

Kimberley Pena

From: Kimberley Pena
Sent: Wednesday, November 10, 2010 2:36 PM
To: Martha Brown
Cc: Carol Purvis; Ann Cole; Hong Wang; Lisa Bennett; Erik Saylor; Jenny Wu; Kenneth Franklin
Subject: RE: Docket No.100404-EI, IItem No. 6

Per this e-mail, we will place the recommendation filed on 10/14/2010 (DN 08598-10) in the 11/30/2010 Commission Conference.

From: Martha Brown
Sent: Wednesday, November 10, 2010 2:25 PM
To: Carol Purvis
Cc: Lisa Bennett; Erik Saylor; Jenny Wu; Kenneth Franklin
Subject: RE: Docket No.100404-EI, IItem No. 6

This should be placed on the November 30th agenda. Same recommendation.

From: Carol Purvis
Sent: Wednesday, November 10, 2010 2:19 PM
To: Martha Brown; Lisa Bennett; Erik Saylor; Jenny Wu
Cc: Katie Ely; Kimberley Pena; Carol Purvis
Subject: Docket No.100404-EI, IItem No. 6

At the November 9, 2010 Commission Conference, the Commissioners deferred Docket No. 100404-EI, Item No. 6, to the November 30, 2010 Commission Conference.

Please advise **immediately** if this item is to be placed on the November 30, 2010 Conference agenda, and if the same recommendation will be used or if a new one will be filed.

If the recommendation is to be placed on a conference agenda other than the November 30, 2010, please file a revised CASR with Katie Ely by Monday, November 15, 2009.

11/10/2010

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State of Florida



Public Service Commission

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COMMISSION CLERK

-M-E-M-O-R-A-N-D-U-M-

DATE: October 14, 2010

TO: Office of Commission Clerk (Cole)

FROM: Division of Economic Regulation (Wu, Franklin)
Office of the General Counsel (Brown, Bennett, Sayler)

RE: Docket No. 100404-EI – Petition by Florida Power & Light Company to recover Scherer Unit 4 Turbine Upgrade costs through environmental cost recovery clause or fuel cost recovery clause.

AGENDA: 10/26/10 – Regular Agenda – Proposed Agency Action - Interested Persons May Participate

J. K. OK
MCB JCS
ES M KEFF for JSC
CRS
W

COMMISSIONERS ASSIGNED: All Commissioners

PREHEARING OFFICER: Brisé

CRITICAL DATES: None

SPECIAL INSTRUCTIONS: None

FILE NAME AND LOCATION: S:\PSC\ECR\WP\100404.RCM.DOC

Case Background

Florida Power & Light Company (FPL) has requested approval to recover the costs associated with a turbine upgrade to the Scherer Unit 4 coal generating facility through either the Environmental Cost Recovery Clause (ECRC) or the Fuel Cost Recovery Clause (Fuel Clause). FPL asserts that with the installation of a new high pressure rotor to the Unit 4 turbine-generator, the plant will be able to generate approximately 35 MW of additional electricity output, which, in turn, will substantially offset the parasitic load imposed by the plant's environmental equipment that is being installed to comply with the Environmental Protection Agency's (EPA) Clean Air Interstate Rule (CAIR) and the Georgia Multipollutant Rule. The environmental equipment to be installed at Unit 4 includes a baghouse, a scrubber, and a selective catalytic

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Docket No. 100404-EI
Date: October 14, 2010

reduction system. FPL originally planned to perform the turbine upgrade at the same time that the environmental equipment is installed at the unit, scheduled to take place during an outage in 2012. In May 2010, however, the EPA issued a new greenhouse gas tailoring rule which FPL believes might require a New Source Review of Scherer Unit 4 for greenhouse gas emissions unless construction begins on the turbine upgrade prior to July 1, 2011. (75 Fed. Reg. 31513 et seq). Therefore, FPL is presently planning to arrange for delivery of the high pressure rotor in June 2011, with installation to commence shortly thereafter.

FPL expects to incur approximately \$5-7 million in capital costs for the turbine upgrade, and asserts that the upgrade will result in net present value fuel savings to customers of approximately \$240 million through 2045.

This is staff's recommendation on the project's eligibility for cost recovery through the ECRC or the Fuel Clause. The Commission has jurisdiction over this subject matter pursuant to the provisions of Chapter 366, Florida Statutes (F.S.), including Sections 366.04, 366.05, 366.06, 366.825, and 366.8255.

Discussion of Issues

Issue 1: Is FPL's Scherer Unit 4 steam turbine upgrade project eligible for cost recovery through the ECRC?

