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September 9, 2021

VIA HAND DELIVERY
Mr. Adam Teitzman
Commission Clerk
Florida Public Service Commission
2540 Shumard Oak Blvd.
Tallahassee, FL 32399-0850

Re: Docket No. 20210015-EI

Dear Mr. Teitzman:

I attach for filing in the above referenced docket Florida Power & Light Company's ("FPL") responses to the Staff of the Florida Public Service Commission's Tenth Data Request (Nos. 1-20).

Please contact me if you or your Staff has any questions regarding this filing.

Sincerely,

/s/ Maria Jose Moncada
Maria Jose Moncada
Senior Attorney
Fla. Bar No. 0773301

Enclosure

CERTIFICATE OF SERVICE
20210015-EI

I HEREBY CERTIFY that a true and correct copy of the foregoing has been furnished by electronic mail this 9th day of September 2021 to the following parties:

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By: *_/s/ Maria Jose Moncada_*
Maria Jose Moncada
Fla. Bar No. 0773301

QUESTION:
EV Programs – EVolution

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

a. Provide a copy of any materials being provided to customers.

b. Explain why FPL is not able to achieve the objectives of the Pilot by deploying DC Fast chargers under the Public Fast Charging Program.

RESPONSE:

a. For a copy of the standard materials being used with customers please see FPL's EVolution website, https://www.fpl.com/energy-my-way/evolution.html, and Attachment Nos. 1-6 to this response.

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

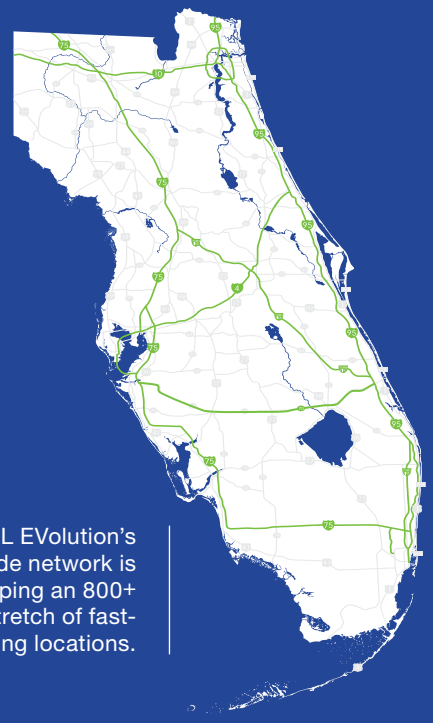
Fast chargers are gaining speed

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

BENEFITS OF BECOMING AN FPL EVOLUTION PARTNER:

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

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



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

EASY TO PARTICIPATE:

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

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

FPL IS LOOKING FOR PARTNERS THAT:

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

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

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

Fast Charging Expansion
Bringing more EV charging to Florida

Fleet Electrification
Plugging into the Future

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

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

SHIFTING GEARS
ONE OF EVERY FIVE VEHICLES SOLD IN THE U.S. WILL BE BATTERY POWERED BY 2030.[2]

The future of sustainable transportations is electric!
Visit **FPL.com/EV** to learn more

107752

FPL EVolution
Plug in and energize Florida's future

FPL EVOLUTION

Program Highlights

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

FPL EVOLUTION CHARGING LOCATIONS WILL INCLUDE:

» MAJOR HIGHWAYS

» LARGE EMPLOYERS

» POPULAR DESTINATIONS

Simplified fleet electrification planning

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

Why convert to electric fleet vehicles?

» **Lower operating costs.**
Will own, install, and manage the charging infrastructure and will have options to ensure a predictable, measurable electricity usage charge on a monthly basis.

» **Lower fleet maintenance costs.**
A battery electric vehicle has fewer moving parts than a conventional vehicle requiring less maintenance.

» **Reduce greenhouse gas emissions.**
Fleet electrification can drive ESG goals, eliminate harmful emissions, and create a safer, cleaner work environment for employees.

Electrification is complex but we can help.

Areas of expertise:

» Customer service advisor

» Data-driven fleet electrification assessment capabilities

» Identify electric alternatives that meet vehicle class and daily trip requirements

» Electric vehicle charging equipment selection and installation

» Charging depot site design, service requirement assessment and rightsizing

» Electric service planning for future electrification, including tarriff structures

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

Electric Vehicle Expertise

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

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

NextEra Energy was the first electric company in the U.S. to place a hybrid electric bucket truck into service in 2006, and its current fleet includes both electric and hyybrid electric trucks that use up to 60 percent less fuel and reduce exhaust emissions up to 90 percent.As a result of the more than 300 NextEra Energy employees who plug in their EVs at the company's Juno Beach, Florida corporate headquarters, **the company's workplace charging program is the largest in Florida**.

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

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

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

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

Plug-in and save with fleet electrification.

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

For additional information, please contact:
Ashley Weber | 561-691-2732 | ashley.weber@fpl.com

FPL EVOLUTION

EV use *accelerates*

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

SHIFTING GEARS
ONE OF EVERY FIVE VEHICLES SOLD IN THE U.S. WILL BE BATTERY POWERED BY 2030.[2]

FPL EVolution: Charges ahead

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

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

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

FPL EVOLUTION CHARGING LOCATIONS WILL INCLUDE:

» MAJOR HIGHWAYS

» LARGE EMPLOYERS

» POPULAR DESTINATIONS

FPL EVolution provides partners at no cost:

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

Our partners agree to:

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

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

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

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

50%[3]

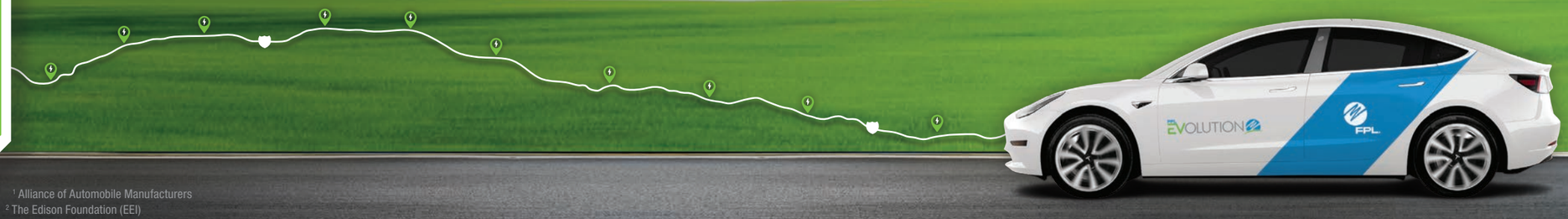
WHEN WORKPLACE CHARGING IS AVAILABLE, EMPLOYEES ARE

6x

MORE LIKELY TO PURCHASE AN EV[3]

PROGRAM HIGHLIGHTS

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



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

FPL Mobility

Fleet planning made easy

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

Florida Power & Light Company
Docket No. 20210015-EI
Staff's Tenth Data Request
Request No. 1
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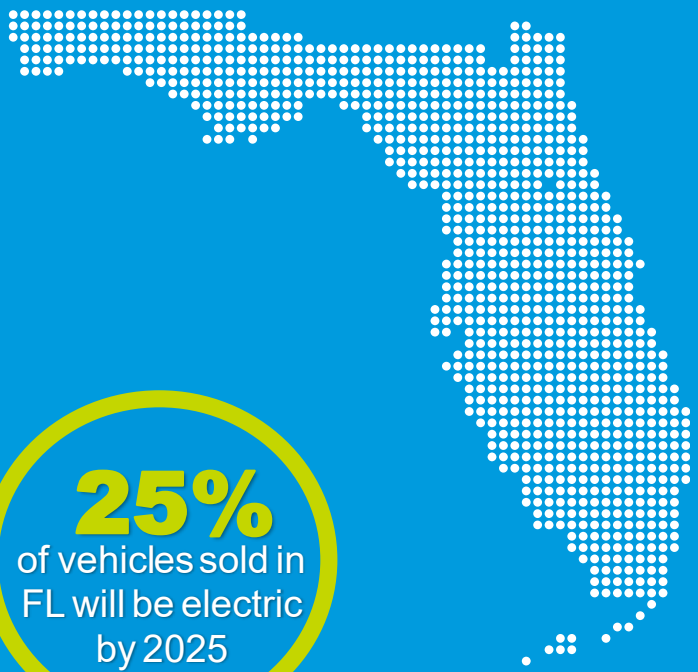
FPL EVOLUTION

