operating Expense	23.
23.	Operating Expense	24.
24.	Operating Expense	25.
25.	Operating Expense	26.
Total (Present) Cash Flows		

Parent Company		
1.	Capital Costs	Capital
2.	Costs	Operating Expense
3.	...	Operating Expense
4.	...	Operating Savings
5.	...	Operating Expense
6.	...	Operating Expense
7.	...	Operating Expense
8.	...	Operating Expense
9.	...	Operating Expense
10.	...	Operating Expense
11.	...	Operating Expense
12.	...	Maintenance Expense
13.	...	Operating Expense
14.	...	Operating Expense
15.	...	Operating Expense
16.	...	Operating Expense
17.	...	Operating Expense
18.	...	Operating Expense
19.	...	Operating Expense
20.	...	Operating Expense
21.	...	Operating Expense
22.	...	Operating Expense
23.	...	Operating Expense
24.	...	Operating Expense
25.	...	Operating Expense
Total Property Expense		Operating Expense

1.	Capital Costs	Capital	4
2.	Costs	Operating Expense	2
3.	—	Operating Expense	2
4.	—	Operating Savings	2
5.	—	Operating Expense	2
6.	—	Operating Expense	2
7.	—	Operating Expense	2
8.	—	Operating Expense	2
9.	—	Operating Expense	2
10.	—	Operating Expense	2
11.	—	Operating Expense	2
12.	—	Operating Expense	2
13.	—	Operating Expense	2
14.	—	Operating Expense	2
15.	—	Operating Expense	2
16.	—	Operating Expense	2
17.	—	Operating Expense	2
18.	—	Operating Expense	2
19.	—	Operating Expense	2
20.	—	Operating Expense	2
21.	—	Operating Expense	2
22.	—	Operating Expense	2
23.	—	Operating Expense	2
24.	—	Operating Expense	2
25.	—	Operating Expense	2
26.	—	Operating Expense	2
	Investment/Initial Value %		

1.	Capital Costs	Capital	2.
2.	Debt	Operating Expense	3.
3.	—	Operating Expense	4.
4.	—	Operating Savings	5.
5.	—	Operating Expense	6.
6.	—	Operating Expense	7.
7.	—	Operating Expense	8.
8.	—	Operating Expense	9.
9.	—	Operating Expense	10.
10.	—	Operating Expense	11.
11.	—	Operating Expense	12.
12.	—	Operating Expense	13.
13.	—	Operating Expense	14.
14.	—	Operating Expense	15.
15.	—	Operating Expense	16.
16.	—	Operating Expense	17.
17.	—	Operating Expense	18.
18.	—	Operating Expense	19.
19.	—	Operating Expense	20.
20.	—	Operating Expense	21.
21.	—	Operating Expense	22.
22.	—	Operating Expense	23.
23.	—	Operating Expense	24.
24.	—	Operating Expense	25.
25.	—	Operating Expense	26.
Total Insurance Subtotals			

1.	Capital Costs	Capital	2.
3.	—	Operating Expense	4.

2007		2008	
4	Operating Expense	Operating Expense	2
5	Operating Savings	Operating Savings	1
6	Operating Expense	Operating Expense	2
7	Operating Expense	Operating Expense	2
8	Operating Expense	Operating Expense	2
9	Operating Expense	Operating Expense	2
10	Operating Expense	Operating Expense	2
11	Operating Expense	Operating Expense	2
12	Operating Expense	Operating Expense	2
13	Operating Expense	Operating Expense	2
14	Operating Expense	Operating Expense	2
15	Operating Expense	Operating Expense	2
16	Operating Expense	Operating Expense	2
17	Operating Expense	Operating Expense	2
18	Operating Expense	Operating Expense	2
19	Operating Expense	Operating Expense	2
20	Operating Expense	Operating Expense	2
21	Operating Expense	Operating Expense	2
22	Operating Expense	Operating Expense	2
23	Operating Expense	Operating Expense	2
24	Operating Expense	Operating Expense	2
25	Operating Expense	Operating Expense	2
Total Insurance Expense			
Capital		Capital	6
1	Operating Expense	Operating Expense	2
2	Operating Expense	Operating Expense	2
3	Operating Expense	Operating Expense	2

6	Operating Savings	
7	Operating Expense	
8	Operating Expense	
9	Operating Expense	
10	Operating Expense	
11	Operating Expense	
12	Operating Expense	
13	Operating Expense	
14	Operating Expense	
15	Operating Expense	
16	Operating Expense	
17	Operating Expense	
18	Operating Expense	
19	Operating Expense	
20	Maintaining Expense	
21	Operating Expense	
22	Operating Expense	
23	Operating Expense	
24	Operating Expense	
25	Operating Expense	
26	Operating Expense	
27	Total Property Tax and Insurance	

