State of Florida

Public Service Commission

CAPITAL CIRCLE OFFICE CENTER • 2540 SHUMARD OAK BOULEVARD
TALLAHASSEE, FLORIDA 32399-0850

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

DATE: September 19, 2011

TO: Ann Cole, Commission Clerk, Office of Commission Clerk

FROM: Suzanne M. Ollila, Economic Analyst, Division of Economic Regulation SMO

RE: Docket No. 110131-EI - Petition for Approval of Tampa Electric Company's 2011 Depreciation Study and Annual Dismantlement Accrual Amounts

Please place the attached enclosure in the above docket file. The enclosure consists of an email to Tampa Electric re supplemental responses and the responses from Tampa Electric.

If you have any questions, please do not hesitate to let me know. Thank you.

Attachment

Sue Ollila

From: *Caroline Klancke*

Sent: *Thursday, August 25, 2011 4:39 PM*

To: *'Jim Beasley'*

Cc: *'Patty Christensen'; Sue Ollila; Pat Lee; Devlin Higgins; Jenny Wu; David Dowds*

Subject: *110131 Supplemental Responses to Staff Data Requests 1 & 2*

As we discussed at the informal meeting today, I have drafted the following itemization of the TECO data requests requiring supplemental responses and a brief explanation of the supplement requested. You specified that two weeks will be needed to provide the information requested. Thus, please confirm via responsive email that the date for submission of the supplemental responses is Thursday, September 8, 2011. Thank you again for meeting with us today and discussing in depth staff's inquiries.

1. 51: Provide further explanation with respect to the response and include clarification of origin/impact of index variations
2. 66(c): provide a breakdown of the major amounts comprising the $457,748 with the associated ages at the time that the adjustments were made
3. 70(g): supplement answer with written explanation re the RWIP allocation issue.
4. 70(k) & (l): supplement as discussed
5. 70(r) & (s): supplement with the impact of RWIP issue impact on Account 392. For example, please also explain how your response to the data request relates to the original question regarding very high negative cost of removal
6. 70(p): include information regarding the impact of leasing vehicles, as well as what happened during company's vehicle policy transition from purchasing to leasing as discussed (e.g. one leasing company was out of business so TECO still needed to purchase some new vehicles)
7. 70(u) & (v): supplement as discussed
8. 72: provide additional detail re, or example, mileage, maintenance cost and under-utilization criteria for retirements
9. 74: Clarify the table/figures provided in data request response page 269
10. 80: Explain what the two assets identified in the response are/contain
11. 81: Clarify response. In particular, the significance/meaning of the footnote contained in Bates Stamped Page 1111.
12. 83: Clarify/explain as discussed
13. 85: Clarify/explain (the response refers to Q. 83 which uses 2009 figures yet this data request is seeking 2010 based information); include in your response the impact of RWIP issues, if any
14. 116: Explain the reasons for the shift from a 3 year amortization period back to a 4 year amortization period
15. 127: Add column to table reflecting the cost/dollars associated with the vehicles at the date of retirement

Caroline M. Klancke
Senior Attorney
Economic Regulation Section
Office of the General Counsel

Florida Public Service Commission
Phone: (850) 413-6220
Fax: (850) 413-6221
chlancke@psc.state.fl.us

AUSLEY & MCMULLEN

ATTORNEYS AND COUNSELORS AT LAW

123 SOUTH CALHOUN STREET
P.O. BOX 391 (ZIP 32302)
TALLAHASSEE, FLORIDA 32301
(850) 224-9115 FAX (850) 222-7560

September 12, 2011

HAND DELIVERED

Mr. David Dowds
Division of Economic Regulation
Florida Public Service Commission
Room 105D – Gerald L. Gunter Bldg.
2540 Shumard Oak Boulevard
Tallahassee, FL 32399-0850

Re: Updated Response to Staff's First Data Request Nos. 1-110 (Request No. 16)
FPSC Docket No. 110131-EI

Dear Mr. Dowds:

Enclosed are five copies of Tampa Electric's response to Staff's First Data Request, Request No. 16, Revised September 12, 2011.

Sincerely,

James D. Beasley

JDB/pp
Enclosures

cc: Office of Commission Clerk (w/o enc.)
Office of General Counsel (Klancke, w/o enc.)
Patty Christensen (w/enc.)

TAMPA ELECTRIC COMPANY
DOCKET NO. 110131-EI
STAFF'S FIRST SUPPLEMENTAL
DATA REQUEST
REQUEST NO. 1
BATES STAMPED PAGE: 1
FILED: SEPTEMBER 12, 2011

Supplement to Staff's First Data Request No. 51

1. Provide further explanation with respect to the response and include clarification of origin/impact of index variations.

A. For those transmission, distribution, and general (T,D&G) plant accounts where simulated plant records (SPR) calculated an extremely large index of variation, the company relied upon the range of state averages for the Florida IOU's and engineering guidance to select the average service life and curve type for the calculation of the remaining service life and theoretical reserve.

For those T,D&G plant accounts where the company has vintage asset records, the actual survivors were used to calculate the remaining service life and theoretical reserve.

TAMPA ELECTRIC COMPANY
DOCKET NO. 110131-EI
STAFF'S FIRST SUPPLEMENTAL
DATA REQUEST
REQUEST NO. 2
BATES STAMPED PAGE: 2
FILED: SEPTEMBER 12, 2011

Supplement to Staff's First Data Request No. 66c

2. Provide a breakdown of the major amounts comprising the $457,748 with the associated ages at the time that the adjustments were made

A. The transfer into Account 390.00 was for the Manatee Viewing Center, which was originally assigned to the Big Bend Power Station series of plant accounts due to its close proximity to the power station. The Manatee Viewing Center is for public access to view Florida manatees enjoying the winter weather, swimming near Big Bend Power Station's hot water discharge. Specific details from the original account records are included in the chart below. This costing matches the summarized "Adjustments or Transfers" column on Bates-stamped page numbers 1092 and 1099.