FPL is here to help you electrify your fleet



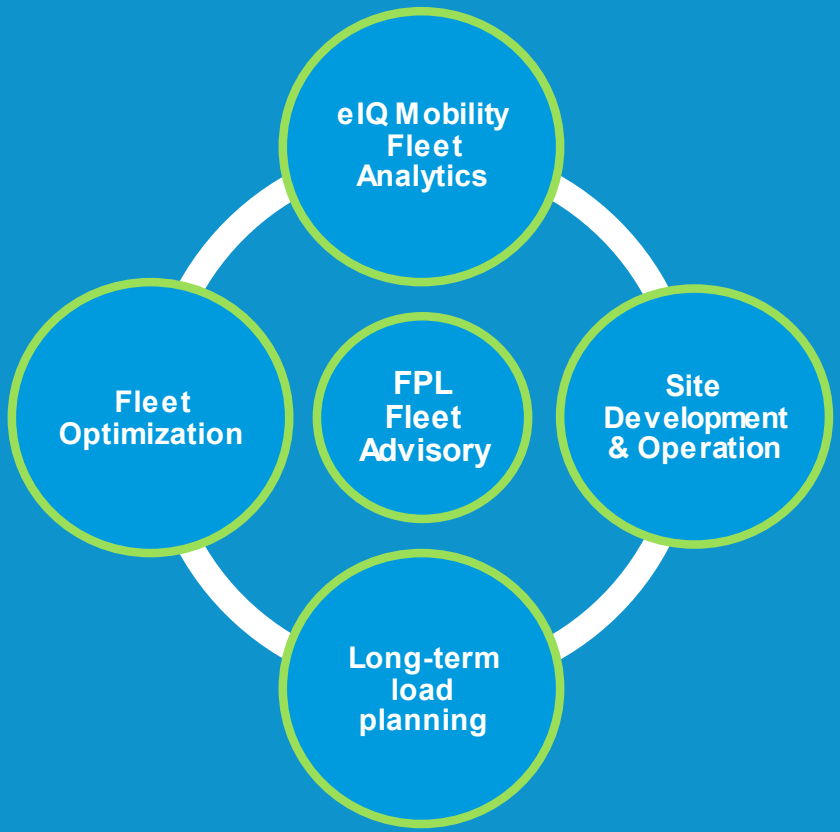
25% of vehicles sold in FL will be electric by 2025

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

FPL EVOLUTION

How can FPL help?

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



FPL EVOLUTION

Fleet advisory services

- Dedicated fleet project manager
- Fleet electrification assessment
- Charging infrastructure right-sizing
- Site design & installation
- Carbon emissions savings analysis
- Economic & operational feasibility
- Total cost of ownership (TCO) analysis
- Service & load planning

FPL EVOLUTION

Benefits of electrifying your fleet

Transportation sector is **28%** of carbon emissions in US

- Improved TCO driven by lower fuel and O&M costs
- Reduction in carbon emissions reduction
- Optimization of fleet vehicles, routes, and efficiency
- Improvement in overall operational safety
- Potential for government subsidies and rebates

FPL EVOLUTION

Key questions when considering electrification

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

FPL EVOLUTION

Fleet electrification pilot opportunity

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

FPL EVOLUTION

Fleet assessment process

1

COLLECT DATA

Collect vehicle specs, purchase price, maintenance costs, fuel and telematics data across entire customer fleet

2

CLEAN & VERIFY

Verify existing fleet vehicles, routes, and costs and detect and remove anomalies

3

BUILD SCENARIOS

Select specific EV requirements and limitations and identify least-cost EV models and chargers that meet operational requirements, TCO analysis and CO2 savings

4

VIEW RESULTS

See which vehicles, chargers, and locations are feasible to electrify – and where you can reduce costs and CO2 emissions

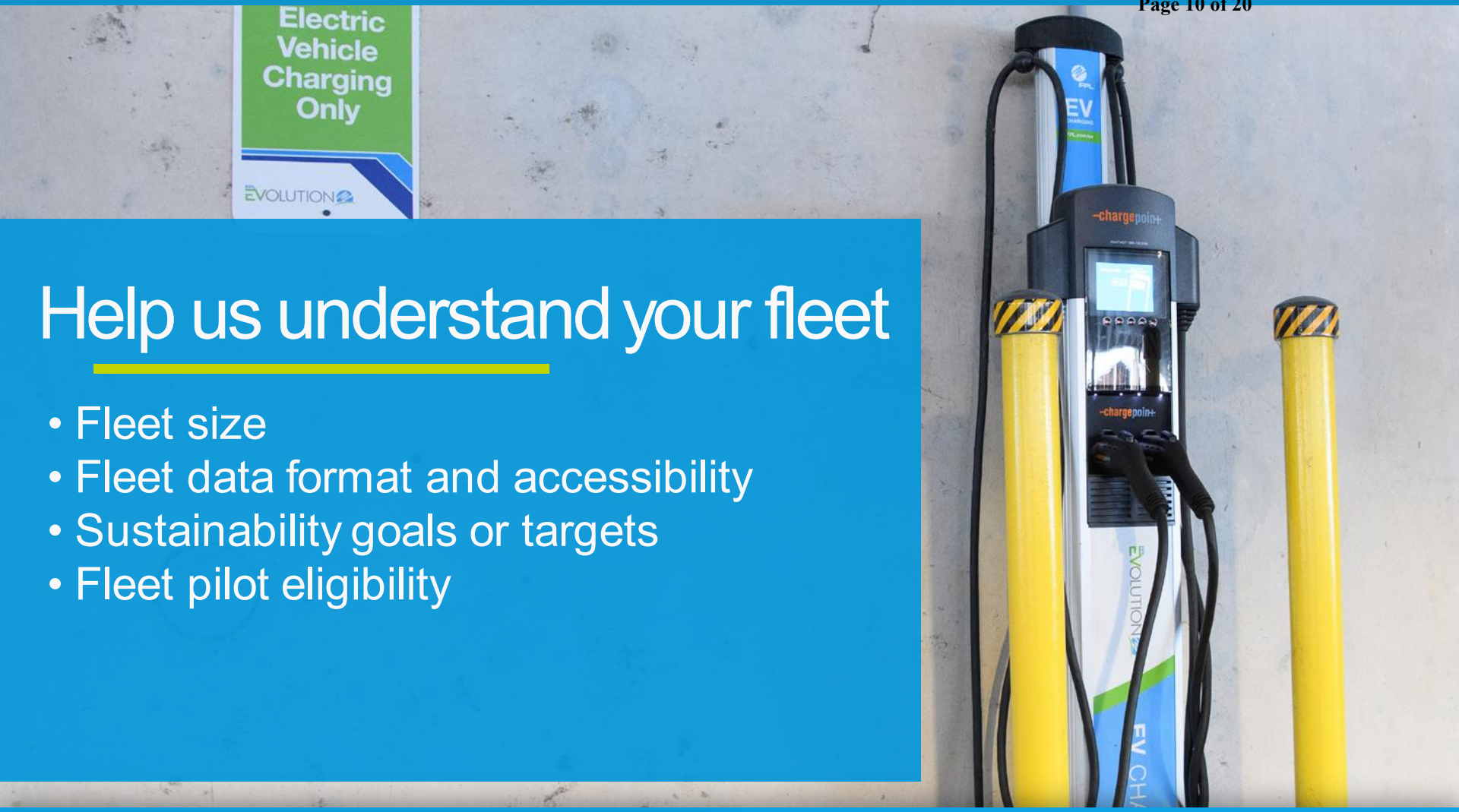
FPL EVOLUTION

What is needed to perform a fleet assessment?