Expense Summary

Annual Report

20210015.El Staff Hearing Exhibits 01364

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461	1462	1463	1464	1465	1466	1467	1468	1469	1470	1471	1472	1473	1474	1475	1476	1477	1478	1479	1480	1481	1482	1483	1484	1485	1486	1487	1488	1489	1490	1491	1492	1493	1494	1495	1496
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20210015.EI Staff Hearing Exhibits 01366

Florida Power & Light Company
Docket No. 20210015-EI
Staff's Tenth Data Request
Request No. 12
Attachment 1 of 1
Tab 5 of 5

LOOKUP TABLES

DEPRECIABLE LIFE

Capital Class	Book	Tax
Solar	30	5
Solar, (Gen-tie, Switchyard)	30	15
Oil / Gas Production	50	20
Coal Production	65	20
Combined Cycle Production	40	20
Combustion Turbine Production	40	15
Combustion Turbine Capital Spare f	9	20
Gas Turbine Production	40	20
Nuclear Production	34	15
Transmission, Substation	44	15
Transmission, Lines	55	15
Transmission, Clearing	65	20
Transmission, Easements	100	67
Distribution, Substation	51	20
Distribution, Lines	57	20
Distribution, Clearing	65	20
Battery, Standalone	10	5
Battery, with Solar	10	5
Communications	7	7
Fiber Optics	20	7
Real, Office Buildings	55	39
Real, Stores	7	7
Real, Office Furniture	7	7
Automobiles	6	5
Light Trucks	9	5
Heavy Trucks	13	5
Information, Mainframe	5	5
Information, PC	3	5
Office Access	5	7
Office Equipment	7	7
Office, Duplicating	7	5
EV Charging Equipment	10	5
user 2	30	20
user 3	30	20
user 4	30	20
user 5	30	20

TAX DEPRECIATION SCHEDULES

LIFE	sum	1	2	3	4	5	6	7	8	9	10	11	12
1	100.00%	100.00%	-	-	-	-	-	-	-	-	-	-	-
5	100.00%	20.00%	32.00%	19.20%	11.52%	11.52%	5.76%	-	-	-	-	-	-
7	100.00%	14.29%	24.49%	17.49%	12.49%	8.93%	8.92%	8.93%	4.46%	-	-	-	-
10	100.00%	10.00%	18.00%	14.40%	11.52%	9.22%	7.37%	6.55%	6.55%	6.56%	6.55%	3.28%	-
15	100.00%	5.00%	9.50%	8.55%	7.70%	6.93%	6.23%	5.90%	5.90%	5.91%	5.90%	5.91%	5.90%
20	100.00%	3.75%	7.22%	6.68%	6.18%	5.71%	5.29%	4.89%	4.52%	4.46%	4.46%	4.46%	4.46%
39	100.00%	1.39%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%
67	100.00%	0.75%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%
custom 1	0.00%												
custom 2	0.00%												
custom 3	0.00%												
custom 4	0.00%												
custom 5	0.00%												
custom 6	0.00%												
custom 7	0.00%												
custom 8	0.00%												
custom 9	0.00%												
custom 10	0.00%												

INFLATION TABLES

RATE	mean	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
custom 1	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
custom 2	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
custom 3	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

MODEL LOOKUPS

Cash Flow Type	Code	Definition
Operating Savings	1	Savings or Revenues that flow through the income statement
Operating Expense	2	Expenses that flow through the income statement
Land	3	Land is capitalized and does not depreciate
Capital	4	Capital that starts depreciating when spent
AFUDC Capital	5	Capital that earns AFUDC until COD
CWIP Capital	6	Capital that goes into rate base when spent, but does not start depreciating until COD

Denomination	factor
\$ dollars	1
\$ thousands	1,000
\$ millions	1,000,000
\$ billions	1,000,000,000

[illegible]

[illegible]

[illegible]

QUESTION:

EV Programs – Commercial EV Charging Services

Please refer to tariff Sheet No. 9.833.

- a. Will any assets be installed behind the customer's service meter?
- b. Explain the impact to the general body of ratepayers after tariff Sheet. No. 8.942 expires, as the term of the Agreement is 10 years.
- c. Could a customer execute, modify, or assign the Agreement after tariff Sheet No. 8.942 expires?
- d. Would FPL allow the customer to modify the Agreement before or after it is executed?
- e. Are there any limitation or reasons FPL would not repair the applicable EVSE?
- f. Identify any other governmental bodies or entities that would have jurisdiction over the Agreement.
- g. Can FPL disconnect a participant's EVSE due to non-payment of the program charges?
- h. Identify an applicable law that would restrict a late payment charge to the accounts of federal, state, and local governmental entities, agencies, and instrumentalities.