Utility Account Description	**Cost**	**Retirement Unit**	**In-Service Year**
311.40 Structures & Improvements	$ 24,509	Walkway / Sidewalk	June 1986
311.40 Structures & Improvements	2,591	Fence	June 1986
311.40 Structures & Improvements	24,169	Fence	January 1987
311.40 Structures & Improvements	30,647	Dock	January 1987
311.40 Structures & Improvements	5,119	Pump - Complete	February 1996
311.40 Structures & Improvements	37,069	Landscaping	September 1998
311.40 Structures & Improvements	16,771	Architectural Features	October 1999
311.40 Structures & Improvements	314,464	Parking Area	December 2006
Subtotal	**455,339**		
315.40 Accessory Electric Equipment	**2,409**	Security System	August 2004
Total Big Bend Common	**$ 457,748**	'Adjustments or Transfers' column on Bates-stamped page numbers 1092 and 1099	

Supplement to Staff's First Data Request No. 70g

3. Supplement answer with written explanation re the RWIP allocation issue.

A. The accumulated depreciation reserve in Account 108 is comprised of annual depreciation accruals, retirements, final closed cost of removal and salvage, and incurred cost of removal and salvage pending final close.

Retirement Work in Progress (RWIP) pending final close is a situation where the company has expended cash for cost of removal or has received cash for salvage in advance of the asset retirement.

IRS Tax Accounting needs and Cost of Service Study needs require that RWIP pending final close is allocated to a plant account in advance of the retirement posting. This is accomplished by the RWIP allocation (preliminary classification).

The RWIP allocation sometimes results in a timing lag on the Annual Status Report. The cost of removal and salvage transactions occur in the current year, but the asset retirement is not posted until the subsequent year causing the timing lag. Also, this timing lag disconnects the matching of retirements with cost of removal & salvage for depreciation study purposes. When RWIP pending final close is included but the retirement is not, the results of the Net Salvage Analyses is distorted and should be removed.

In January 2009, Tampa Electric implemented a new fixed assets system (PowerPlant) that performs the RWIP allocation. The RWIP allocation feature is configurable within the system. Each month the RWIP allocation is recalculated and reallocated to the eligible plant accounts. Land and amortizable plant accounts are not eligible for RWIP allocations.

Supplement to Staff's First Data Request No. 70 k and 70 l

4. Supplement as discussed.

A. See response to Request No. 3 that references Staff's First Data Request No. 70.g.

Supplement to Staff's First Data Request No. 70 r and 70 s

5. Supplement with the impact of RWIP issue impact on Account 392. For example, please also explain how your response to the data request relates to the original question regarding very high negative cost of removal.

A. In review of the Supplemental to Staff's First Data Request No. 70.s request, the company determined the presentation of the RWIP allocation on the 2009 Annual Status Report was in error, which was included in the original filing of the Net Salvage Analysis. The RWIP allocation spreads both gross cost of removal and gross salvage. However, during production of the 2009 Annual Status Report, the RWIP allocation was treated as a net cost of removal activity only. This error is visible in the transportation vehicle accounts because the spread of salvage is greater than the spread of cost of removal, which when presented in the gross cost of removal column appeared as negative cost of removal.

Again, the original filing of the Net Salvage Analysis was distorted when referencing the RWIP allocation presentation on the 2009 Annual Status Report. Thus to resolve this issue, the RWIP allocation should not be included for Net Salvage Analysis because of the timing lag cited in the response to Request No. 3.

Supplement to Staff's First Data Request No. 70 p

6. Include information regarding the impact of leasing vehicles, as well as what happened during company's vehicle policy transition from purchasing to leasing as discussed (e.g. one leasing company was out of business so TECO still needed to purchase some new vehicles)

A. The financial decision was made to go from purchasing to leasing vehicles in August, 2003. The impact of lease versus purchasing is that Tampa Electric capital funds are not consumed by vehicle purchases, along with the decreased impact of depreciation as they are not considered an owned asset.

The original lease agreement in 2003 was with Bankers Leasing/GE Capital Commercial Inc. (GE Capital). In November of 2008, Tampa Electric was issued a letter to terminate the Master Lease Agreement with GE Capital. The termination allowed for a one year transition period to transfer and/or purchase vehicles leased by GE Capital. In June of 2009, a Master Lease Agreement was established with Wells Fargo Equipment Finance, Inc. (Wells Fargo). During the transition from GE Capital to Wells Fargo, all equipment was evaluated for continued lease with Wells Fargo. Lease supplements expiring with GE Capital prior to the Master Lease Agreement with Wells Fargo were purchased by Tampa Electric.

The current strategy of Tampa Electric is to continue leasing new equipment annually based on the vehicle replacement plan analysis.

Supplement to Staff's First Data Request No. 70 u and v

7. Supplement as discussed.

A. The Energy Supply business unit purchased new vehicles into the fleet and retired older, inefficient trucks in both the medium and light categories. Many of these retirements are vehicles that were once included in the Energy Delivery fleet and later transferred to Energy Supply.

The new Energy Supply purchases are primarily in the light vehicle category, which further explains the higher retirement rate for the medium trucks. Due to consolidation of various warehouse and storage facilities, the utilization of medium vehicles was no longer justified for the transportation of parts and equipment. For this reason, medium vehicles were replaced with light trucks within Energy Supply.

During 2007 to 2010, both the light and medium categories experienced vehicle replacements, which explain the increased retirement rates. There are not many assets in both categories, so a single retirement can cause an elevation in the percentage increase.

Supplement to Staff's First Data Request No. 72

8. Provide additional detail re, or example, mileage, maintenance cost and under-utilization criteria for retirements.

A. The requested data is provided in Excel on the enclosed CD, which is the 2012 electronic version of Tampa Electric's vehicle replacement plan.

This vehicle replacement plan is analyzed based on a weighting of three criteria: age, mileage, and accumulated repair cost. The spreadsheet model includes all fleet vehicles for Tampa Electric. This information is used to determine vehicle replacements each year. The scoring is based on the age, mileage, and repair costs of each vehicle.

Tab "All" contains information on all the vehicles as well as the associated units (e.g., crane, aerial bucket, derrick, etc.) Tab "Lgt" are the light and medium vehicles. Tab "Hvy combined" combines the heavy vehicles with their associated units into one line item.

Looking at Tab "Hvy combined", the list is first sorted by column "C," which contains the year of the chassis of the heavy vehicle. This first sort is shown on column "W," which is titled "Age". The list is then sorted by column "F," which is called "Chassis meter" but is actually the odometer reading for the vehicle. This second sort is shown on column "X," which is titled "Mileage". The list is then sorted by column "U," which is called "Sum of SumofOverall Cost" and is a sum of several previous columns that accumulate the repair and maintenance costs over the life of the vehicle. This final sort is shown on column "Y," which is called "Repair Cost". The three rankings shown in columns W, X, and Y are summed into Column "Z," which is called "Total Score". This summing gives each ranking an equal weight in the final sort. This final ranking leads to some final analysis to make sure the "lowest" ranked vehicles need to be replaced.