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

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

FPL EVOLUTION



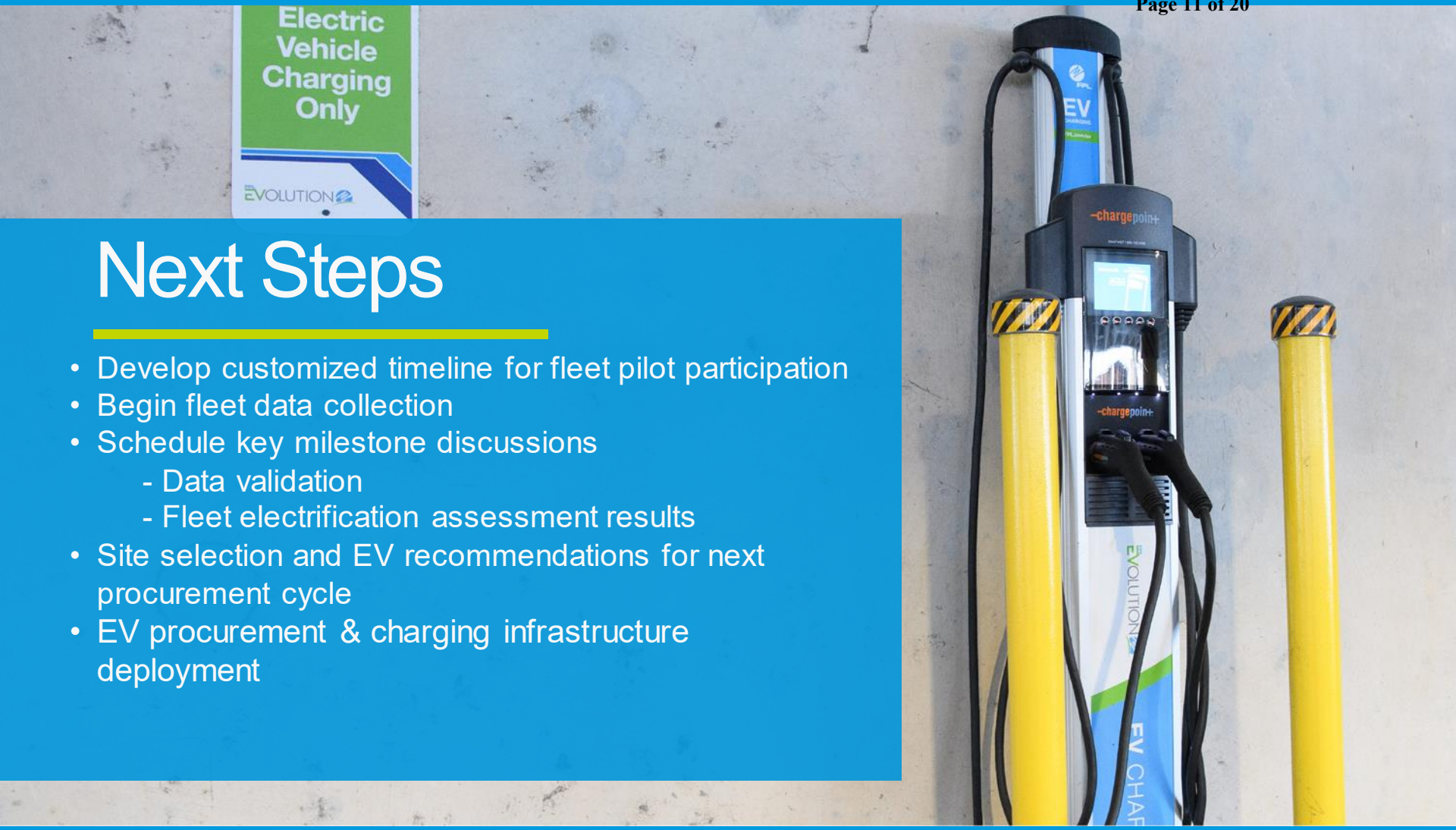
Help us understand your fleet

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

FPL EVOLUTION

Next Steps

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



Thank you

FPL EVOLUTION

Appendix

EValuate™ Fleet Electrification Assessment Platform

Fleet Data

- Trips
- Utility
- Vehicle
- Locations
- Fuel
- Maintenance

ICE Fleet

EValuate Database

- Incentives
- Weather
- Resale
- Emissions
- Rates
- Fuel Costs

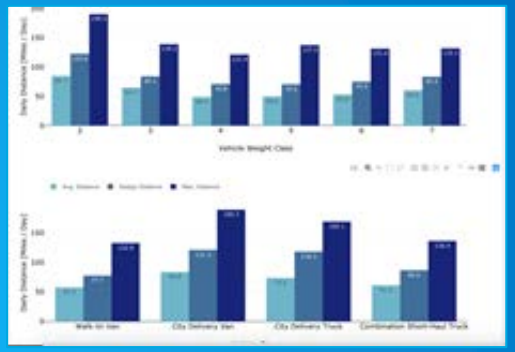
Third-Party

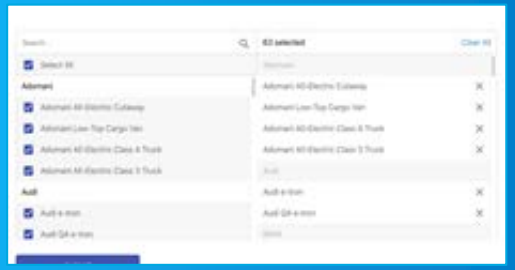
- Warranty
- Pricing
- EVs
- Chargers

OEM

EValuate Platform

1. Validate Fleet Data
2. Build Scenarios
3. Share Results

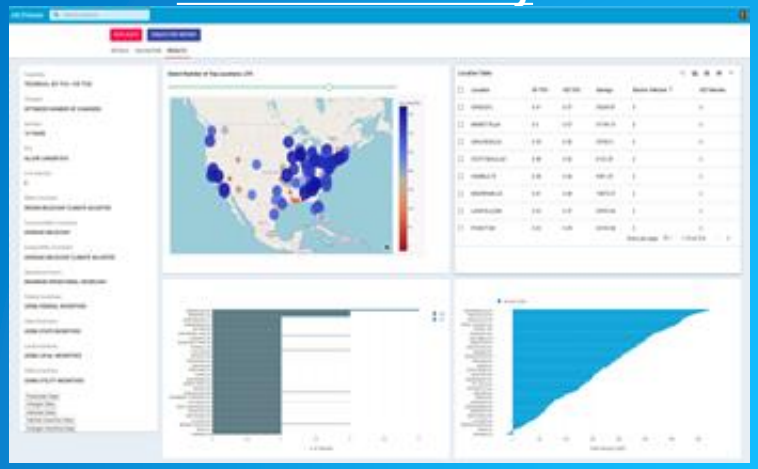




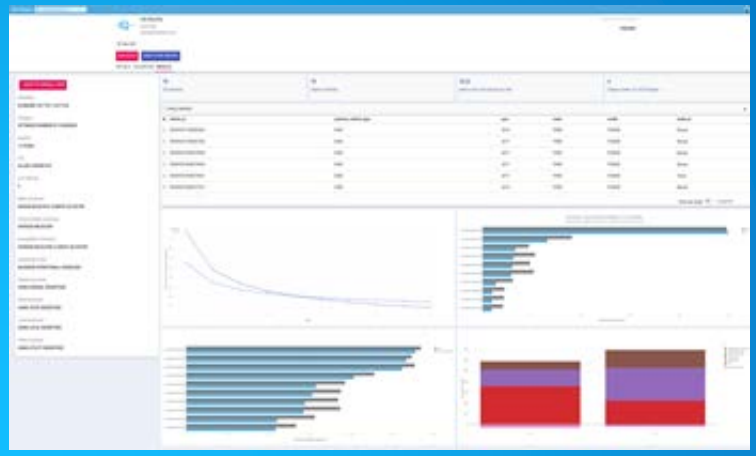
FPL EVOLUTION

Fleet assessment results

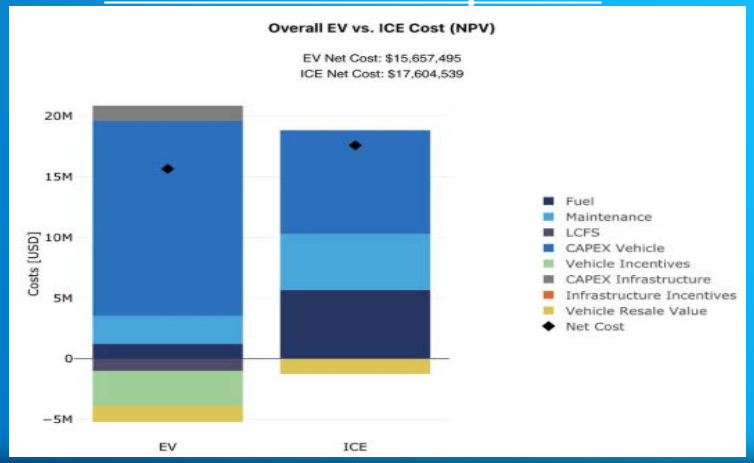
Fleetwide Summary



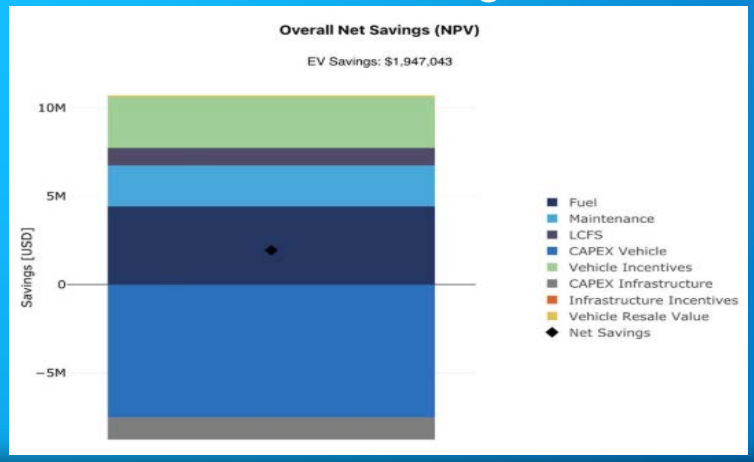
Location Deep Dive



ICE vs EV TCO Comparison