Recommendation: No. The project does not meet established criteria for cost recovery through the ECRC. (Brown, Wu)

Staff Analysis: The ECRC, established in 1993 by the Florida Legislature, provides an investor-owned utility the opportunity to recover the costs associated with incremental changes in environmental regulations between rate cases. Pursuant to Section 366.8255, F.S., only the utility's prudently incurred environmental compliance costs are allowed to be recovered through the ECRC. Environmental laws or regulations include "all federal, state, or local statutes, administrative regulations, orders, ordinances, resolutions, or other requirements that apply to electric utilities and are designed to protect the environment." Section 366.8255(1)(c), F.S. The statute authorizes the Commission to review and decide whether a utility's environmental compliance costs are recoverable through an environmental cost recovery factor. A utility may submit a petition to the Commission describing its proposed environmental compliance activities and projected costs, and if the activities are approved, the Commission "shall allow recovery of the utility's prudently incurred environmental compliance costs, including the costs incurred in compliance with the Clean Air Act, and any amendments thereto or any change in the application or enforcement thereof. . . ." Section 366.8255(2), F.S. The statute provides that any costs recovered in base rates may not also be recovered in the ECRC. Section 366.8255(5), F.S.

The Commission first implemented the provisions of Section 366.8255, F.S., in Docket No. 930613-EI, In re: Petition to establish an environmental cost recovery clause pursuant to Section 366.8255, Florida Statutes (Gulf Order).¹ There, the Commission identified the criteria required to demonstrate eligibility for cost recovery under the ECRC. The Commission interpreted the statute to prescribe three requirements for recovery of environmental compliance costs through the clause. In the Gulf Order at page 6, the Commission said:

Upon petition, we shall allow the recovery of costs associated with an environmental compliance activity if:

1. such costs were prudently incurred after April 13, 1993;
2. the activity is legally required to comply with a governmentally imposed environmental regulation enacted, became effective, or whose effect was triggered after the company's last test year upon which rates are based; and,
3. such costs are not recovered through some other cost recovery mechanism or through base rates.

¹ Order No. PSC-94-0044-FOF-EI, issued January 12, 1994.

Beginning with the Gulf Order, and in several other decisions over the years, the Commission has considered proposals for recovery of environmental compliance costs on a case-by-case basis, and with some flexibility; but, it has required fundamental compliance with the provisions of Section 366.8255, F.S. As the following review of Commission decisions indicates, and of particular importance to this case, the Commission has consistently enforced the requirement that projects eligible for ECRC cost recovery must be required to comply, or remain in compliance with, a governmentally imposed environmental regulation.

The Gulf Order allowed recovery through the ECRC of Gulf's Environmental Auditing Program because the program ensured the efficient management of approved environmental programs to ensure cost-effective compliance with environmental regulations.² It also allowed recovery for general air quality costs and emission monitoring costs associated with changes in the scope of compliance with existing environmental regulations and new environmental regulations.³ It denied recovery of Gulf's Clean Coal Technology program, however, because the program was a discretionary, voluntary research and development program not needed for compliance with any environmental regulations.

In Docket No. 990667-EI, In re: Petition by Gulf Power Company for approval of Plant Smith Sodium Injection System as new program for cost recovery through environmental cost recovery clause,⁴ the Commission approved the project both to comply with new Clean Air Act Amendment (CAAA) Phase II requirements and to maintain compliance with existing air permit requirements. In Docket No. 980007-EI, In re: Environmental Cost Recovery Clause,⁵ the Commission approved Gulf's additional groundwater monitoring equipment to continue to comply with an existing environmental requirement, because greater treatment capacity was needed. In that docket, the Commission also approved two additional coal crushers that contributed to overall compliance with the CAAA at the Tampa Electric Company (TECO) Gannon station even though it was not clear that the additional crushers had initially been a part of TECO's overall NOx compliance strategy for Phase II of the CAAA.

In Docket No. 020648-EI, In re: Petition for approval of environmental cost recovery of St. Lucie Turtle Net Project for period of 4/15/02 through 12/31/02 by Florida Power & Light Company,⁶ FPL's Nuclear Regulatory Commission (NRC) license to operate the St. Lucie nuclear power plant included Appendix B, which imposed certain requirements on FPL to protect several species of endangered sea turtles from entrapment in the cooling water intake canals of the plant. The NRC requirements included installation and maintenance of a five-inch mesh barrier net across the intake canal. Although the NRC requirements had not changed, FPL requested recovery of the costs for a new turtle net project, which included installation of a new net of sturdier material and support structures, conducting a bottom survey of the intake canal, maintenance dredging the canal in the vicinity of the net, and installing a sand pump near the net. These additional activities were not specifically required by Appendix B, but FPL explained that they were necessary to ensure that the net worked properly so that it could continue to comply

² Gulf Order at 19.

³ Gulf Order at 17.

⁴ Order No. PSC-99-1954-PAA-EI, issued October 5, 1999.

⁵ Order No. PSC-98-1764-FOF-EI, issued December 31, 1998.