Tampa Electric then analyzes each vehicle for two major considerations. First, have the repairs which have recently been made to the vehicle extended the useful life of the vehicle to such an extent that it should be retained longer than the ranking suggests. Second, is whether the vehicle is of such a type and use that it makes more sense to retain it rather than replace it. The type and use consideration might include such things as:

a rarely used and very expensive crane that is still in good condition; a specialized piece of equipment rarely used in the field (e.g., something used in bogs or marsh only) that is still in good condition, etc.

Any vehicles this analysis reflects that does not need to be replaced now, despite how the ranking placed them, are moved down on the list in ranking. A final analysis is made to determine the number of heavy, light, and medium vehicles replaced annually.

After the analysis is completed, vehicles are designated for replacement based on the fleet budget available for replacement.

Supplement to Staff's First Data Request No. 74

9. Clarify the table/figures provided in data request response page 269.

A. See attached Bates-stamped page number 256, which includes legend letterings that are defined below.

A – Comp_ID is a reference to the vehicle ID number

B – PAN_FERC is a reference to the FERC plant account number
392 – General Plant Transportation

C – PAN_PNT is a reference to the plant account subpoint
01 – ED Autos, was subsequently collapsed into the 02 ED Light
02 – ED Light Vehicles
03 – ED Heavy Vehicles
04 – ED Medium Vehicles
12 – ES Light Vehicles
13 – ES Heavy Vehicles
14 – ES Medium Vehicles

D – ASSET_ COST is the original investment cost

E – RET_DATE is the date of retirement posting

F – ASSET_NMB is the asset number in the continuing property record

G – PAC_CODE2 is a reference to the retirement unit catalog

H – ACCT is the retirement work order number for the salvage posting

I – ALLOC is the allocation of the salvage proceeds to the asset cost

J – PROCEEDS is the actual amount of salvage cash received

A B C D E F G H I J

Vehicles_Auction Statement

COMP_ID	PAN_FERC	PAN_PNT	ASST_COST	RET_DATE	ASST_NMB	PAC_COD	ACCT	ALLOC	PROCEEDS
3951	392	14	20,460.78		62769800	T80	911 P9223 40	2,008.25	
3951 Total			**20,460.78**						2,008.25
4052	392	12	11,384.06		61658600	T82	911 P9223 40	1,350.00	
4052 Total			**11,384.06**						1,350.00
4201	392	12	13,190.50		62171400	T85	911 P9223 40	270.00	
4201 Total			**13,190.50**						270.00
4281	392	2	12,878.20	6/15/2005	64718000	T82	P92 03	3,510.00	
4281 Total			**12,878.20**						3,510.00
4622	392	12	21,347.26		62921400	T82	911 P9223 40	1,890.00	
4622 Total			**21,347.26**						1,890.00
4966	[redacted]	12	1,065.89		61372900	T63	911 P9223 40	101.99	
4966	392	12	10,221.14		61374100	T82	911 P9223 40	978.01	
4966 Total			**11,287.03**						1,080.00
6413	392	1	11,690.71	6/15/2005	6672200	T15	P91 03	900.00	
6413 Total			**11,690.71**						900.00
Grand Total			102,238.54						

256
11

G H I

PAC_CODE2	ACCT	ALLOC
T80	911 P9223 40	2,008.25
T82	911 P9223 40	1,350.00
T85	911 P9223 40	270.00
T82	P92 03	3,510.00
T82	911 P9223 40	1,890.00
T63	911 P9223 40	101.99
T82	911 P9223 40	978.01
T15	P91 03	900.00

Sum of ALLOC	ACCT			
PAC_CODE2	911 P9223 40	P91 03	P92 03	Grand Total
T15		900.00		900.00
T63	101.99			101.99
T80	2,008.25			2,008.25
T82	4,218.01		3,510.00	7,728.01
T85	270.00			270.00
Grand Total	6,598.25	900.00	3,510.00	11,008.25

G H I

Supplement to Staff's First Data Request No. 80

10. Explain what the two assets identified in the response are/contain.

A. The two assets are related to information technology. They are unrelated to Selective Catalytic Recovery (SCR) systems.

Project # K64.57 CISCO Catalyst Equipment for $414,481
The Cisco® Catalyst® 6500 Series is a high-performance modular switch and router ideal for convergence of data center, campus, and WAN in a single system.

Project #K71.57 HP EVA8000 Storage Area Network (SAN) for $ 630,071
The HP Storage Works 8000 Enterprise Virtual Array (EVA8000) is a high performance, high capacity and high availability "virtual" RAID storage solution. The EVA8000 is designed for the data center where there is a critical need for improved storage utilization and scalability.

Supplement to Staff's First Data Request No. 81

11. Clarify response. In particular, the significance/meaning of the footnote contained in Bates Stamped Page 1111.

A. The intent of the Annual Status Report Schedule B-9 is to reconcile the annual activity for FERC accounts 101+106, 102, 105, 108, 111, 114, 115, 403, 404, 406 and 425 included in the FORM 1.

The purpose of the column labeled "Total Depreciation Accrued" equals FERC Accounts 403, 404, 406 and 425 expenses.

The following plant accounts have depreciation accruals that are not posted to the 403 and 404 expense accounts:

30302 ASSET RETIREMENT COST (ARO) - Deferred
39202 LIGHT TRUCKS - ENERGY DELIVERY - Cleared
39203 HEAVY TRUCKS - ENERGY DELIVERY - Cleared
39204 MEDIUM TRUCKS - ENERGY DELIVERY- Cleared
39212 LIGHT TRUCKS - ENERGY SUPPLY - Cleared
39213 HEAVY TRUCKS- ENERGY SUPPLY- Cleared
39214 MEDIUM TRUCKS - ENERGY SUPPLY- Cleared

These depreciation accruals are listed under the column labeled "Adjustments or Transfers" with an " * " for the footnote on Bates-stamped page number 1111, the footnote "* Primarily Depreciation Accruals for Vehicle Clearing and ARO Deferrals."

ARO is rate making neutral and the vehicle expenses are cleared back to operations and maintenance (O&M), and capital when consumed.

Supplement to Staff's First Data Request No. 83

12. Clarify/explain as discussed.

A. See response to Request No. 3 that references Staff's First Data Request No. 70.g.

Supplement to Staff's First Data Request No. 85

13. Clarify/explain (the response refers to Q. 83 which uses 2009 figures yet this data request is seeking 2010 based information); include in your response the impact of RWIP issues, if any.

