



BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

IN RE: Investigation Of Fuel )  
Cost Recovery Clauses Of )  
Electric Companies )

DOCKET NO. 940001-EI  
FILED: July 13, 1994

FLORIDA POWER & LIGHT COMPANY'S  
LIST OF ISSUES AND POSITIONS

FUEL ADJUSTMENT ISSUES

1. What is the final fuel true-up amount for the period October 1, 1993 through March 31, 1994?

**FPL:** \$2,066,794 overrecovery

2. What is the estimated/actual fuel true-up amount for the period April 1, 1994 through September 30, 1994 which are based upon two months actual and four months revised estimates?

**FPL:** \$32,451,868 overrecovery.

3. What is the total fuel true-up to be refunded during the period October 1, 1994 through March 31, 1995?

**FPL:** \$34,518,662 overrecovery.

4. What should be the effective date of the new fuel adjustment charge, oil backout cost recovery charge, conservation cost recovery charge, capacity cost recovery charge and environmental cost recovery charge for billing purposes?

**FPL:** The Company is requesting that these new charges become effective starting with meter readings scheduled to be read on or after October 1, 1994 (Cycle Day 3) and continue through March 31, 1995 (Cycle Day 2). Billing cycles may start before October 1, 1994, and the last cycle may be read after March 31, 1995, so that each customer is billed for six months regardless of when the adjustment factor became effective.

5. What is the appropriate levelized fuel adjustment factor for the period October 1, 1994 through March 31, 1995?

FPL: 1.567 cents/kwh is the levelized recovery charge.

6. What are the appropriate Fuel Cost Recovery Factors for each rate group?

FPL:

RATE SCHEDULE	LOSS MULTIPLIER	FUEL RECOVERY FACTOR (¢/kwh)
RS-1	1.00210	1.581
GS-1	1.00210	1.592
GSD-1	1.00204	1.572
GSLD-1	1.00092	1.550
GSLD-2	0.99500	1.519
GSLD-3	0.96091	1.446
CS-1	1.00024	1.564
CS-2	0.99656	1.499
CILC-D	0.99757	1.522
CILC-G	1.00210	1.541
CILC-T	0.96091	1.436
MET	0.98063	1.505
OL-1	1.00210	1.364
SL-1	1.00210	1.364
SL-2	1.00210	1.498

RATE SCHEDULE	LOSS MULTIPLIER	ON PEAK FUEL RECOVERY (¢/kwh)	OFF PEAK FUEL RECOVERY (¢/kwh)
RST-1	1.00210	1.710	1.531
GST-1	1.00210	1.721	1.540
GSDT-1	1.00204	1.700	1.522
GSLDT-1	1.00092	1.677	1.501
GSLDT-2	0.99500	1.643	1.471
GSLDT-3	0.96091	1.564	1.400
CST-1	1.00024	1.692	1.514
CST-2	0.99656	1.621	1.451
CILC-D	0.99757	1.646	1.474
CILC-G	1.00210	1.666	1.491
CILC-T	0.96091	1.553	1.390

7. What are the appropriate Fuel Cost Recovery Loss Multipliers for each rate group?

FPL: The appropriate Fuel Cost Recovery Loss Multipliers are provided in response to Issue No. 6.

#### CAPACITY COST RECOVERY ISSUES

1. What is the final capacity true-up amount for the period October 1, 1993 through March 31, 1994?

FPL: \$8,570,760 overrecovery.

2. What is the estimated/actual capacity true-up amount for the period April 1, 1994 through September 30, 1994, which are based upon two months actual and four months revised estimates?

FPL: \$8,210,602 overrecovery.

3. What is the total capacity true-up amount to be refunded during the period October 1, 1994 through March 31, 1995?

FPL: \$9,781,361 overrecovery.

4. What are the appropriate Capacity Cost Recovery Factors for each rate group?

**FPL:**

RATE CLASS	CAPACITY RECOVERY FACTOR (\$/KW)	CAPACITY RECOVERY FACTOR (\$/KWH)
RS1`	-	0.00517
GS1	-	0.00458
GSD1	1.69	-
OS2	-	0.00286
GSLD1/CS1	1.76	-
GSLD2/CS2	1.78	-
GSLD3/CS3	1.76	-
CILCD/CILCG	1.68	-
CILCT	1.60	-
MET	1.83	-
OL1/SL1	-	0.00135
SL2	-	0.00325

RATE CLASS	CAPACITY RECOVERY FACTOR (RDC) (\$/KW)	CAPACITY RECOVERY FACTOR (SDD) (\$/KW)
ISST1D	.23	.11
SST1T	.22	.10
SST1D	.23	.11