⁶ Order No. PSC-02-1421-PAA-EI, issued October 17, 2002.

with its NRC license. In this year's ECRC docket FPL has requested approval of additional modifications to its Turtle Net Project, which FPL asserts are necessary to remain in compliance with the requirements of Appendix B.

In Docket No. 050958-EI, In re: Petition for approval of new environmental program for cost recovery through Environmental Cost Recovery Clause by Tampa Electric Company,⁷ the Commission approved a new flue gas desulphurization system reliability program to amplify an existing program that the Commission had approved earlier, because the program would allow TECO to comply with additional requirements of its Consent Decree with the EPA, even though the specific project TECO engineered was not required by the Consent Decree.

Finally, in Docket No. 060162-EI, In re: Petition by Progress Energy Florida, Inc. for approval to recover modular cooling tower costs through environmental cost recovery clause,⁸ the Commission approved Progress Energy Florida's (PEF) modular cooling tower project in order to continue compliance with wastewater discharge standards required by the Florida Department of Environmental Protection (DEP). PEF's discharge permit limits the temperature of discharge water into the Gulf of Mexico from the Crystal River plants to 96.5 degrees Fahrenheit. Increased inlet water temperatures from the Gulf during the summers of 2004 and 2005 forced PEF to reduce the output of the plants in order to remain in compliance with its discharge permit. The modular cooling towers along the discharge canal provided additional cooling capacity that allowed PEF to comply with its permit and avoid numerous, expensive derates of its base load generating units.

The Office of Public Counsel (OPC) argued that the cooling towers project was not eligible for costs recovery through the ECRC. OPC put forth several reasons for its position, but OPC's fundamental concern was that utilities were attempting to inappropriately expand the use of the clause dockets to recover costs that should be addressed in base rate proceedings. In Order No. PSC-07-0722-FOF-EI (Cooling Tower Order), the Commission acknowledged OPC's concern, but asserted the need for flexibility in the application of the ECRC statute, as long as the basic criteria of the statute were met. At page 8 of the Cooling Tower Order, the Commission said:

We believe that this interpretation is consistent with our prior decisions, and with the intent of section 366.8255, Florida Statutes, which permits recovery of a wide variety of costs associated with compliance with governmentally imposed environmental requirements, if the costs were incurred after section 366.8255 was enacted, and if the costs are not being recovered in base rates or another cost recovery mechanism. We understand OPC's concern that utilities have the incentive to pass many costs through cost recovery mechanisms, and we are attuned to that concern, but that cannot lead us to restrict the eligibility of environmental costs beyond what the statute contemplates. . . . Further, we are not persuaded that a decision to approve the eligibility of the modular cooling towers project would lead to the scenario OPC's witness Hewson describes, as

⁷ Order No. PSC-07-0499-FOF-EI, issued June 11, 2007.

⁸ Order No. PSC-07-0722-FOF-EI, issued September 5, 2007.

long as we continue to require a direct nexus between the project, its compliance costs, and the relevant environmental requirement.

FPL relies heavily on the Commission's decision in the Cooling Tower Order to support its request for recovery of the turbine upgrade costs in this case. According to FPL, PEF's modular cooling tower project avoided reductions in generating plant output from discharge temperature requirements, and FPL argues that its turbine uprate project will offset reductions in generating unit output due to the installation and operation of pollution controls at the Scherer plant. FPL does not take into account, however, the critical distinguishing fact between the two cases. The modular cooling tower project was designed to allow PEF to run its Crystal River plants in compliance with a governmentally imposed environmental requirement, DEP's wastewater discharge permit. If PEF did not comply with the temperature requirements, it could not run its plants. FPL's turbine upgrade is not designed to allow FPL to run Scherer Unit 4 in compliance with a governmentally imposed environmental requirement. Without the turbine upgrade, it can still run its plant. When the baghouse, scrubber, and selective catalytic reduction system, whose costs the Commission has approved for recovery through the ECRC, are installed in 2012, FPL will be in compliance with applicable environmental regulations, with or without the turbine upgrade. In its response to Staff's 4th Set of Interrogatories No. 44 in Docket. No. 100007-EI, FPL agreed that "not proceeding with the upgrade of the steam turbine would not violate any federal, state or local environmental rule or regulation." Allowing recovery of FPL's turbine upgrade project to offset parasitic load from environmental equipment through the ECRC would open up a whole new, perhaps extensive, subset of recoverable costs. Virtually every pollution control system creates a parasitic load for a generating unit. Staff believes that this new subset of costs is not contemplated by Section 366.8255, F.S., or the Commission's orders implementing the statute.

As this review of the Commission's ECRC decisions indicates, the facts and circumstances of environmental compliance projects eligible for cost recovery vary considerably, but the principle that connects them is the Commission's consistent insistence that the projects comply with the essential criteria of the statute and the Gulf Order, in particular here, the requirement that the projects be required to comply, or remain in compliance with, a governmentally imposed environmental regulation. FPL's Scherer Unit 4 turbine upgrade is a discretionary, voluntary project, not required by any known environmental rule or regulation. Thus there is no "direct nexus between the project, its compliance costs, and the relevant environmental requirement." Staff recommends that the proposed project does not meet established criteria for recovery through the ECRC.