A. No study impact, once the RWIP allocation distortion is removed from the Net Salvage Analysis.

The company is researching and refining the RWIP allocation configuration in order to better estimate the preliminary classification and the presentation on the 2011 Annual Status Report and Net Salvage Analyses.

Supplement to Staff's Second Data Request No. 116

14. Explain the reasons for the shift from a 3 year amortization period back to a 4 year amortization period.

A. Tampa Electric policy changed regarding PC workstation life cycle replacement from every third year to every fourth year. Technology obsolescence is a concern from a hardware versus software perspective. Today's hardware is better and has more CPU speed, more RAM and more disc storage. Hardware is less susceptible to being made obsolete because of software requirements demanding more computing power.

TAMPA ELECTRIC COMPANY
DOCKET NO. 110131-EI
STAFF'S FIRST SUPPLEMENTAL
DATA REQUEST
REQUEST NO. 15
BATES STAMPED PAGES: 17 - 21
FILED: SEPTEMBER 12, 2011

Supplement to Staff's Second Data Request No. 127

15. Add column to table reflecting the cost/dollars associated with the vehicles at the date of retirement.

A. See attached. This revised schedule includes the columns labeled "equipment_number" and "original_cost."

status	equipment number	original cost	delivery date	retired date	model year	trans mfg cd	model	CLASS	bnft per desc	Use	Retirement Reason
Sold	5039	12,586.36	06/20/2000	01/01/2007	2000	FORD	RANGER	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	5910	38,086.12	06/01/1999	01/10/2007	1999	CHEV	C2500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	3701	19,310.01	02/04/1987	01/18/2007	1987	FORD	F250	MEDIUM TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	3706	27,024.99	04/01/1997	01/18/2007	1997	CHEV	C3500	MEDIUM TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4070	13,481.02	03/20/1991	01/18/2007	1991	GMC	JIMMY	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4073	13,481.02	03/20/1991	01/18/2007	1991	GMC	JIMMY	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4220	9,332.07	02/01/1992	01/18/2007	1992	CHEV	S10	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4361	14,488.92	03/30/1993	01/18/2007	1993	CHEV	C2500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4900	12,621.27	03/14/1989	01/18/2007	1989	FORD	BRONCO II	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	5909	20,426.39	06/03/1999	01/18/2007	1999	CHEV	C2500	LIGHT TRUCK	METER OPERATIONS	Daily	Normal Replacement Schedule
Sold	6404	11,690.71	11/30/1993	01/29/2007	1994	DODGE	SPIRIT	PASSENGER CAR	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	2437	209,423.33	12/29/1994	02/18/2007	1994	MACK	RB688	HVY E	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	2010	83,361.25	07/03/2000	03/06/2007	2000	FORD	F550	HVY C	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	4969	9,310.28	04/05/1990	03/12/2007	1990	FORD	RANGER	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	2103	75,070.75	03/30/2001	03/13/2007	2001	FORD	F550	HVY A	SYSTEM SERVICE	Daily	Normal Replacement Schedule
Sold	2850	77,880.22	06/04/1998	03/13/2007	1999	FORD	F550	HVY B	ED WINTER HAVEN TROUBLE	Daily	Normal Replacement Schedule
Sold	2854	57,971.97	06/04/1998	03/13/2007	1999	FORD	F550	HVY B	SYSTEM SERVICE	Daily	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2853	170,658.06	06/04/1998	03/14/2007	1998	FORD	F550	HVY B	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2102	66,002.27	03/30/2001	03/16/2007	2001	FORD	F550	HVY A	SYSTEM SERVICE	Daily	Normal Replacement Schedule
Sold	2852	74,400.96	06/04/1998	03/19/2007	1999	FORD	F550	HVY B	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2858	69,487.05	06/04/1998	03/28/2007	1999	FORD	F550	HVY B	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2861	90,601.07	06/04/1998	03/28/2007	1999	FORD	F550	HVY C	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2863	79,694.09	06/04/1998	03/28/2007	1999	FORD	F550	HVY C	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2866	84,806.73	12/17/1998	03/28/2007	1999	FORD	F550	HVY C	ED WINTER HAVEN TROUBLE	Daily	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	4730	22,447.70	12/31/1997	03/28/2007	1998	CHEV	K2500	LIGHT TRUCK	CENTRAL WAREHOUSE	Daily	Normal Replacement Schedule
Sold	4055	11,661.86	03/28/1991	04/03/2007	1991	GMC	C1500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4369	14,678.33	07/30/1993	04/26/2007	1993	CHEV	ASTRO	LIGHT TRUCK	TELECOM - PBX	Take Home	Normal Replacement Schedule
Sold	4472	10,893.43	02/24/1986	04/26/2007	1986	CHEV	ASTRO	LIGHT TRUCK	TELECOM - PBX	Daily	Normal Replacement Schedule
Sold	4383	14,347.18	03/30/1993	04/27/2007	1993	CHEV	BLAZER	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4063	31,396.92	03/04/1991	04/30/2007	1991	GMC	JIMMY	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4302	16,052.80	11/03/1992	04/30/2007	1992	FORD	F150	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4051	11,384.06	03/28/1991	05/02/2007	1991	GMC	C1500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4461	13,987.65	03/17/1994	05/11/2007	1994	FORD	F150	LIGHT TRUCK	BIG BEND STATION SUMMARY	Take Home	Normal Replacement Schedule
Sold	4096	16,622.87	04/09/1991	05/14/2007	1991	GMC	JIMMY	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4074	13,481.02	03/20/1991	05/31/2007	1991	GMC	JIMMY	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4229	14,412.77	02/01/1992	05/31/2007	1992	CHEV	K1500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4290	18,516.30	04/26/2002	05/31/2007	2002	DODGE	CARAVAN	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	2666	#N/A	03/06/2007	06/01/2007	2007	FORD	F550	HVY N	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4627	19,300.49	05/17/1996	06/11/2007	1996	CHEV	K1500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4998	13,152.89	03/01/1990	06/11/2007	1990	GMC	K1500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	1430	20,692.81	02/27/1985	06/14/2007	1985	FORD	F600	HVY A	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	2008	66,726.11	07/03/2000	06/14/2007	2000	FORD	F550	HVY C	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2009	81,869.36	07/03/2000	06/14/2007	2000	FORD	F550	HVY C	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2011	76,837.61	07/03/2000	06/14/2007	2000	FORD	F550	HVY C	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2549	123,259.02	01/24/2005	06/14/2007	2005	INTL	7300	HVY E	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	2855	57,896.73	06/04/1998	06/14/2007	1999	FORD	F550	HVY B	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2856	143,451.88	06/04/1998	06/14/2007	1999	FORD	F550	HVY C	SYSTEM SERVICE	Take Home	Normal Replacement Schedule
Sold	2860	91,852.78	06/04/1998	06/14/2007	1999	FORD	F550	HVY B	SYSTEM SERVICE	Take Home	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	4026	13,601.35	06/18/1990	06/14/2007	1991	GMC	BLAZER	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4090	14,948.40	02/06/1991	06/14/2007	1991	FORD	AEROSTAR	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	5101	20,574.63	03/01/2001	06/14/2007	2001	DODGE	CARAVAN	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	5130	42,144.58	07/31/2001	06/14/2007	2001	CHRYS	VOYAGER	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	5343	2,789.53	08/18/2003	06/14/2007	2003	CHEV	S10	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	5921	26,170.42	06/01/1999	06/14/2007	1999	CHEV	K2500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4037	13,425.60	03/27/1991	06/18/2007	1991	GMC	K1500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4918	9,715.26	05/25/1989	06/29/2007	1989	GMC	C1500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4107	15,426.70	03/27/1991	07/11/2007	1991	GMC	JIMMY	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4081	13,481.02	03/20/1991	07/16/2007	1991	GMC	JIMMY	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4458	19,564.18	03/17/1994	07/16/2007	1994	FORD	BRONCO	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	5826	23,169.09	04/22/1998	07/16/2007	1998	CHEV	G2500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4862	14,383.30	05/31/1988	07/20/2007	1988	CHEV	BLAZER	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4345	15,396.29	03/30/1993	07/26/2007	1993	CHEV	K1500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule