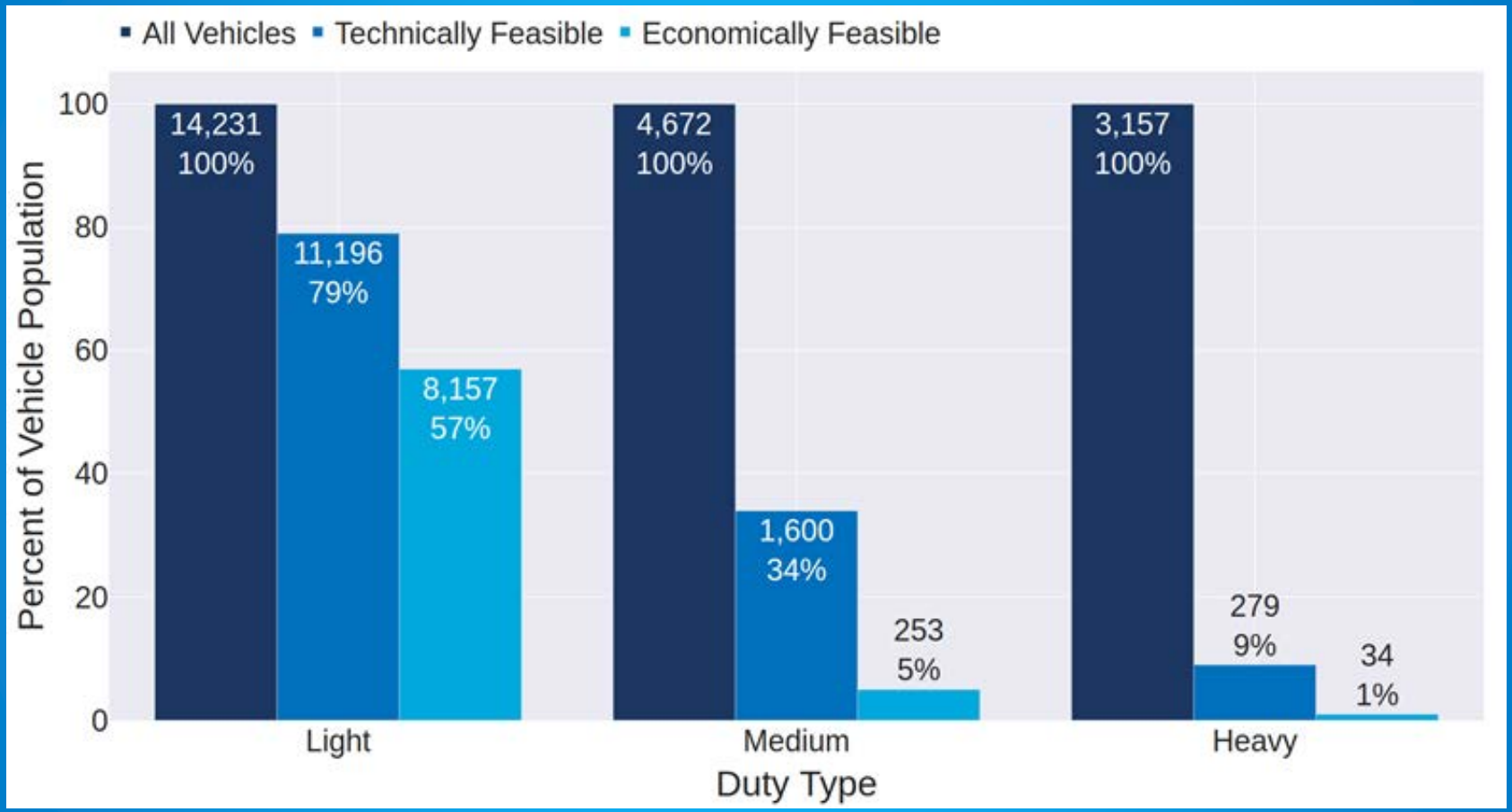


NPV Savings



FPL EVOLUTION

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



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

FPL EVOLUTION

EVs coming to market

FPL EVOLUTION

EV Charging 101

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

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

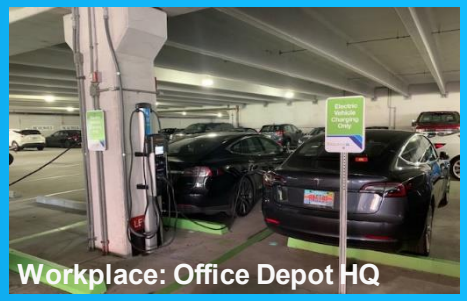
FPL EVOLUTION

We have partnered with customers across Florida


Workplace: Jupiter Medical Center

Destination: Lion Country Safari


Destination: City of PBG


Workplace: Office Depot HQ


Highway: WPB Service Plaza

V2G: Electric Bus Pilot

Site Hosts Partners

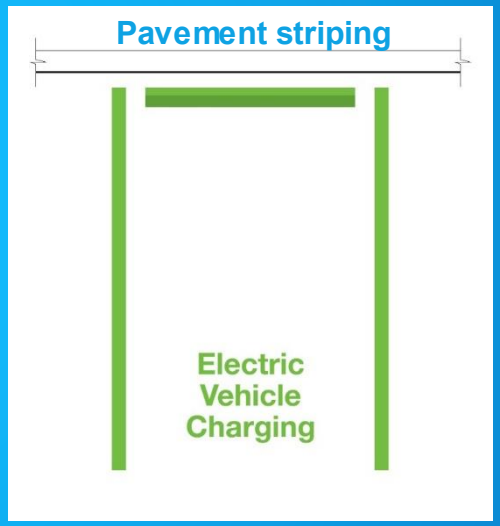
Astrotech	FL Gulf Coast	PBG District Park
Brevard Zoo	Florida Crystals	PGT Industries
Broward College	IMG Academy	Port of PB
Citrix Systems	Jupiter Medical	Pratt & Whitney
Boynton Beach	Kaplan University	SFWMD
Cocoa	Kaplan, Inc.	Sandhill Park
Coconut Creek	Kravis Center	SBA Comm.
Miami Springs	Lion Country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