Issue 2: Is FPL's Scherer Unit 4 steam turbine upgrade project eligible for cost recovery through the Fuel Clause?

Recommendation: No. The project does not meet established criteria for recovery through the Fuel Clause. (Sayler, Bennett, Franklin)

Staff Analysis:

History of Fuel Cost Recovery Clause

The fuel cost recovery clause (fuel clause) is a regulatory tool designed to pass through to utility customers the costs associated with fuel purchases. The purpose is to prevent regulatory lag. Regulatory lag occurs when a utility incurs expenses but is not allowed to collect offsetting revenues until the regulatory body approves cost recovery. Regulatory lag has historically been a problem because of the volatility of fuel costs. Regulatory lag is not of as much concern when expenses, such as capital improvements, and operations and management costs, can be planned for and included in base rate calculations. Different states have addressed volatile fuel costs in differing ways. Several jurisdictions, like Florida, have allowed recovery of fuel costs in a fuel adjustment clause. The operation of the fuel adjustment clause varies from state to state. The Commission's practice of allowing cost recovery through the fuel adjustment clause has developed over the years.

From 1925 to 1951, prior to the Commission obtaining jurisdiction over investor-owned electric utilities, Florida's electric utilities benefited from a monthly fuel adjustment clause. Starting in 1951, when the legislature granted the Commission jurisdiction over investor-owned electric utilities, the utilities applied a Commission-approved formula and placed the resulting charge on customers' bills. While some auditing functions were performed by Commission staff, no formal public hearing was held. In 1973-1974, a foreign oil embargo substantially increased the cost of oil, leading to increased consumer concern over fuel adjustment charges. On October 7, 1974, the Commission opened a docket to fully review the clause process.⁹ Two days later, on October 9, 1974, the Attorney General issued an advisory opinion which stated that the practice of allowing changes in the fuel adjustment charges without a public hearing was illegal under Florida law. 74 Op. Att'y. Gen. Fla. 309 (1974). On October 11, 1974, the first fuel adjustment clause hearing was held, which led to the approval of a stipulation that provided for a monthly hearing format on all fuel adjustment clauses.¹⁰ During the 1974 proceeding, the Commission also considered recommendations on the modification of the clause. Having considered input from interested parties, the Commission implemented a two-month lag between utilities filing for fuel clause recovery and the Commission's decision on those cost recoveries. At the time, the two month lag was intended as an incentive to the utilities to optimize fuel costs.

⁹ Order No. 6357, issued November 26, 1974, in Docket No. 74680, In re: General Investigation of Fuel Adjustment Clauses of Electric Companies.

¹⁰ Id.

In 1980, the Commission modified the clause again.¹¹ By Order 9273, utilities were able to collect fuel and fuel-related expenses on a current basis. The Commission subsequently modified the recovery clauses to allow recovery on the projections of future fuel and fuel-related expenditures subject to a true-up hearing. A true-up hearing is a hearing in which the utilities' projected fuel expenditures are adjusted to recover only actual expenditures. Also, during the time from 1980 to 1998, the Commission modified its fuel adjustment hearings, scheduling them from once a month to every six months to its current schedule, which is once a year

In 1985, the fuel clause was again amended to provide instruction as to those items that would be recoverable under the fuel clause. Prior to the August 1985 fuel hearing, the Commission instructed parties and staff to "provide information necessary for the Commission to be able to consider at the August 1985 fuel adjustment hearing whether the utilities were passing appropriate fixed and variable costs associated with fuel receipts through their fuel adjustment clauses."¹² Order No. 14546 was the result of a stipulation between OPC, FPL, TECO, Gulf, and FPC (now PEF) after a workshop exploring the issue. This policy consisted of two essential points which address the Commission's application of the fuel adjustment clauses:

1. When similar circumstances exist, the Commission should attempt to treat, for cost recovery purposes, specific types of fossil fuel-related expenses in a uniform manner among the various electric utilities. At times, however, it may be appropriate to treat similar types of expenses in dissimilar ways.
2. Prudently incurred fossil fuel-related expenses which are subject to volatile changes should be recovered through an electric utility's fuel adjustment clause. The volatility of fossil fuel-related costs may be due to a number of factors including, but not necessarily limited to: price, quantity, number of deliveries, and distance. Except as noted below, these volatile fossil fuel-related charges are incurred by the utility for goods obtained or services provided prior to the delivery of fuel to the electric utility's dedicated storage facilities. (Dedicated storage facilities mean storage facilities which are used solely to serve the affected electric utility.) All other fossil fuel-related costs should be recovered through base rates.¹³