TAMPA ELECTRIC COMPANY
DOCKET NO. 110131-EI
STAFF'S FIRST SUPPLEMENTAL
DATA REQUEST
FILED: SEPTEMBER 12, 2011

status	equipment_number	original_cost	delivery_date	retired_date	model_year	trans_mfg_cd	model	CLASS	bnft_par_desc	Use	Retirement Reason
Sold	4200	13,190.50	02/01/1992	07/31/2007	1992	DODGE	CARAVAN	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4944	12,413.07	03/21/1989	07/31/2007	1989	FORD	BRONCO II	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	6322	10,627.91	11/17/1992	08/02/2007	1993	DODGE	SPIRIT	PASSENGER CAR	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	3400	16,784.90	11/30/1993	08/30/2007	1994	CHEV	C3500	MEDIUM TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4256	14,747.29	05/21/2002	08/30/2007	2002	CHEV	S10	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4609	15,285.05	04/30/1996	08/30/2007	1996	CHEV	C1500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4603	11,648.01	02/14/1996	09/05/2007	1996	FORD	RANGER	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	5019	12,591.27	04/17/2000	09/13/2007	2000	FORD	RANGER	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	3099	18,114.67	03/13/1989	09/27/2007	1989	FORD	F350	MEDIUM TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	3851	22,982.45	09/25/1998	09/27/2007	1998	CHEV	C3500	MEDIUM TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4426	15,397.64	03/30/1994	09/27/2007	1994	CHEV	K1500	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4231	14,412.77	02/01/1992	10/10/2007	1992	CHEV	K1500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4931	11,532.43	05/15/1989	10/10/2007	1989	GMC	C2500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4203	13,837.26	02/01/1992	10/18/2007	1992	CHEV	ASTRO	LIGHT TRUCK	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4427	17,353.45	03/30/1994	10/25/2007	1994	CHEV	K1500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	3934	22,816.41	05/27/1999	11/05/2007	1999	CHEV	C3500	MEDIUM TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	5911	19,661.82	06/01/1999	11/06/2007	1999	CHEV	C2500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	3020	19,234.55	03/29/1990	01/17/2008	1990	CHEV	C3500	MEDIUM TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	6323	10,699.91	10/30/1992	02/07/2008	1993	DODGE	SPIRIT	PASSENGER CAR	SUBSTATION STRUCTURES	Daily	Normal Replacement Schedule
Sold	2721	29,787.69	05/27/1987	02/12/2008	1987	FORD	F700	HVY A	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	2302	#N/A	02/20/2008	02/20/2008	2004	IHC	4300 SBA 4x2	HVY N	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	5931	23,703.19	04/07/1999	03/10/2008	1999	CHEV	EXPRESS 2500	LIGHT TRUCK	SECURITY	Daily	Normal Replacement Schedule
Sold	1075	24,453.80	07/13/1973	03/12/2008	1973	FORD	F600	HVY A	ED SO. HILLS & CONTRACTOR MGMT	Daily	Normal Replacement Schedule
Sold	2036	33,829.32	05/31/1979	03/15/2008	1979	FORD	F600	HVY A	ED WINTER HAVEN	Daily	Normal Replacement Schedule
Sold	2720	53,521.87	05/08/1987	03/26/2008	1987	INTL	1854	HVY B	ED SO. HILLS & CONTRACTOR MGM	Daily	Normal Replacement Schedule
Sold	3933	25,363.54	05/27/1999	03/27/2008	1999	CHEV	C3500	MEDIUM TRUCK	CESS	Daily	Normal Replacement Schedule
Sold	4674	8,185.48	04/19/2006	04/14/2008	2006	CHEV	COLORADO	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	5813	22,125.93	06/15/1998	04/28/2008	1998	CHEV	K2500	LIGHT TRUCK	TRANSMISSION OPERATIONS	Daily	Normal Replacement Schedule
Sold	4262	18,127.83	04/09/2002	05/15/2008	2002	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4214	18,709.32	01/03/2002	05/19/2008	2002	CHEV	1500	LIGHT TRUCK	POLK POWER STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4720	19,360.08	05/01/1997	05/19/2008	1997	CHEV	K1500	LIGHT TRUCK	POLK POWER STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	5912	20,018.78	06/01/1999	06/02/2008	1999	CHEV	C2500	LIGHT TRUCK	FIELD CREDIT_OPERATIONS	Take Home	Normal Replacement Schedule
Sold	4604	11,758.29	02/14/1996	06/03/2008	1996	FORD	RANGER	LIGHT TRUCK	OUTDOOR LIGHTING	Daily	Normal Replacement Schedule
Sold	4284	12,816.64	04/08/2002	06/04/2008	2002	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4261	36,754.08	04/09/2002	06/19/2008	2002	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4264	18,229.70	04/16/2002	06/19/2008	2002	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4388	16,469.75	06/30/1993	06/19/2008	1993	CHEV	BLAZER	LIGHT TRUCK	ED WSA	Daily	Normal Replacement Schedule
Sold	4623	19,971.94	05/16/1996	06/19/2008	1996	CHEV	K1500	LIGHT TRUCK	ED SO HILLS - DISTRIB DESIGN	Daily	Normal Replacement Schedule
Sold	4638	17,406.29	01/31/1996	06/19/2008	1996	DODGE	CARAVAN	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	3005	36,475.01	07/10/2000	07/10/2008	2000	CHEV	K3500	MEDIUM TRUCK	SUBSTATION OPERATIONS	Daily	Normal Replacement Schedule
Sold	3001	22,234.58	07/25/2000	07/14/2008	2000	CHEV	C3500	MEDIUM TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	5091	19,921.88	06/02/2000	07/14/2008	2000	CHEV	C2500	LIGHT TRUCK	FLEET ENGINEERING	Take Home	Normal Replacement Schedule
Sold	5094	20,399.75	05/31/2000	07/14/2008	2000	CHEV	C2500	LIGHT TRUCK	FLEET ENGINEERING	Take Home	Normal Replacement Schedule
Sold	5809	20,798.73	04/22/1998	07/14/2008	1998	CHEV	C2500	LIGHT TRUCK	FLEET ENGINEERING	Take Home	Normal Replacement Schedule
Sold	3093	16,429.86	03/28/1988	08/11/2008	1988	FORD	F250	MEDIUM TRUCK	SUBSTATION OPERATIONS	Daily	Normal Replacement Schedule
Sold	4114	15,555.73	06/06/2001	08/11/2008	2001	CHEV	S10	LIGHT TRUCK	ES OPERATIONS MANAGEMENT	Daily	Normal Replacement Schedule
Sold	4260	18,357.90	04/09/2002	08/11/2008	2002	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	5801	19,063.14	05/05/1998	08/11/2008	1998	CHEV	C2500	LIGHT TRUCK	FIELD CREDIT_OPERATIONS	Take Home	Normal Replacement Schedule
Sold	5817	23,018.08	06/15/1998	08/11/2008	1998	CHEV	K2500	LIGHT TRUCK	ED CSA-DISTRIBUTION DESIGN	Daily	Normal Replacement Schedule
Sold	5018	12,591.27	04/17/2000	09/15/2008	2000	FORD	RANGER	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	2521	73,453.48	05/06/1986	10/10/2008	1986	INTL	1854	HVY C	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	2920	61,724.79	10/23/2008	10/23/2008	2009	INTL		HVY C	FLEET ENGINEERING	Daily	Normal Replacement Schedule
Sold	4617	16,064.12	04/30/1996	11/03/2008	1996	CHEV	C1500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	5929	23,580.42	04/26/1999	11/14/2008	1999	CHEV	BLAZER	LIGHT TRUCK	SUBSTATION OPERATIONS	Take Home	Normal Replacement Schedule
Sold	4238	11,919.77	02/01/1992	11/17/2008	1992	CHEV	C1500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	5805	18,959.58	05/05/1998	11/26/2008	1998	CHEV	C2500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	2923	31,064.36	11/09/1989	12/11/2008	1989	FORD	F600	HVY A	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4504	20,122.49	03/30/1995	12/11/2008	1995	CHEV	K1500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	2075	57,194.79	11/29/2000	12/13/2008	1999	STER	L9511	HVY B	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	2618	68,237.33	06/27/1986	12/13/2008	1986	ZELIG	G744	HVY B	TRANSMISSION OPERATIONS	Daily	Normal Replacement Schedule
Sold	2951	47,191.01	12/04/1990	01/10/2009	1989	GM	VOLVO GM	HVY A	CENTRAL WAREHOUSE	Daily	Normal Replacement Schedule
Sold	2632	35,943.65	01/06/1987	02/19/2009	1987	FORD	F600	HVY A	WESTERN WAREHOUSE	Daily	Normal Replacement Schedule