FPL EVOLUTION

Typical Installation

Signage

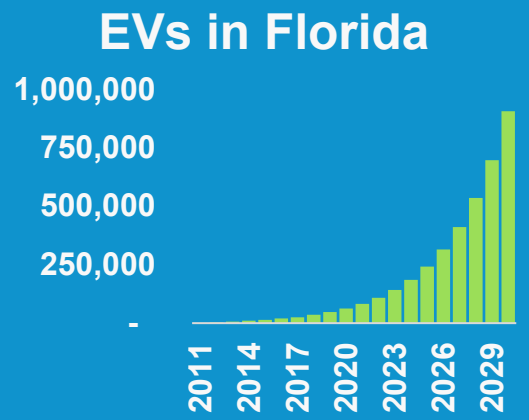
Pavement striping



FPL EVOLUTION

Let's drive the future of EV technology

Electric vehicles have seen an incredible expansion in Florida



Electric Vehicle (EV) Outlook

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

FPL EVOLUTION

New EVs Coming to Market

Volkswagen ID.4 – 2021

Cadillac Lyriq – 2022

Tesla Cyber Truck – 2021

Mercedes EQC– 2021

Hyundai Ionic – 2021

Audi e-tron Q4 – 2021

Switching to an EV

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

FPL EVOLUTION

EV Charging 101

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

FPL EVOLUTION

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

Florida Power & Light Company
Docket No. 20210015-EI
Staff's Tenth Data Request
Request No. 1
Attachment 5 of 6
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Charging Segments

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

FPL EVOLUTION

Becoming an FPL EVolution partner benefits you and your community

Program Benefits

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

FPL EVOLUTION

Partnering with FPL is easy

Participation

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

FPL EVOLUTION

Workplace Charging has been shown to increase EV adoption!

Ideal Candidates

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

Citrix

City of Port St. Lucie

FPL EVOLUTION

Destination Charging

Ideal Candidates

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

Kravis Center

PGA Midtown

FPL EVOLUTION

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

Ideal Candidates

- Seeking locations in close proximity to downtown metropolitan high rise / apartments areas

- Can dedicate 2-4 parking spaces
- No net impact to electric bill
  - FPL pays electric bill, chargers drivers directly

FPL EVOLUTION

Driving toward FPL EVolution

Next Steps

Identify charging locations

Execute standard site host agreement

Detailed site assessment

- Electrical and installation diligence

Installation

Thank You

FPL EVOLUTION

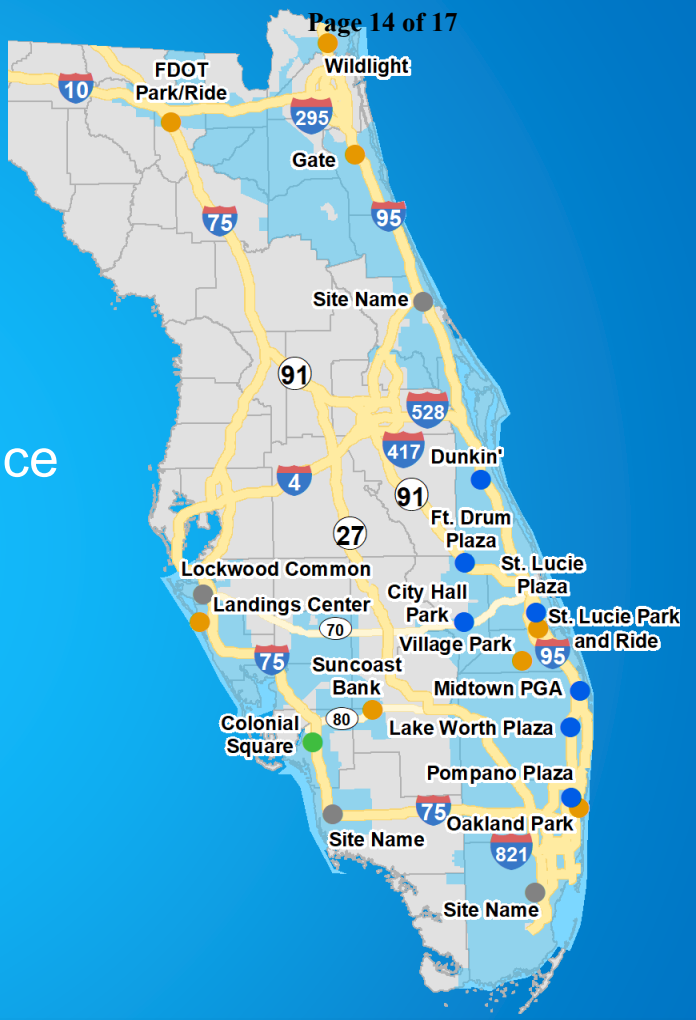
FPL's fast charging network makes it easier to drive electric

800+ mile stretch of fast charging stations!

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

Ideal Candidates

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



FPL EVOLUTION

FPL EVolution Fast Charge Installations

Midtown PGA


Ft. Pierce Service Plaza

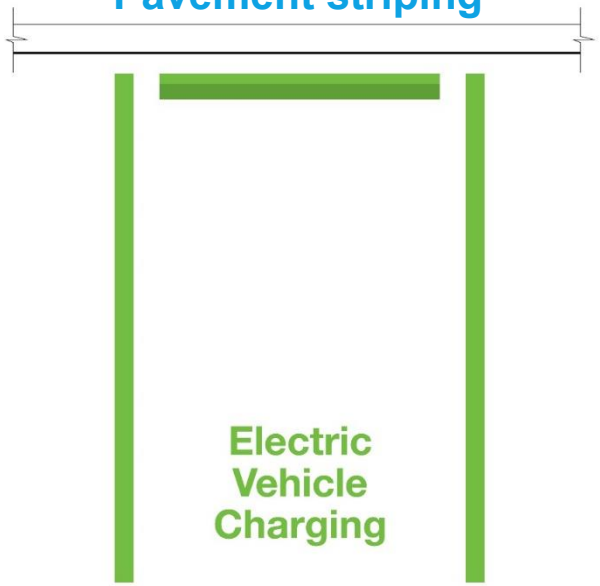

Ft Drum Service Plaza

West Palm Beach Service Plaza

Typical Installation

Signage

Pavement striping



FPL EVOLUTION


Workplace: Jupiter Medical Center

Destination: City of Palm Beach Gardens

Site Hosts Partners

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

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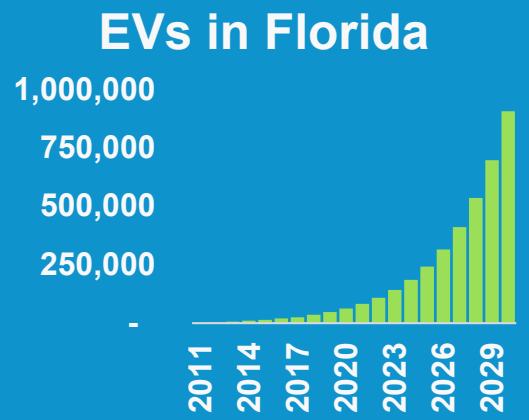

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Fast Charging Locations

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

FPL EVOLUTION

Becoming an FPL EVolution partner benefits you and your community

Program Benefits

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

FPL EVOLUTION

Partnering with FPL is easy, fast, and flexible!

