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Public Service Commission

November 23, 2020

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**STAFF'S FIRST DATA REQUEST
VIA EMAIL**

Re: Docket No. 20200220-EI - Petition for approval of electric vehicle charging pilot program, by Tampa Electric Company.

Dear Mr. Beasley:

By this letter, the Commission staff requests that Tampa Electric Company (TECO or Company) provide responses to the following data requests no later than **December 18, 2020**.

1. Please provide the total number of Electric Vehicle Supply Equipment (EVSE) stations within TECO's service area. As part of your response, complete the table below detailing Direct Current Fast Chargers (DCFC) and all other charging stations by ownership.

Total EVSE Stations				
Non-Utility Owned		TECO Owned		Total
DCFC	All Other	DCFC	All Other	

2. Please provide a map of EVSE stations installed within TECO's service area. Indicate on the map whether the stations are owned by TECO or a non-utility entity and number of ports at each level of charging (DCFC, Level 2, or other). As part of your response, complete the table below.

EVSE Station Locations					
Address	TECO Owned (Y/N)	DCFC (Y/N)	Level 2 (Y/N)	Other (Y/N)	Total Ports

3. Please provide the cumulative number of EVSE ports installed within TECO's service area over the previous five years and predating 2015. As part of your response, complete the table below.

Cumulative EVSE Ports					
Year	Non-Utility Owned		TECO Owned		Total Installed
	DCFC	All Other	DCFC	All Other	
Pre 2015					
2015					
2016					
2017					
2018					
2019					
2020					
Total					

4. Please provide the estimated current and historic number of Plug-in Electric Vehicles (PEVs) operating in TECO’s service area. As part of your response, complete the table below.

Year	Historic Number of PEVs
2015	
2016	
2017	
2018	
2019	
2020	

- a. Provide the source(s) TECO used to compile the data above.
- b. Explain the methodology used to compile the data above.

5. Please provide the projected number of PEVs operating in TECO’s service area. As part of your response, complete the table below.

Year	Projected Number of PEVs
2021	
2022	
2023	
2024	
2025	

- a. Provide the source(s) TECO used to compile the data above.
- b. Explain the methodology used to compile the data above.

6. Please provide the estimated annual impact of PEVs on TECO’s system. As part of your response, complete the table below detailing the historic and projected impact on system demand and energy consumption.

System Impact of PEVs			
Year	Summer Peak Demand (MW)	Winter Peak Demand (MW)	Annual Energy Consumption (GWh)
2015			
2016			
2017			
2018			
2019			
2020			
2021			
2022			
2023			
2024			
2025			

- a. Provide the source(s) TECO used to compile the data above.
 - b. Explain the methodology used to compile the data above.
7. Please provide the pilot program’s estimated rate impact for a single residential home using 1,000 kWh a month for each year of the pilot.
 8. Please identify and explain what financial risks, if any, there are to the general body of ratepayers if TECO’s Pilot Program is approved.
 9. Please discuss in detail why TECO believes the general body of ratepayers should provide any cost support for TECO’s Pilot Program. In your response, cite any relevant statutes and rules.
 10. Please discuss why it is in the public interest for TECO, as a regulated utility, to “purchase, install, own, and maintain approximately 200 EVSE ports within the company’s service territory” when there are existing, private competitors in the market. In your response, cite the relevant statutes and rules that allow TECO to provide such service.
 11. Section 366.02(2), Florida Statutes, defines an “electric utility” to mean any municipal electric utility, investor-owned electric utility, or rural electric cooperative which owns, maintains, or operates an electric generation, transmission, or distribution system within the state. Please explain whether and how TECO considers service provided pursuant to its proposed pilot program in Docket No. 20200220-EI to be generation, transmission, or distribution of electricity within the state. If the service provided pursuant to the pilot program is not generation, transmission, or distribution of electricity within the state, provide the specific statute or rule language that authorizes the Commission to approve the program.
 12. Please identify any dockets where the Commission has approved an electric tariff or electric pilot program that does not involve the generation, transmission, or distribution of electricity.
 13. Please explain any alternatives considered when designing TECO’s Pilot Program.