The Commission then discussed the parties' specific applications of the Commission's articulated policy. For instance, the parties discussed "invoiced fuel charges." The invoiced fuel charges should include all price revisions and adjustments relating to volume and quality of fuel. After discussing several specific applications of the policy, the parties then agreed that the Commission policy on fuel clause recovery should be flexible enough to cover some items that would normally go through base rates. This fuel clause exception to base rate recovery was discussed as follows:

¹¹ Order No. 9273, issued March 7, 1980, in Docket No. 74680, In re: General Investigation of Fuel Cost Recovery Clause. Consideration of Staff's Proposed Projected Fuel and Purchased Power Cost Recovery Clause with an Incentive Factor.

¹² Order No. 14546, p. 1

¹³ Order No. 14546, p. 2

In addition to stipulating to the foregoing applications of policy, the parties also recommended to the Commission that the policy it adopts be flexible enough to allow for recovery through fuel adjustment clauses of expenses normally recovered through base rates when utilities are in a position to take advantage of a cost-effective transaction, the costs of which were not recognized or anticipated in the level of costs used to establish the utility's base rates. One example raised was the cost of an unanticipated short-term lease of a terminal to allow a utility to receive a shipment of low cost oil. The parties suggest that this flexibility is appropriate to encourage utilities to take advantage of short-term opportunities not reasonably anticipated or projected for base rate recovery. In these instances, we will require that the affected utility shall bring the matter before the Commission at the first available fuel adjustment hearing and request cost recovery through the fuel adjustment clause on a case by case basis. The Commission shall rule on the appropriate method of cost recovery based upon the merits of each individual case.¹⁴

The Commission, in its findings in Order No. 14546, approved the stipulation of the parties and adopted them as its own. The stipulated provisions (including the fuel clause exception to base rate recovery), were found by the Commission to be an appropriate extension of the policy established by Order No. 6357.¹⁵ As a result of the policy determinations, the Commission made two lists. One list included charges properly considered in the computation of the average inventory price of fuel. The other list contained items that were more appropriately considered in the determination of base rates. It should be noted that each item on either list was a shortened reference to the detailed description of the types of costs the

¹⁴ Order No. 14546, p. 3

¹⁵ In Order No. 6357, the Commission discussed the purpose of the fuel adjustment clause as follows: "A fuel adjustment clause is intended to compensate for day-to-day fluctuations in the cost of fuel which cannot be anticipated in the base rates. It should be constructed and applied so as to reimburse the utility for the increase in the cost of fuel as related to generation. It also operates so as to pass on to the customer any savings realized by the utility from decreased cost of fuel. (Order No. 2515-A, dated April 24, 1959). . . It should be emphasized that a utility does not make a profit on its fuel costs. . . . The charge reflected on a customer's bill each month is designed only to provide for the recovery of fuel costs experienced by the utility in generating the customer's power. Conversely, it can and has resulted in a credit to the customer's bill when the price falls below the base cost of fuel. While some may question the propriety of allowing fuel costs to be recovered through an automatic adjustment clause, recent events underscore the basic reasons why such is done for this particular cost item as opposed to others. First, electric utilities rely largely upon fossil fuels to generate power; only Florida Power and Light Company now has a nuclear unit on the line and in service. Thus, their dependency on purchasing large quantities of fossil fuels will continue to exist for many years. Presently, fuel costs represent a substantial portion of operating costs; in some instances, fuel costs alone comprise more than half of a company's total operating costs. Any fluctuation, then, in fuel costs will have a significant impact on a company's earnings and can work to the detriment of the ratepayer or the utility depending on the direction of the movement unless some means exists to recoup those increased costs or refund those savings as quickly as possible. Rate cases are time consuming and expensive, and do not lend themselves to these objectives. Second, fuel costs are a highly volatile cost item unlike other costs of the utilities, such as wages and maintenance. When the volatility factor is coupled with the magnitude of fuel costs, one can readily conclude that the fuel adjustment clause is both a necessary and proper regulatory tool to insure that both the customer and the utility receive the benefits of responsive recognition to changes in the cost of generating electricity. We do not have the slightest doubt that a type of recovery clause should be retained by the utilities in order to accomplish this goal." Order No. 6357, issued November 26, 1974, in Docket No. 74680-CI, In re: General investigation of fuel adjustment clauses of electric companies.

Commission discussed earlier in the order.¹⁶ It is Order No. 14546 that FPL is relying upon to request that capital costs for the steam turbine be included in the fuel cost recovery clause. If approved, the costs associated with this item will be included in the 2011 fuel cost recovery clause hearing and collected beginning in 2012.