status	equipment_number	original_cost	delivery_date	retired_date	model_year	trans_mfg_cd	model	CLASS	bnft_par_desc	Use	Retirement Reason
Sold	2836	128,151.64	08/12/1998	02/19/2009	1999	INTL	4800	HVY D	ED CSA	Daily	Mandatory Retirement on Aerial Unit per Manufacturer
Sold	4316	12,103.52	12/31/2002	02/19/2009	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4327	12,127.56	12/31/2002	02/19/2009	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4342	10,870.19	08/18/2003	02/19/2009	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4639	17,721.64	01/31/1996	02/19/2009	1996	DODGE	CARAVAN	LIGHT TRUCK	CREATIVE SERVICES	Daily	Normal Replacement Schedule
Sold	2633	121,962.21	08/12/1996	03/14/2009	1997	INTL	4800	HVY D	TRANSMISSION OPERATIONS	Daily	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	2734	167,048.09	08/21/1997	03/14/2009	1997	INTL	4800	HVY D	ED CSA	Daily	Normal Replacement Schedule
Sold	2940	56,915.54	05/01/1990	03/14/2009	1990	FORD	F600	HVY B	ED WINTER HAVEN	Daily	Normal Replacement Schedule
Sold	3704	23,274.25	08/25/1997	03/14/2009	1997	CHEV	C3500	MEDIUM TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	3853	25,990.16	09/24/1998	03/14/2009	1998	CHEV	C3500	MEDIUM TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	3936	28,993.28	05/27/1999	03/14/2009	1999	CHEV	C3500	MEDIUM TRUCK	SUBSTATION OPERATIONS	Daily	Normal Replacement Schedule
Sold	4354	14,797.00	03/30/1993	03/14/2009	1993	CHEV	K1500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4397	11,867.82	12/26/2002	03/14/2009	2003	CHEV	S10	LIGHT TRUCK	CESS	Daily	Normal Replacement Schedule
Sold	4718	19,378.05	05/01/1997	03/14/2009	1997	CHEV	K1500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	5392	20,733.49	12/29/2003	03/14/2009	2004	CHEV	C2500 HD	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	5393	20,733.49	12/29/2003	03/14/2009	2004	CHEV	C2500 HD	LIGHT TRUCK	BAYSIDE OPERATIONS/MAINT	Daily	Normal Replacement Schedule
Sold	4252	20,460.84	04/01/2002	04/11/2009	2002	CHEV	BLAZER	LIGHT TRUCK	SECURITY	Take Home	Normal Replacement Schedule
Sold	4282	12,975.94	04/08/2002	04/11/2009	2002	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4336	2,914.49	08/18/2003	04/11/2009	2003	CHEV	S10	LIGHT TRUCK	FIELD CREDIT_OPERATIONS	Take Home	Normal Replacement Schedule
Sold	5065	22,608.83	12/20/2000	04/11/2009	2001	CHEV	EXPRESS 2500	LIGHT TRUCK	FACILITY SERVICES - OPERATIONS	Take Home	Normal Replacement Schedule
Sold	5099	25,139.37	06/28/2000	04/11/2009	2000	CHEV	EXPRESS 2500	LIGHT TRUCK	METER OPERATIONS	Daily	Normal Replacement Schedule
Sold	5932	26,864.59	04/07/1999	04/11/2009	1999	CHEV	EXPRESS 2500	LIGHT TRUCK	FACILITY SERVICES - OPERATIONS	Take Home	Normal Replacement Schedule
Sold	4904	8,504.00	12/30/2008	05/01/2009	2009	JEEP	WRANGLER	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4335	2,914.49	08/18/2003	05/09/2009	2003	CHEV	S10	LIGHT TRUCK	FIELD CREDIT_OPERATIONS	Daily	Normal Replacement Schedule
Sold	5017	15,993.72	04/17/2000	05/09/2009	2000	FORD	RANGER	LIGHT TRUCK	CENTRAL GARAGE	Daily	Normal Replacement Schedule
Sold	2204	91,103.22	04/16/1992	06/08/2009	1992	INTL	4700	HVY C	ED SO_HILLS & CONTRACTOR MGMT	Daily	Normal Replacement Schedule
Sold	2200	99,736.83	10/23/1992	06/13/2009	1992	INTL	4800	HVY C	ED SO_HILLS & CONTRACTOR MGMT	Daily	Normal Replacement Schedule
Sold	4001	19,716.64	05/25/2000	06/13/2009	2000	CHEV	C2500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4391	11,867.82	12/26/2002	06/13/2009	2003	CHEV	S10	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	5127	24,458.36	05/24/2001	06/13/2009	2001	CHEV	EXPRESS 2500	LIGHT TRUCK	FACILITY SERVICES - OPERATIONS	Take Home	Normal Replacement Schedule
Sold	5920	21,504.38	06/01/1999	06/13/2009	1999	CHEV	K2500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	2624	50,366.02	11/26/1986	07/13/2009	1987	INTL	1854	HVY A	ED WSA	Daily	Normal Replacement Schedule