14. Please refer to paragraph 13 of the petition for the following questions.
 - a. Explain how this pilot will improve “grid resilience through vehicle-to-grid (V2G) technologies.”
 - b. Explain how PEV may avoid expensive grid upgrades through potential load control.
15. Please refer to paragraph 13 and Exhibit A, Item 3D. Why is evaluating V2G capabilities beyond the scope of this pilot if building grid resilience through V2G is an anticipated benefit?
16. Paragraph 14 of the petition states, “Approval of Tampa Electric’s proposed Pilot will enable the company to manage the program in a manner that will avoid certain challenges that might otherwise occur, such as a potential increase in peak demand, grid overloading, costs of fast charging and other obstacles.” Please explain how and what process the Company will take during the pilot program to ensure that these things do not occur.
17. Please refer to paragraph 19 of the petition. Identify the locations that TECO intends to install the DCFC and why those locations were chosen for that type of charging station.
18. Please refer to paragraph 21 of the petition. Explain each step of the application process for site hosts. Also explain the scoring process for the applications that get submitted by potential site hosts.
19. Please refer to Paragraph 22 of the petition. Will the Company’s contribution towards the installation costs be capitalized? If not, explain the nature of the contributions.
20. Paragraph 22 of the petition states, “Site Hosts may choose to fund installation of additional charging ports subject to certain limitations.” Explain what is meant by “certain limitations” in this sentence.
21. Paragraph 23 states, “Tampa Electric will also contract with a vendor that provides PEV charger billing services.” Provide an explanation of who this vendor is and the status of discussions about how billing services will be handled under this pilot program.
22. Please refer to paragraph 24 of the petition. Will TECO verify and monitor the reasonableness of any administrative costs charged by the billing vendor? If yes, please explain how.
23. Paragraph 28 states, “Tampa Electric will work with the Site Host to thoroughly evaluate the most cost-effective way to provide service to the PEV charging equipment. In every case, this will be through either an existing meter or through a newly installed meter to ensure the most cost-effective installation and most beneficial tariff rate.” Please explain how installing a new meter would be cost-effective and in what scenario installing a new meter would be necessary.
24. Please refer to Paragraph 31 of the petition. Provide a detailed description of how the Company would record the sale of the charging station to the site host, including any loss on early retirement.

25. Please refer to Paragraph 31 of the petition. In the event of program termination, explain why TECO intends to offer the EVSE for only \$1 instead of the actual value of the equipment at the time.
26. Please refer to Exhibit A, Item 1C. What is the estimated number of PEV charging stations TECO plans to build, as well as the average number of PEV ports per station?
27. Please refer to Exhibit A, Item 1D. Is the maximum contribution for DCFC also \$5,000? If yes, explain why.
28. Please refer to Exhibit A, Item 1D. What is the estimated actual cost per port for both Level 2 and DCFC EVSE?
29. Please refer to Exhibit A, Item 2. What are the system planning benefits that would result from the pilot program?

Please refer to Exhibit A, Item 2C for questions 30 through 35.

30. Subsection (f) states, "PEV charging alignment with energy production from renewables." Explain what is meant by this statement and how this data would be collected.
31. Provide all the data metrics that will be collected (e.g. kW, kWh, account No., time, etc.).
32. Explain if TECO is considering additional objectives not outlined in Item 2C.
33. Explain if TECO considered pre-existing sources of data either within or outside of its service area.
 - a. If yes, provide the sources of data TECO considered and why they were not selected.
 - b. If no, explain why not.
34. Explain if TECO considered contracting a third party to conduct a study for the objectives outlined in Item 2C. If not, explain why not. As part of your response, provide an estimated cost to conduct such a study.
35. Could TECO collect the data outlined in Item 2C without owning or operating the EVSE? Please explain your response.
36. Please refer to Exhibit A, Item 2D. What other options were considered to model the impact of PEVs on TECO's system? As part of your response, list any studies that TECO reviewed.
37. Please refer to Exhibit A, Item 2E for the following questions.
 - a. Identify both the state and local initiative that require TECO to prepare for an electrified transportation sector.