Participation

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

FPL EVOLUTION

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

Ideal Candidates

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

FPL EVOLUTION

FPL EVolution Fast Charge Installations

Midtown PGA


Ft. Pierce Service Plaza


Ft Drum Service Plaza

West Palm Beach Service Plaza

Driving toward FPL EVolution

Next Steps

Identify charging locations

Execute standard site host agreement

Detailed site assessment

- Electrical and installation diligence

Installation

FPL EVOLUTION

Thank You

FPL EVOLUTION

QUESTION:
EV Programs – Public Fast Charging Program

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

a. Provide a copy of any materials to be provided to customers.

b. Explain why FPL is not able to achieve the objectives of the Pilot by deploying DC Fast chargers under the EVolution Pilot.

RESPONSE:
a. FPL has not yet developed or prepared the Public Fast Charging program ("Pilot") materials to be provided to customers. However, FPL expected to leverage the fast charge materials detailed in FPL's response to Staff's Tenth Data Request No. 1.

b. Please see FPL's response to Staff's Tenth Data Request No. 1.

QUESTION:
EV Programs – Public Fast Charging Program

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

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

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

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

QUESTION:
EV Programs – Public Fast Charging Program

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

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

QUESTION:
EV Programs – Residential EV Charging Services Pilot

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

a. Provide a copy of any materials being provided to customers.

b. Identify the electric vehicle service equipment (EVSE) FPL will install under the Pilot. As part of your response provide the EVSE's list price and rated amperage.

c. Estimate the total upfront cost FPL expects a non-participant would pay on average to install a circuit and charger comparable to the one FPL will install under the program. As part of your response, explain how FPL calculated the total cost. If FPL is unable to estimate the cost, please provide a sample calculation instead.

d. Estimate the total monthly cost a non-participant would pay to charge their vehicle off-peak under the revised Rate Schedule RTR-1. As part of your response, explain how FPL calculated the total monthly cost. If FPL is unable to estimate the cost, please provide a sample calculation instead.

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

b. FPL has not yet selected the EVSE vendors that will supply equipment for the Pilot. The following are examples of equipment being considered:

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

c. For a comparable installation, FPL expects the costs a non-participant would pay to be similar. This assertion is based on preliminary quotes from third-party installers in FPL's service area for the Full Installation scope. Installation Cost outside FPL's Full Installation scope may vary from $750-$2500 according to Installation Cost estimates obtained through nationally reported data and by obtaining quotes from residential electrical installers across FPL's service territory. Installation Cost ranges by home installation scenario, including i) location of the main electrical panel, ii) Customer's preferred charger mounting location, iii) available capacity for the level-2 charger electrical, and iv) physical space to install an additional 2-pole circuit breaker.

d. The Monthly Off-Peak Energy Charge in the RS-1EV tariff (Sheet No. 8.213) is priced to be equal to FPL's estimation of the average energy cost of charging an electric vehicle off-peak under the revised Rate Schedule RTR-1, based on assumptions for estimating the average kWh per month. Accordingly, FPL estimates this monthly cost to be $12.73 in 2022 (per Original Sheet No. 8.213) and $12.81 in 2023 (per First Revised Sheet No. 8.213). For an explanation of how this cost was calculated, please refer to FPL's response to Staff's Fifth Data Request No. 19(b) for 2022 and FPL's response to Staff's Tenth Data Request No. 7(a) for 2023.

QUESTION:
EV Programs – Residential EV Charging Services Pilot

Please refer to tariff Sheet No. 9.843.

a. Will any assets be installed behind the customer's service meter?

b. Identify the statute or rule that gives the Commission jurisdiction over behind-the-meter assets.

c. Do Commission rules allow for curtailment of EVSE?

d. Explain the impact to the general body of ratepayers after tariff Sheet. No. 8.213 expires, as the term of the Agreement is 10 years.

e. Could a customer execute, modify, or assign the Agreement after tariff Sheet No. 8.213 expires?

f. Would FPL allow the customer to modify the Agreement before or after it is executed?

g. Is there any limitation or reason FPL would not repair the EVSE?

h. Identify any other governmental bodies or entities that would have jurisdiction over the Agreement.

i. Can FPL disconnect a participant's EVSE due to non-payment of the program charges?

RESPONSE:

a. Yes, FPL expects the assets under the Residential EV Charging Services pilot ("Pilot") will be installed behind the customer's service meter.

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

c. Commission approval of the Pilot would provide for the allowance to curtail.

d. Customers taking service under the Pilot Tariff would be allowed to continue being served pursuant to and through the term of their Residential Electric Vehicle Charging Services Agreement ("Agreement"), even if the pilot expires after four years. Given that the Pilot is designed to have no impact on the general body of customers over the life of the Agreement, there would be no impact to the general body of customers when the tariff expires.

e. As stated in tariff Sheet No. 8.213, no new Agreements may be executed following the expiration of the tariff. The expiration of the tariff would not impact the ability to assign or modify the Agreement. Per the terms of the Agreement, an assignment would require consent by FPL and a modification would require written consent by FPL and the participant.

f. The Agreement sets forth the terms by which FPL and the participant can modify the Agreement.

g. Reasons FPL would not repair the applicable EVSE are limited, but include, i) safety, ii) participant's request, iii) Agreement is at end of term, iv) equipment cannot be repaired and needs to be replaced, and v) inability to access site.

h. FPL is not aware of any other governmental bodies or entities that would have jurisdiction over the Agreement, but certain permits from local governmental entities may be required.

i. Please see FPL's response to Staff's Ninth Data Request No. 11.

QUESTION:
EV Programs – Residential EV Charging Services Pilot

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

a. Provide an updated calculation reflecting the revisions to tariff Sheet No. 8.213.

b. Explain how FPL calculated the 10-year levelization factor. As part of your response, please provide supporting calculations.

c. Explain how FPL calculated the annual Operation and Maintenance (O&M) costs. As part of your response, please provide supporting calculations and explain why FPL believes the charge is reasonable.

d. Explain how FPL calculated the annual General and Administrative (G&A) costs. As part of your response, please provide supporting calculations and explain why FPL believes the charge is reasonable.

e. Will FPL revise the program charges for new customers, to reflect variable program costs such as fuel?

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

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

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

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

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

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

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

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

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

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

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

d. FPL estimates that the administrative costs for managing the program will be approximately $150,000 per year. Spread over the projected 15,000 units, this equates to $10 per unit per year.