RESPONSE:

- a. Yes, FPL expects most assets under the Commercial EV Charging Services pilot ("Pilot") will be installed behind the customer's service meter.
- b. FPL proposes that customers taking service under the Pilot Tariff be allowed to continue being served pursuant to and through the term of their Commercial Electric Vehicle Charging Services Agreement ("Agreement"), even if the pilot expires after four years. Given that the Pilot is designed to have no impact on the general body of customers over the life of the Agreement, there would be no impact to the general body of customers when the tariff expires.
- c. As stated in tariff Sheet No. 8.942, no new Agreements may be executed following the expiration of the tariff. Any assignment or modification would be subject to the terms of the Agreement, which would not be impacted by the expiration of the tariff.
- d. The Agreement sets forth the terms by which FPL and the participant can modify the Agreement.

- e. Reasons FPL would not repair the applicable EVSE are limited but include, i) safety, ii) participant's request, iii) Agreement is at end of term, iv) equipment cannot be repaired and needs to be replaced, and v) inability to access site.
- f. FPL is not aware of any other governmental bodies or entities that would have jurisdiction over the Agreement, but local governmental entities may have permit and inspection requirements.
- g. Please see FPL's response to Staff's Ninth Data Request No. 11.
- h. Please refer to the following statutes that address late payments charges and interest that may be applied to governmental entities:

Federal Governmental Entities

31 U.S.C. Chapter 39 (sections 3901-3903)

State Governmental Entities

Florida Statute §215.422 and §55.03

Local Governmental Entities

Florida Statute §218.73 and §218.74

QUESTION:

EV Programs – Commercial EV Charging Services

Please refer to FPL's response to Staff's Seventh Data Request, No. 12b. Explain how FPL estimated the costs of the program.

RESPONSE:

The \$25 million represents an estimate of the program costs that will be recovered from voluntary participants only over the life of the program. As detailed in FPL's response to Staff's Seventh Data Request, No. 12b, as part of the Evolution pilot detailed in paragraph 22(i) of the Settlement Agreement, FPL is executing a limited number of EVSE projects with fleet customers and is in ongoing discussions with commercial and municipal customers about fleet electrification and charging services. In establishing the estimated cost, FPL considered factors such as: (1) current market interest in fleet electrification; (2) technical, economic, and operational feasibility of electrification, (3) fleet vehicle availability and lead times, (4) implementation of new processes associated to the pilot program; and (5) estimated lead times to initially assess, then design, construct and commission new installations.

QUESTION:

EV Programs – Commercial EV Charging Services

Please refer to FPL's response to Staff's Seventh Data Request, No. 12c.

- a. Identify the accounts FPL will record the Pilot's costs in.
- b. Identify the accounts FPL will record the Pilot's revenues in.
- c. Is the Pilot designed for the costs to be net neutral to non-participants?

RESPONSE:

- a. While FPL is in the process of evaluating the proper accounting required for the Commercial EV Charging Services Pilot program, FPL expects the costs and expenses to be recorded similar to that of the Residential EV Charging Services Pilot program described in FPL's response to Staff's Tenth Data Request, Question No. 10. However, the charges to customers under the Commercial EV Charging Services Pilot program are based on a formulaic rate which, depending on the type of equipment installed, includes various operations and maintenance expenses, monitoring expenses associated with the installed equipment, administrative and general expenses, depreciation expense, income taxes, property taxes, and any expenses that are particular to a specific type of equipment. Therefore, specific FERC accounts to record costs and expenses may vary depending on the type of equipment installed.
- b. The amount of revenue billed under the Commercial EV Charging Services Pilot tariff described in paragraph 22(iv) of the proposed Settlement Agreement will be recorded in FERC account 454 - Rent from electric property.
- c. Yes, the Pilot is designed to be net neutral to non-participants over the life of the contract. Each participating customer will bear the full cost of installation and ongoing expenses through a fixed, customer specific charge that reflects all costs to provide service.

QUESTION:

EV Programs – Commercial EV Charging Services

Please refer to FPL's response to Staff's Eighth Data Request, No. 12a. Will the EVSE be the same for each participant? If not, why?

RESPONSE:

The EVSE will not be the same for each participant. The EVSE will depend on the participant's specific service need. Please see FPL's Response to Staff's Tenth Data Request No. 11 for additional detail.

QUESTION:

EV Programs – New Technologies and Software

Please refer to paragraph 22(v) of the Settlement Agreement. Provide a copy of any materials to be provided to customers.