**GPIF ISSUES**

1. What should the GPIF Rewards/Penalties be for the period of October 1, 1993 through March 31, 1994?

**FPL:** \$3,107,919 reward.

2. What should the GPIF targets/ranges be for the period of October 1, 1994 through March 31, 1995?

**FPL:**

PLANT/UNIT	EAJ TARGET (%)	HEAT RATE TARGET
CAPE CANAVERAL 1	92.4	9291
CAPE CANAVERAL 2	89.9	9338
LAUDERDALE 4	92.6	7244
LAUDERDALE 5	92.7	7206
FORT MYERS 2	93.3	9294
MANATEE 2	95.7	9758
PORT EVERGLADES 3	94.5	9149
PUTNAM 1	94.2	8682
ST. JOHNS RIVER 1	76.8	9338
ST. JOHNS RIVER 2	95.1	9379
RIVIERA 3	90.9	9893
RIVIERA 4	82.8	9851
SANFORD 4	94.6	9776
SANFORD 5	94.1	9761
TURKEY POINT 3	93.6	10888
TURKEY POINT 4	60.6	10976
ST. LUCIE 1	60.6	16403
ST. LUCIE 2	91.6	13655
SCHERER 4	84.3	<u>9561</u>
<b>GPIF SYSTEM WEIGHTED AVERAGE HR</b>		<b>10236</b>

#### OIL BACKOUT ISSUES

1. What is the final Oil Backout True-Up amount for the period October 1, 1993 through March 31, 1994?

**FPL:** \$257,863 overrecovery.

2. What is the estimated/actual Oil Backout True-Up amount for the period April 1, 1994 through September 30, 1994?

**FPL:** \$250,389 overrecovery.

3. What is the total Oil Backout True-Up amount to be collected during the period October 1, 1994 through March 31, 1995?

**FPL:** \$508,252 overrecovery.

4. What is the Projected Oil Backout Cost Recovery Factor that should be used by the Company for the period October 1, 1994 through March 31, 1995?

**FPL:** .011 cents/kwh.

#### **COMPANY SPECIFIC CAPACITY ISSUE**

1. Should FPL's proposal to change the application of the capacity charge from the current reservation or contract demand charge to a reservation component and a daily demand component for standby customers (taking service under Schedule SST-1 or ISST-1) be approved?

**FPL:** Yes. FPL proposes to change the method by which capacity costs are recovered from standby customers taking service under Schedule SST-1 or ISST-1. This proposal would change the application of the capacity charge from the current reservation or contract demand charge to a combination of a reservation component and a daily demand component. FPL believes this recovery method is appropriate because the proposed method of recovery calculates and applies the reservation component and daily demand component the same way as it was approved in our base rates by the Commission in Docket No. 850673-EU, Order No. 17159, daily-reservation demand component.

#### **COMPANY SPECIFIC FUEL ISSUE**

2. Should FPL's request to change to a weighted kWh allocation method for Fuel Cost Recovery be approved?

**FPL:** Yes. FPL is proposing to change the method of allocating fuel costs among the rate classes. The current method charges all rate classes the same average cost per kWh. In the Company's proposal the kWh's consumed in each hour are weighted such that kWh's consumed in hours with higher loads are allocated a higher proportion of fuel costs and vice versa.

FPL believes this allocation method is more appropriate because this method addresses the fact that costs of each kWh consumed are not the same during every hour of the day due to the differences in prices between fuels and efficiencies between generating units.



**WITNESSES AND SUBJECT MATTER**

<b>WITNESS</b>	<b>SPONSOR</b>	<b>SUBJECT MATTER</b>	<b>EXHIBIT TITLES</b>
B. T. BIRKETT	FPL	Levelized Fuel Cost Recovery, Capacity Cost Recovery, and Oil Backout Cost Recovery Final True-Up October 1993 through March 1994	Appendices I-IV
R. SILVA	FPL	GPIF (True-Up) October 1993 through March 1994	Document 1
R. SILVA P. C. POTERALSKI B. T BIRKETT	FPL FPL FPL	Levelized Fuel Cost Recovery, Capacity Cost Recovery, and Oil Backout Cost Recovery Factors for October 1994 through March 1995	Appendices I-V
R. SILVA	FPL	GPIF (Projections) October 1994 through March 1995	Document 1

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CERTIFICATE OF SERVICE  
DOCKET NO. 940001-EI

I HEREBY CERTIFY that a true and correct copy of Florida Power & Light Company's List of Issues and Positions have been furnished by Hand Delivery\*\* or U. S. Mail this 13th day of July, 1994, to the following:

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