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

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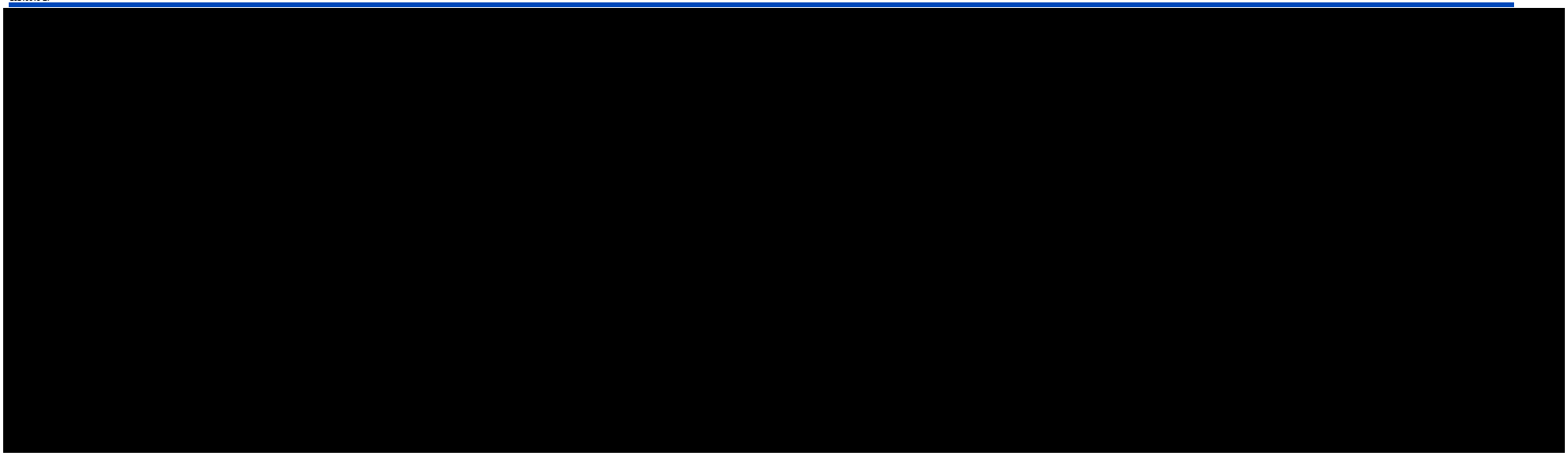
Economic Decision Making Model
Residential EV Tariff

Author:

CONFIDENTIAL

[redacted]

CONFIDENTIAL



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GENERAL ASSUMPTIONS

FPL 070745
20210015-EI

PROJECT TITLE: **Residential EV Tariff**

$ dollars

CPVRR: **$** **0** unfavorable / (favorable)

DATES

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

I) TAX RATES

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

II) COST OF CAPITAL

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

DISCOUNT RATE ("WACC"): **7.38%**

III) PROPERTY TAXES 1.73%
PROPERTY INSURANCE 0.036%

III) AFUDC

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

IV) FEDERAL TAX INCENTIVES

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

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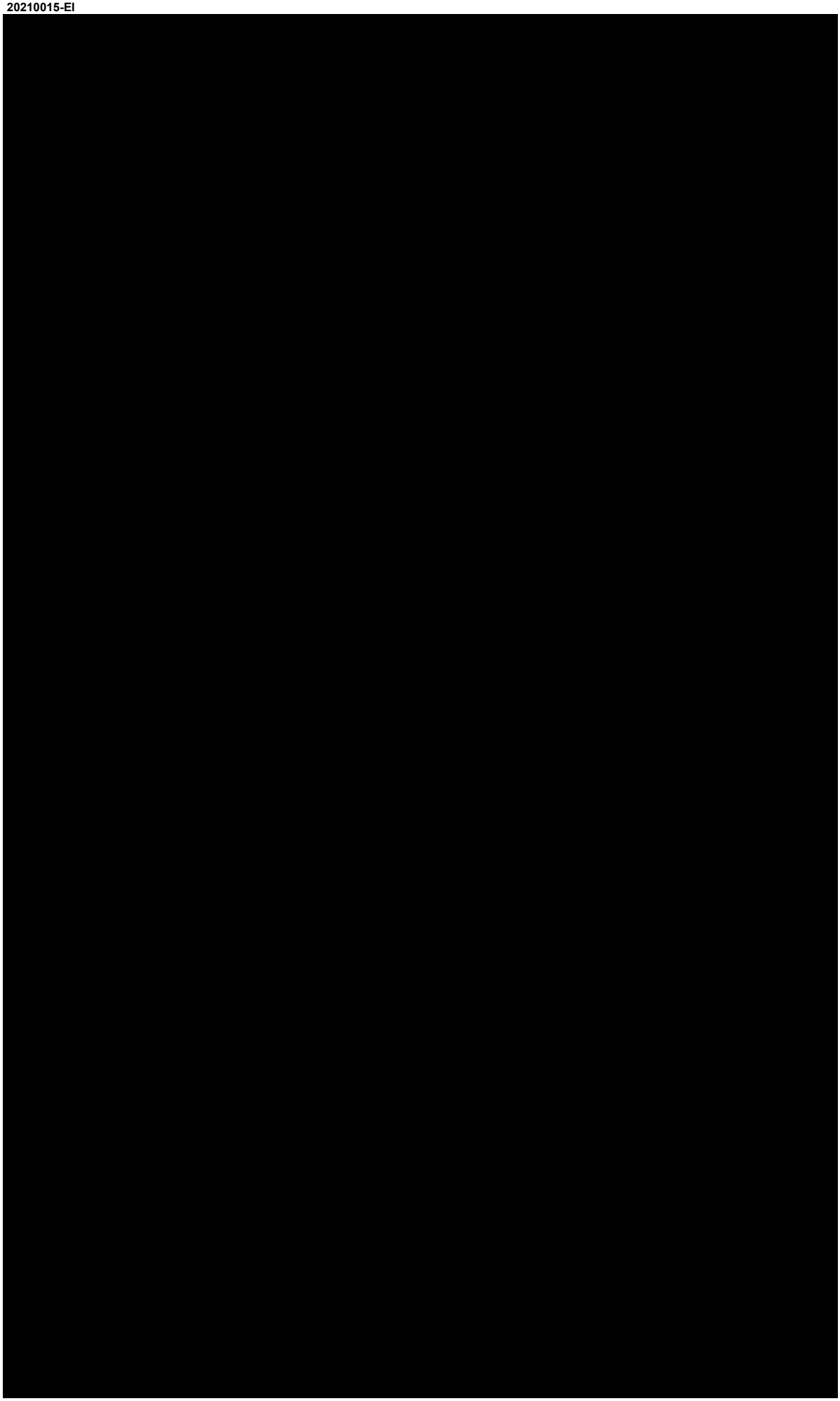


FPL 070747
20210015-EI

REVENUE REQUIREMENT

$ dollars 0

Period	Type	Input	Input	PV	SUM	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Year						2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072
Discount Date		1/1/2022				6/30/2022	6/30/2023	6/30/2024	6/30/2025	6/30/2026	6/30/2027	6/30/2028	6/30/2029	6/30/2030	6/30/2031	6/30/2032	6/30/2033	6/30/2034	6/30/2035	6/30/2036	6/30/2037	6/30/2038	6/30/2039	6/30/2040	6/30/2041	6/30/2042	6/30/2043	6/30/2044	6/30/2045	6/30/2046	6/30/2047	6/30/2048	6/30/2049	6/30/2050	6/30/2051	6/30/2052	6/30/2053	6/30/2054	6/30/2055	6/30/2056	6/30/2057	6/30/2058	6/30/2059	6/30/2060	6/30/2061	6/30/2062	6/30/2063	6/30/2064	6/30/2065	6/30/2066	6/30/2067	6/30/2068	6/30/2069	6/30/2070	6/30/2071	6/30/2072
Discount Factor	code	7.38%				1.00	0.93	0.87	0.81	0.75	0.70	0.65	0.61	0.57	0.53	0.49	0.46	0.43	0.40	0.37	0.34	0.32	0.30	0.28	0.26	0.24	0.22	0.21	0.19	0.18	0.17	0.16	0.15	0.14	0.13	0.12	0.11	0.10	0.10	0.09	0.08	0.08	0.07	0.07	0.06	0.06	0.05	0.05	0.05	0.04	0.04	0.04	0.04	0.03	0.03	0.03

REVENUE REQUIREMENT - UNFAVORABLE/(FAVORABLE)