Application of Order 14546 to FPL's Request

FPL is requesting an upgrade of the steam turbine (turbine upgrade) at the Plant Scherer Unit 4 coal plant be considered for possible recovery through the Fuel Clause. The turbine upgrade will offset the loss in unit output resulting from the installation of required pollution control equipment at the generating unit. The turbine upgrade consists of installing a new high-pressure rotor that is projected to allow the unit to generate approximately 35 MW of additional electric output. The 35 MW of additional output will essentially offset the parasitic load of the pollution control equipment. Scherer Unit 4's heat rate will also be improved by a rate of more than 400 Btu/kWh as a result of the turbine upgrade, meaning the unit will be able to generate electricity more efficiently in addition to increasing its output. FPL witness T.J. Keith states in FPL's September 1, 2010 testimony, that the turbine upgrade will result in fuel savings of approximately \$240 million on a net present value basis, compared to a cost of about \$7 million to upgrade the steam turbine. Witness Keith also stated that the turbine upgrade qualifies for recovery through the Fuel Clause based on Order No. 14546, issued on July 8, 1985.¹⁷

Order No. 14546 addresses the recovery of fossil fuel-related costs and states the following regarding appropriate cost recovery through the Fuel Clause:

Fossil fuel-related costs normally recovered through base rates but which were not recognized or anticipated in the cost levels used to determine current base rates and which, if expended, will result in fuel savings to customers. Recovery of such costs should be made on a case by case basis after Commission approval.

Staff believes the appropriate interpretation of Order No. 14546 is that capital projects eligible for cost recovery through the Fuel Clause should produce fuel savings based on lowering the delivered price of fossil fuel or otherwise result in burning lower price fuel at the plant. In support of this, staff notes that the order discusses a "cost effective transaction," and gives as an example, "the cost of an unanticipated short-term lease of a terminal, to allow a utility to receive a shipment of low cost oil." (Order No. 14546, p. 3) This example clearly connects fuel savings to a project that lowers the delivered price of fossil fuel (i.e., the input price). In contrast, the steam turbine upgrade increases the output and efficiency of the coal plant, resulting perhaps in less fuel burned per kWh, but has no effect on the delivered price of coal.

¹⁶ For instance, the discussion of invoiced fuel charges appears on the approved fuel clause recovery lists as items 1, 2 and 3. The fuel clause exception appears on the list as item number 10.

¹⁷ Docket No. 850001-EI-B, In re: Cost Recovery Methods for Fuel-Related Expenses.

A further example of a capital project that lowered the delivered price of fuel was approved in Commission Order No. PSC-95-1089-FOF-EI, issued on September 5, 1995.¹⁸ This order allowed FPL to purchase 462 high capacity aluminum rail cars for delivery of coal to Plant Scherer. The purchase of the rail cars enabled FPL to obtain favorable transportation rate savings from railroad companies that exceeded the recoverable cost of the purchase. This capital investment provided FPL customers an estimated \$24 million in fuel savings, in the form of reduced fuel costs to FPL's customers, by lowering the delivered price, or input price, of coal.

Staff further believes that the Commission's interpretation of Order No. 14546 should be narrow regarding "fossil fuel-related costs." The turbine upgrade is a capital project that increases output and efficiency but is not specific to fossil fuel. Such an upgrade could occur for a nuclear plant's steam turbine. The turbine upgrade should not be considered a "fossil fuel-related cost," and therefore should not be recovered through the Fuel Clause.

A complete review of the capital costs that have been recovered through the fuel clause pursuant to Order 14546 is included in Attachment A. As can be seen from that table, all but two of the orders are consistent with staff's interpretation of Order 14546. One of these orders deals with incremental security costs incurred by utilities as a result of the increase of costs at nuclear plants after the September 11, 2001 attacks. The other order was referenced by FPL witness Keith. Witness Keith states that Order No. PSC-96-1172-FOF-EI, issued on September 19, 1996,¹⁹ supports FPL's position that the turbine upgrade should be included in the fuel cost recovery clause. Staff acknowledges that this order approved recovery through the Fuel Clause of costs associated with the thermal power uprate at FPL's Turkey Point nuclear-powered Units 3 and 4, a "non-fossil fuel-related" project. Order No. 14546 states that a cost must be "fossil fuel-related" to be eligible for recovery through the Fuel Clause. Order No. 14546 also states, "Recovery of such costs should be made on a case by case basis after a Commission approval." In that particular case, the Commission granted recovery of a "non-fossil fuel-related" cost through the Fuel Clause. However, Staff believes the appropriate policy, on a going forward basis, is to narrow capital project cost recovery through the Fuel Clause to projects that are "fossil fuel-related" and that lower the delivered price, or input price, of fossil fuel.

Staff notes that for each order approving cost recovery through the fuel clause, limitations were placed on the recovery. Those limitations included the number of years over which the project could be depreciated, the method of depreciation, the allowed recovery on return on investment, and a requirement that staff audit the actual costs to true-up the original projections and to verify the prudence of the individual cost components included for recovery. Several of the projects also limited cost recovery to actual fuel savings.