RESPONSE:

FPL has not yet developed or prepared the New Technologies and Software materials to be provided to participating customers. As discussed in FPL's Response to Staff's Seventh Data Request Response No. 13, FPL will identify specific technologies to be evaluated based on emergent market trends. If program materials are deemed necessary materials FPL will develop based on technology selection.

QUESTION:

EV Programs – New Technologies and Software

Please refer to FPL's response to Staff's Seventh Data Request, No. 13b. Explain how FPL estimated the costs of the program.

RESPONSE:

The \$20 million for New Technologies and Software represents the spend FPL estimates will be necessary to accomplish the program objectives, based on FPL's experience with the EVolution pilot to date. As detailed in FPL's Response to Staff's Seventh Data Request Response No. 13(a), FPL plans to deploy limited pilots designed to evaluate and test new EV emerging technologies and software. Examples of the types of initiatives contemplated include but are not limited to those listed below.

- i.) Software upgrades, including the FPL Evolution App, and systems enhancements to provide a streamlined customer experience in support of the EV programs identified in paragraphs 22(i-vi) of the Settlement Agreement
- ii.) Wireless charging EVSE
- iii.) Medium and Heavy Duty EVSE that includes renewables and battery storage
- iv.) EVSE paired with renewables to provide back-up power to buildings
- v.) Vehicle to Grid

QUESTION:

EV Programs – Education and Awareness

Please refer to paragraph 22(vi) of the Settlement Agreement. Provide a copy of any materials to be provided to customers.

RESPONSE:

FPL has not yet developed or prepared the Education and Awareness program materials to be provided to participating customers. As detailed in FPL's Response to Staff's Seventh Data Request No. 14, the program will include several components designed to increase education and awareness about electric vehicles to help achieve widespread transportation electrification.

QUESTION:

EV Programs – Education and Awareness

Please refer to FPL's response to Staff's Seventh Data Request, No. 14b.

- a. Explain how FPL estimated the costs of the program.
- b. Will FPL place any limit on the type or quantity of programs it intends to offer?
- c. Will FPL limit program expenditures? If not, why.

RESPONSE:

- a. FPL estimated the \$5 million for Education and Awareness programs based on the size of the overall EV programs. FPL believes this is a reasonable allocation given the size of the general body. Of the 32 utilities with an approved utility investment in education programs over the 2016-2021 timeframe on Atlas EV Hub, investment ranged from \$48,000 to \$20.8 million with an average of \$3.07 million per utility.¹
- b. Education and awareness remain a primary barrier to greater adoption of electric vehicles and utility investment in education and awareness is needed to achieve widespread transportation electrification.² While some best practices are emerging, including “test ride and drives, retail experience centers, dealer partnerships and automaker partnerships, and other innovative partnerships,” given the nascent market FPL does not foresee a need to limit the type or quantity of programs, offered so long as they meet the objectives of the program.³
- c. Education and Awareness program expenditures will be limited to \$5 million over the four-year period 2022-2025.

¹ Source: Atlas EV Hub, Electric Utility Filings: Approved Utility Investment.
<https://www.atlasevhub.com/materials/electric-utility-filings/> (September 3, 2021)

²Alliance for Transportation Electrification, [The Missing Piece on Meeting Transportation Electrification Goals: Utility Education and Outreach Programs](#), December 2020. Page 3.

³Ibid. Page 17.

DECLARATION

I, Tiffany C. Cohen, co-sponsored the answer to Data Request No. 13 from Staff's Tenth Data Request to Florida Power & Light Company in Docket No. 20210015-EI, and the responses are true and correct based on my personal knowledge.

Under penalty of perjury, I declare that I have read the foregoing declaration and the interrogatory answer identified above, and that the facts stated therein are true.

Tiffany Cohen

Tiffany C. Cohen

Date: 9/7/2021

DECLARATION

I, Liz Fuentes, co-sponsored the answers to Data Request Nos. 10 and 15, from Staff's Tenth Data Request to Florida Power & Light Company in Docket No. 20210015-EI, and the responses are true and correct based on my personal knowledge.

Under penalty of perjury, I declare that I have read the foregoing declaration and the interrogatory answers identified above, and that the facts stated therein are true.



Liz Fuentes

Date: 9/3/2021

DECLARATION

I, Matthew Valle, sponsored the answers to Data Request Nos. 1-9, 11, 12, 14 and 16-20, and co-sponsored the answers to Data Request Nos. 10, 13 and 15 from Staff's Tenth Data Request to Florida Power & Light Company in Docket No. 20210015-EI, and the responses are true and correct based on my personal knowledge.

Under penalty of perjury, I declare that I have read the foregoing declaration and the interrogatory answers identified above, and that the facts stated therein are true.



Matthew Valle

Date: _____

9/8/21