Sold	4301	12,105.29	12/31/2002	07/13/2009	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4381	2,789.53	08/18/2003	07/13/2009	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	2316	49,729.15	06/11/1993	08/10/2009	1993	INTL	VAN	HVY A	SUBSTATION OPERATIONS	Daily	Normal Replacement Schedule
Sold	2536	108,413.01	12/05/1995	08/10/2009	1995	INTL	4800	HVY D	ED CSA	Daily	Normal Replacement Schedule
Sold	2708	54,950.14	07/06/1987	08/10/2009	1987	FORD	F800	HVY B	ED PLANT CITY	Daily	Normal Replacement Schedule
Sold	3004	28,804.21	07/10/2000	08/10/2009	2000	CHEV	K3500	MEDIUM TRUCK	SUBSTATION OPERATIONS	Daily	Normal Replacement Schedule
Sold	4358	2,789.53	08/18/2003	08/10/2009	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	2635	117,856.12	08/12/1996	09/12/2009	1997	INTL	4800	HVY D	ED CSA	Daily	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	3403	23,246.96	04/30/1994	09/12/2009	1994	CHEV	K3500	MEDIUM TRUCK	SUBSTATION OPERATIONS	Daily	Normal Replacement Schedule
Sold	3405	25,653.15	04/30/1994	09/12/2009	1994	CHEV	C3500	MEDIUM TRUCK	WESTERN GARAGE	Daily	Normal Replacement Schedule
Sold	4099	14,416.10	04/01/1991	09/12/2009	1991	GMC	K2500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4199	23,991.75	05/11/2005	09/12/2009	2001	CHEV	SUBURBAN	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4287	12,799.77	04/08/2002	09/12/2009	2002	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Take Home	Normal Replacement Schedule
Sold	4355	2,789.53	08/18/2003	09/12/2009	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	5340	2,789.53	08/18/2003	11/03/2009	2003	CHEV	S10	LIGHT TRUCK	ED CSA	Daily	Normal Replacement Schedule
Sold	3504	28,784.72	03/30/1995	11/14/2009	1995	CHEV	K3500	MEDIUM TRUCK	SUBSTATION OPERATIONS	Daily	Due to company restructure and eliminated positions.
Sold	3937	32,701.99	05/27/1999	11/14/2009	1999	CHEV	K3500	MEDIUM TRUCK	SUBSTATION OPERATIONS	Daily	Due to company restructure and eliminated positions.
Sold	4005	19,804.89	05/25/2000	11/14/2009	2000	CHEV	C2500	LIGHT TRUCK	FIELD CREDIT_OPERATIONS	Take Home	Due to company restructure and eliminated positions.
Sold	4125	19,907.26	03/13/2001	11/14/2009	2001	CHEV	BLAZER	LIGHT TRUCK	ED SO HILLS - DISTRIB DESIGN	Daily	Due to company restructure and eliminated positions.
Sold	4244	14,175.78	05/21/2002	11/14/2009	2002	CHEV	S10	LIGHT TRUCK	ED ESA	Daily	Due to company restructure and eliminated positions.
Sold	4247	17,596.39	08/26/2002	11/14/2009	2002	CHEV	BLAZER	LIGHT TRUCK	DIST DESIGN LRG PROJ	Daily	Due to company restructure and eliminated positions.
Sold	4280	12,855.05	04/08/2002	11/14/2009	2002	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Due to company restructure and eliminated positions.
Sold	4283	12,941.15	04/08/2002	11/14/2009	2002	CHEV	S10	LIGHT TRUCK	ENVIRONMENTAL	Take Home	Due to company restructure and eliminated positions.
Sold	4315	12,127.56	12/31/2002	11/14/2009	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Due to company restructure and eliminated positions.
Sold	4317	12,103.52	12/31/2002	11/14/2009	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Due to company restructure and eliminated positions.
Sold	4346	31,281.62	03/30/1993	11/14/2009	1993	CHEV	K1500	LIGHT TRUCK	ED ESA	Daily	Due to company restructure and eliminated positions.
Sold	4357	19,923.02	05/20/2003	11/14/2009	2003	CHEV	BLAZER	LIGHT TRUCK	ED WINTER HAVEN DIST DESIGN	Daily	Due to company restructure and eliminated positions.
Sold	4726	21,181.74	05/19/1997	11/14/2009	1997	CHEV	C2500	LIGHT TRUCK	ED ESA	Daily	Due to company restructure and eliminated positions.
Sold	5022	16,216.16	04/17/2000	11/14/2009	2000	FORD	RANGER	LIGHT TRUCK	FIELD CREDIT_OPERATIONS	Take Home	Due to company restructure and eliminated positions.
Sold	5036	18,549.53	04/17/2000	11/14/2009	2000	FORD	RANGER	LIGHT TRUCK	ED PLANT CITY-DISTRIB DESIGN	Daily	Due to company restructure and eliminated positions.