- b. Explain why it is in the public interest for TECO to identify potential improvements to support local codes, ordinances or permitting processes
 - c. Identify the initiative that requires TECO to identify potential gaps in the local distribution of public PEV charging infrastructure.
38. Please refer to Exhibit A, Item 2F. Is it in the public interest for TECO to provide operation and maintenance (O&M) support for the local PEV market? Please explain your response and identify any non-utilities that provide O&M support for EVSE.
39. Please refer to Exhibit A, Item 2F. Why is it in the public interest for TECO to engage in host site selection for future EVSE?
40. Please refer to Exhibit A, Item 3B. Will TECO limit the maximum number of EVSE it will install under the program? If yes, what is the maximum number?
41. Please refer to Exhibit A, Item 4A and B. Is there a firm minimum number of Level 2 ports that TECO will install at income qualified and government locations? Explain why or why not.
42. Please refer to Exhibit A, Item 4D for the following questions.
- a. How will TECO determine its' per port contribution?
 - b. How did TECO determine the maximum number of ports referred to in this section and why?
43. Please refer to Exhibit A, Item 4E for the following questions.
- a. Would a site host be able to use the same billing vendor for the ports that were installed at their expense? Explain the billing process that would occur for a site host if they elected to install extra ports at their own expense.
 - b. How would TECO prevent the site host from installing additional ports without network services?
44. Please refer to Exhibit A, Item 5. Has TECO discussed with any potential site hosts the proposed pilot program? In your response, provide the number of site hosts talked to and what market sector they fall under and the status of the discussions.
45. Please refer to Exhibit A, Item 5A. Provide a sample copy of a site host application form.
46. Exhibit A, Item 5C states, "Tampa Electric anticipates proactively communicating participation opportunities to customers through various channels to assure those in the target market segment are aware of the Pilot." Explain how this process will occur to ensure that the designated market sectors are made fully aware of the pilot program TECO is offering. Provide any advertising materials that may be used in this process.

Mr. James D. Beasley

Page 7

November 23, 2020

47. Please refer to Exhibit A, Item 5G. Provide a sample copy of a site host agreement.
48. Please refer to Exhibit A, Item 6B for the following questions.
 - a. Explain how the request for proposal (RFP) process works and how TECO decides if a proposal is a viable option for TECO.
 - b. Provide a sample copy of TECO's agreement with a network service provider.
49. Please refer to Exhibit A, Item 11B. What is the difference between "Sites with maximum Tampa Electric contribution" and "Sites where Tampa Electric contributes full cost?"
50. Please refer to Exhibit A, Item 11C. How will TECO estimate the annual O&M costs?
51. Exhibit A, Item 11C states, "beginning after full deployment of the proposed Pilot (years 2-4) O&M costs are estimated at \$100,000 annually." In paragraph 23 of the petition it states, "Tampa Electric will retain full ownership of the charging equipment and will provide full operation and maintenance service for that equipment." Please provide an estimate of any O&M costs for year one of the pilot program.

Please file all responses electronically, via the Commission's website at www.floridapsc.com, by selecting the Clerk's Office tab and Electronic Filing Web Form (reference Docket No. 20200220-EI). Also provide an electronic copy (in Excel format) of all tables submitted by email. If you have any questions, contact Jeff Doehling by email at jdoehlin@psc.state.fl.us or by phone at 850-413-6127, or Phillip Ellis by email at pellis@psc.state.fl.us or by phone at 850-413-6626.

Sincerely,

/s/ Jeff Doehling

Jeff Doehling
Engineering Specialist

JD/jp

cc: Office of Commission Clerk (Docket No. 20200220-EI)
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