Although staff believes the turbine upgrade appears to be a cost effective project that would benefit FPL and its ratepayers, staff does not believe it is appropriate for cost recovery through the Fuel Clause.

¹⁸ Docket No. 950001-EI

¹⁹ Docket No. 960001-EI

Docket No. 100404-EI
Date: October 14, 2010

Issue 3: Should this docket be closed?

Recommendation: Yes. If no person whose interests are substantially affected files a timely protest of the Commission's Proposed Agency Action, this docket may be closed upon issuance of a Consummating Order.

Staff Analysis: If no person whose interests are substantially affected files a timely protest of the Commission's Proposed Agency Action, this docket may be closed upon issuance of a Consummating Order.

Docket No. Order No.	Project	Reasons for approval
930001-EI PSC-93-1331-FOF-EI	Martin gas pipeline lateral	Commission has the flexibility to review fossil fuel related costs on a case-by-case basis to determine whether those costs are appropriate for recovery through the fuel clause. Martin gas pipeline lateral has reduced costs, or at the very minimum, not resulted in any increased costs, and the decision was made with the ratepayers' interest in mind, which is to minimize cost. Recognizing the unique facts and circumstances regarding FPL's decision to construct the lateral, to alleviate regulatory lag, and to encourage utilities to take actions to reduce fuel costs to customers, we find that it is appropriate in this case to recover the depreciation and return on investment in the Martin gas pipeline lateral through the fuel recovery clause until FPL's next rate case.
940391-EI PSC-94-1106-FOF-EI	Conversion by FPL of Manatee units to burn orimulsion	By party stipulation and subject to conditions, Commission allowed fuel clause recovery pursuant to Order 14546 of conversion of Manatee Units 1 and 2 to burn orimulsion. The burning of orimulsion represented the most economical alternative to burning oil. The recovery amount was \$72 million with a recovery period of the used and useful life of the assets. <i>*The project was never commenced.</i>
951096-EI PSC-95-1299-NOR-EI	Oil Backout Rule	Was repealed because if a utility justifies a project that will result in fuel savings to its ratepayers, those oil backout costs will generally be recoverable through the fuel clause on a case-by-case basis.
950001 PSC-95-1089-FOF-EI	FPL's recovery of rail cars	By stipulation, Commission granted rail cars. Unanticipated fuel-related costs not included in the computation of base rates when economically beneficial to a utility's ratepayers, the cost of purchasing or leasing rail cars. FPL projects that the \$24,024,000 cost will save ratepayers more than \$24 million above the cost of the cars over a 15 year period. The purchase enabled FPL to obtain favorable transportation rate savings from railroad companies and thus lower the delivered price of fuel.
	FPC conversion of Intercession City combustion turbine units P7 and P9 to burn natural gas.	By stipulation. Order No. 14546 . . . allows a utility to recover fossil-fuel related costs that result in fuel savings, even if those costs were not previously addressed in determining base rates. Each oil CT was converted to gas and the conversion resulted in fuel savings. The conversions were to produce an estimated savings of \$2.5 million with a recovery amount of \$20 million over a 5 year recovery period.
950001-EI PSC-95-0450-FOF-EI	FPL modifications to Cape Canaveral Units 1 and 2, Fort Myers Unit 2, Riviera Units 3 and 4, and Sanford Units 3, 4, and 5 to use a more economic grade of residual fuel oil	FPL stated costs would be \$2,754,502, and estimated savings of \$80 million. These fuel savings result from the use of a more economic grade of residual fuel oil. In approving the fuel clause exception to base rates for these conversions, Commission quoted from Order 14546. We recognized that certain unanticipated costs may be appropriate for recovery through the fuel clause. Order 14546 allows fuel related expenditures that are not being recovered through a utility's base rates. . . . "While it is the Commission's intent in this order to establish comprehensive guidelines for the treatment of fossil fuel related costs, it is recognized that certain unanticipated costs may have been overlooked. If any utility incurs, or will incur, a fossil fuel related cost which was not addressed in this order and the utility seeks to recover such cost through its fuel adjustment clause, the utility should present testimony justifying such recovery in an appropriate fuel adjustment hearing." We have allowed in the past, when those expenditures result in significant savings to the utility ratepayers.
960001-EI PSC-96-1172-FOF-EI	FPL's uprate of Turkey Point Units 3 and 4	The thermal power uprate was estimated to produce \$198 million in savings with a recovery amount of \$10 million over 2 years. The savings are due to the difference between low cost nuclear fuel replacing higher cost fossil fuel.
960001-EI PSC-96-0353-FOF-EI	FPC conversion of Intercession city P8 and P10 turbine units to burn natural gas.	By stipulation. Order 14546 allows a utility to recover fossil-fuel related costs that result in fuel savings, even if those costs were not previously addressed in determining base rates. Each oil CT was converted to gas and the conversion resulted in fuel savings. The conversions were to produce an estimated savings of \$16 million with a recovery amount of \$2.6 million over a 5 year recovery period.
970001-EI PSC-97-1045-FOF-EI	FPC's conversion of Debary Unit 9 to burn natural gas	Order 14546 allows a utility to recover fossil-fuel related costs which result in fuel savings when those costs were not previously addressed in determining base rates. The oil CT was converted to gas and the conversion resulted in fuel savings. The conversion was to produce an estimated savings of \$2.1 million with a recovery amount of \$734,000 over a 5 year recovery period.
970001-EI PSC-97-0359-FOF-EI	FPC conversion of Debary 7, Bartow 3 and 4, Suwannee 1 to burn natural gas	By stipulation. Order 14546 allows a utility to recover fossil-fuel related costs which result in fuel savings when those costs were not previously addressed in determining base rates. Each oil CT was converted to gas and the conversion resulted in fuel savings. The conversions were to produce an estimated savings of \$22 million with a recovery amount of \$7.5 million over a 5 year recovery period.
970001-EI	FPL's investment	By stipulation. Recover the depreciation expense and return on investment for rail cars