status	equipment_number	original_cost	delivery_date	retired_date	model_year	trans_mfg_cd	model	CLASS	bnft_par_desc	Use	Retirement Reason
Sold	5038	12,586.36	06/20/2000	11/14/2009	2000	FORD	RANGER	LIGHT TRUCK	FIELD CREDIT_OPERATIONS	Daily	Due to company restructure and eliminated positions.
Sold	5041	12,586.36	06/20/2000	11/14/2009	2000	FORD	RANGER	LIGHT TRUCK	FIELD CREDIT_OPERATIONS	Daily	Due to company restructure and eliminated positions.
Sold	5071	16,083.24	11/29/2000	11/14/2009	2000	FORD	RANGER	LIGHT TRUCK	ED ESA-DISTRIBUTION DESIGN	Daily	Due to company restructure and eliminated positions.
Sold	5811	20,813.08	04/22/1998	11/14/2009	1998	CHEV	C2500	LIGHT TRUCK	OUTDOOR LIGHTING	Daily	Due to company restructure and eliminated positions.
Sold	5833	21,191.07	04/22/1998	11/14/2009	1998	CHEV	BLAZER	LIGHT TRUCK	ED SO HILLS - DISTRIB DESIGN	Daily	Due to company restructure and eliminated positions.
Sold	5913	22,457.85	06/28/1999	11/14/2009	1999	CHEV	C2500	LIGHT TRUCK	ED SO. HILLS & CONTRACTOR MGMT	Daily	Due to company restructure and eliminated positions.
Sold	5914	22,553.85	06/29/1999	11/14/2009	1999	CHEV	C2500	LIGHT TRUCK	OUTDOOR LIGHTING	Daily	Due to company restructure and eliminated positions.
Sold	5915	21,790.18	06/01/1999	11/14/2009	1999	CHEV	K2500	LIGHT TRUCK	ED ESA-DISTRIBUTION DESIGN	Daily	Due to company restructure and eliminated positions.
Sold	2206	107,727.37	10/23/1992	12/12/2009	1992	INTL	4800	HVY D	TRANSMISSION OPERATIONS	Daily	Normal Replacement Schedule
Sold	4040	22,566.85	06/27/2000	12/12/2009	2000	CHEV	EXPRESS 250(	LIGHT TRUCK	METER OPERATIONS	Daily	Normal Replacement Schedule
Sold	4112	12,339.64	05/29/2001	01/09/2010	2001	CHEV	S10	LIGHT TRUCK	ED WINTER HAVEN DIST DESIGN	Daily	Normal Replacement Schedule
Sold	5827	22,346.79	05/05/1998	01/09/2010	1998	CHEV	G2500	LIGHT TRUCK	METER OPERATIONS	Daily	Normal Replacement Schedule
Sold	4591	26,711.50	12/03/2004	02/13/2010	2005	FORD	F250	LIGHT TRUCK	EMPLOYEE BENEFITS	Daily	Normal Replacement Schedule
Sold	2915	64,087.87	09/26/1989	02/19/2010	1989	FORD	F600	HVY B	ED CSA	Daily	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	4272	14,578.00	04/15/2002	02/19/2010	2002	CHEV	S10	LIGHT TRUCK	FIELD CREDIT_OPERATIONS	Take Home	Normal Replacement Schedule
Sold	4300	12,195.93	12/31/2002	02/19/2010	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	4352	15,580.02	08/18/2003	02/19/2010	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	5345	2,789.53	08/18/2003	02/19/2010	2003	CHEV	S10	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule
Sold	2006	83,729.23	05/19/2000	03/10/2010	2001	INTL	4700	HVY C	ED PLANT CITY	Daily	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	4097	14,416.10	04/01/1991	04/09/2010	1991	GMC	K2500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	4697	32,995.38	11/18/2005	04/09/2010	2006	FORD	F250	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	2837	133,711.10	08/12/1998	04/30/2010	1999	INTL	4800	HVY D	ED WINTER HAVEN	Daily	Mandatory Reitirement on Aerial Unit per Manufacturer
Sold	4618	15,971.58	04/30/1996	04/30/2010	1996	CHEV	C1500	LIGHT TRUCK	SUBSTATION OPERATIONS	Daily	Normal Replacement Schedule
Sold	2121	66,829.69	08/16/2001	07/30/2010	2001	FORD	F550	HVY B	SYSTEM SERVICE	Take Home	Normal Replacement Schedule
Sold	2617	38,047.09	07/02/1986	07/30/2010	1986	INTL	1955	HVY A	ED CSA	Daily	Normal Replacement Schedule
Sold	5904	19,043.06	06/01/1999	08/12/2010	1999	CHEV	C2500	LIGHT TRUCK	BIG BEND STATION SUMMARY	Daily	Normal Replacement Schedule
Sold	2219	20,119.10	10/20/1992	09/27/2010	1961	INTL	1854	HVY A	EASTERN GARAGE	Daily	Normal Replacement Schedule
Sold	2841	80,014.97	02/12/1999	09/27/2010	1998	INTL	4700 T44E	HVY C	CENTRAL GARAGE	Daily	Normal Replacement Schedule
Sold	2936	92,650.14	06/29/1990	09/27/2010	1991	INTL	4800	HVY C	ED WSA	Daily	Normal Replacement Schedule
Sold	4404	9,102.39	06/02/2004	09/29/2010	2004	CHEV	COLORADO	LIGHT TRUCK	METER READING OPERATIONS	Daily	Normal Replacement Schedule

TAMPA ELECTRIC COMPANY
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STAFF'S FIRST SUPPLEMENTAL
DATA REQUEST
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