Docket No. Order No.	Project	Reasons for approval
PSC-97-0359-FOF-EI	on rail cars FPL's modifications to generating plants and fuel storage facilities to use low gravity fuel oil.	purchased to deliver coal to the Scherer Plant. Pursuant to Order 14546 unanticipated fuel-related costs not included in the computation of base rates may be considered for recovery through a utility's fuel clause. When economically beneficial to a utility's ratepayers, the cost of purchasing or leasing rail cars is considered to be a fuel-related expense that should be recovered through the fuel clause. By stipulation. These modifications will allow FPL to operate these plants and using a heavier more economic grade of residual fuel oil. Order 14546 allows a utility to recover fossil-fuel related costs which result in fuel savings when those costs were not previously addressed in determining base rates. The modifications were to produce an estimated savings of \$19 million with a recovery amount of \$2 million over a 3 year recovery period.
980001-EI PSC-98-0412-FOF-EI	FPC's conversion of Suwannee 3 to burn natural gas.	Order 14546 allows a utility to recover fossil-fuel related costs which result in fuel savings when those costs were not previously addressed in determining base rates. The oil CT was converted to gas and the conversion resulted in fuel savings. The conversion was to produce an estimated savings of \$3.25 million with a recovery amount of \$2.45 million over a 5 year recovery period.
980001-EI PSC-98-1715-FOF-EI	FPC's conversion of Debarry 8 to burn natural gas	Order 14546 allows a utility to recover fossil-fuel related costs which result in fuel savings when those costs were not previously addressed in determining base rates. The oil CT was converted to gas and the conversion resulted in fuel savings. The conversion was to produce an estimated savings of \$3.4 million with a recovery amount of \$1.8 million over a 5 year recovery period.
010001-EI PSC-01-2516-FOF-EI	Incremental Power Plant Security Costs request by FPL	By stipulation. Parties restated that regulatory treatment of capital costs that are expected to reduce long-term fuel costs is the treatment prescribed in Order 14546 where we listed the types of costs that are recoverable through the Fuel Cost Recover Clause. . . . Parties also stipulated that the appropriate rate of return on the unamortized balance of capital projects with an in-service date on or after Jan 1, 2002, is the utility's cost of capital based on the midpoint of its authorized return on equity. We approve these stipulations as reasonable. We find that recovery of this incremental cost through the fuel clause is appropriate in this instance because there is a nexus between protection of FPL's nuclear generation facilities and the fuel cost savings that result from the continued operation of those facilities. Further, we believe that this type of cost is a potentially volatile cost, making it appropriate for recovery through the fuel clause. . . . In addition, we find that recovery of this cost through the fuel clause provides a good match between the timing of the incurrence and recovery of the cost. . . . We believe that approving recovery of this incremental power plant security cost through the fuel clause sends and appropriate message to Florida's investor-owned electric utilities that we encourage them to protect their generation assets in extraordinary, emergency conditions as currently exist. <i>* Incremental Security costs were moved into the capacity clause in Docket No. 020001-EI by Order No. PSC-02-1761-FOF-EI issued on December 13, 2002.</i>
050001-EI PSC-05-1252-FOF-EI	FPL sleeving project at St. Lucie No. 2	By Order 14546 we set forth certain criteria for establishing the types of expenses that are eligible for recovery through the fuel clause. In particular, a utility must show that a cost will not be recognized or is not anticipated to be recovered in current base rates. We believe that FPL knew about the potential to sleeve the tubes when it filed its minimum filing requirements for its most recent rate case. <i>* The FPL sleeving project was denied. The project was anticipated prior to FPL's rate case and should have been requested for recovery in base rates.</i>