Revenue Requirement - unfavorable/(favorable)	Type			CPVRR	SUM	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
1. EV Charger	Capital	4	Base	9,453,417	14,378,329	65,920	324,694	959,392	1,875,548	1,733,122	1,600,639	1,484,585	1,377,349	1,278,931	1,190,110	1,076,702	879,454	515,275	16,609	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
2. Install Cost	Capital	4	Base	14,128,978	21,489,702	98,524	485,284	1,433,897	2,803,175	2,590,307	2,392,298	2,218,845	2,058,571	1,911,476	1,778,726	1,609,227	1,314,422	770,125	24,824	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
3. Fixed Capital Costs	Capital	4	Base	214,255	242,735	57,934	52,609	47,726	43,723	40,073	671	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Marketing Costs	Operating Expense	2	Base	2,000,174	2,150,000	1,020,000	360,000	385,000	385,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5. ...	Capital	4	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6. O&M	Operating Expense	2	Base	2,269,449	3,600,000	12,000	60,000	180,000	360,000	360,000	360,000	360,000	360,000	360,000	360,000	348,000	300,000	180,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7. G&A	Operating Expense	2	Base	945,604	1,500,000	5,000	25,000	75,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	145,000	125,000	75,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12. TOU Energy	Operating Expense	2	Base	14,492,409	22,983,174	76,373	384,165	1,162,784	2,296,758	2,296,758	2,296,758	2,296,758	2,296,758	2,296,758	2,296,758	2,220,200	1,913,965	1,148,379	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20. Equipment Charge	Operating Savings	1	Base	(29,011,877)	(46,021,192)	(153,404)	(767,020)	(2,301,060)	(4,602,119)	(4,602,119)	(4,602,119)	(4,602,119)	(4,602,119)	(4,602,119)	(4,602,119)	(4,448,715)	(3,835,099)	(2,301,060)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21. Energy Charge	Operating Savings	1	Base	(14,492,409)	(22,983,174)	(76,373)	(384,165)	(1,162,784)	(2,296,758)	(2,296,758)	(2,296,758)	(2,296,758)	(2,296,758)	(2,296,758)	(2,296,758)	(2,220,200)	(1,913,965)	(1,148,379)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25. ...	Capital	4	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue Requirement - unfavorable/(favorable)				**0**	**(2,660,425)**	**1,105,974**	**540,568**	**779,955**	**1,015,327**	**271,382**	**(98,512)**	**(388,689)**	**(656,199)**	**(901,712)**	**(1,123,283)**	**(1,269,787)**	**(1,216,224)**	**(760,659)**	**41,433**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**

Revenue Requirement - unfavorable/(favorable)		CPVRR	SUM	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Operating Savings	1	(43,504,286)	(69,004,366)	(229,777)	(1,151,185)	(3,463,844)	(6,898,877)	(6,898,877)	(6,898,877)	(6,898,877)	(6,898,877)	(6,898,877)	(6,898,877)	(6,668,915)	(5,749,065)	(3,449,439)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operating Expense	2	19,707,635	30,233,174	1,113,373	829,165	1,802,784	3,191,758	2,806,758	2,806,758	2,806,758	2,806,758	2,806,758	2,806,758	2,713,200	2,338,965	1,403,379	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Property Tax and Insurance		1,651,469	2,413,864	17,166	70,359	200,893	386,671	344,567	303,134	261,029	219,596	178,163	138,111	103,583	80,104	69,055	41,433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Depreciation		14,955,891	23,651,615	116,205	429,027	1,211,081	2,384,162	2,384,162	2,346,162	2,346,162	2,346,162	2,346,162	2,346,162	2,267,956	1,955,135	1,173,081	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Expense		1,031,807	1,441,700	12,774	52,127	147,688	280,096	234,623	192,936	157,332	124,886	95,596	69,545	45,121	22,768	6,209	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Return on Equity		4,596,870	6,423,008	56,911	232,234	657,974	1,247,872	1,045,282	859,560	700,941	556,386	425,897	309,832	201,022	101,433	27,664	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Income Tax		1,560,614	2,180,579	19,321	78,842	223,379	423,646	354,868	291,816	237,966	188,890	144,590	105,187	68,246	34,436	9,392	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
AFUDC Perm Tax Difference		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ITC Normalization		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue Requirement - unfavorable/(favorable)		**0**	**(2,660,425)**	**1,105,974**	**540,568**	**779,955**	**1,015,327**	**271,382**	**(98,512)**	**(388,689)**	**(656,199)**	**(901,712)**	**(1,123,283)**	**(1,269,787)**	**(1,216,224)**	**(760,659)**	**41,433**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**
check		0	-	-	-	-	-	0	-	0	-	0	-	-	-	-	-	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Cumulative CPVRR		0		1,105,974	1,609,407	2,285,885	3,106,012	3,310,162	3,241,147	2,987,544	2,588,814	2,078,541	1,486,550	863,319	307,385	(16,426)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CASH FLOWS

Cash Flow, Unescalated	Type			Sign Flip	PV	SUM	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. EV Charger	Capital	4	...	1	7,998,862	9,405,000	313,500	1,254,000	3,135,000	4,702,500	-	-	-	-	-	-	-	-	-	-	-
2. Install Cost	Capital	4	...	1	11,955,016	14,056,615	468,554	1,874,215	4,685,538	7,028,308	-	-	-	-	-	-	-	-	-	-	-
3. Fixed Capital Costs	Capital	4	...	1	190,000	190,000	190,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Marketing Costs	Operating Expense	2	...	1	2,000,174	2,150,000	1,020,000	360,000	385,000	385,000	-	-	-	-	-	-	-	-	-	-	-
5. ...	Capital	4	...	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6. O&M	Operating Expense	2	...	1	2,269,449	3,600,000	12,000	60,000	180,000	360,000	360,000	360,000	360,000	360,000	360,000	360,000	348,000	300,000	180,000	-	-
7. G&A	Operating Expense	2	...	1	945,604	1,500,000	5,000	25,000	75,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	145,000	125,000	75,000	-	-
12. TOU Energy	Operating Expense	2	...	1	14,492,409	22,983,174	76,373	384,165	1,162,784	2,296,758	2,296,758	2,296,758	2,296,758	2,296,758	2,296,758	2,296,758	2,220,200	1,913,965	1,148,379	-	-
20. Equipment Charge	Operating Savings	1	...	1	(29,011,877)	(46,021,192)	(153,404)	(767,020)	(2,301,060)	(4,602,119)	(4,602,119)	(4,602,119)	(4,602,119)	(4,602,119)	(4,602,119)	(4,602,119)	(4,448,715)	(3,835,099)	(2,301,060)	-	-
21. Energy Charge	Operating Savings	1	...	1	(14,492,409)	(22,983,174)	(76,373)	(384,165)	(1,162,784)	(2,296,758)	(2,296,758)	(2,296,758)	(2,296,758)	(2,296,758)	(2,296,758)	(2,296,758)	(2,220,200)	(1,913,965)	(1,148,379)	-	-
Total Cash Flow, Unescalated					(3,652,771)	(15,119,577)	1,855,650	2,606,196	6,159,479	8,023,688	(4,092,119)	(4,092,119)	(4,092,119)	(4,092,119)	(4,092,119)	(4,092,119)	(3,955,715)	(3,410,099)	(2,046,060)	-	-

Escalation Factors (Inflation 0.00%, Base Year 2020): 1.00 for rows 1–25 in every year; Total Escalation Factors 25.

Cash Flow, Escalated: same values as Cash Flow, Unescalated.

OPERATING EXPENSES / (SAVINGS)

BOOK RATE BASE CALCULATIONS

Book Capital Placed in Service

Book Depreciation Rates

Book Depreciation

Land Sale or Reassignment

Net Book Value

Deferred Tax Assets/Liability

Rate Base, Ending

Rate Base, Average

Average CWIP

RETURN ON CAPITAL

Interest Expense

After Tax Return on Equity

10.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	59.600%	10.600%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total After-Tax Return on Equity					4,596,870	6,423,008	56,911	232,234	657,974	1,247,872	1,045,282	859,560	700,941	556,386	425,897	309,832	201,022	101,433	27,664	(0)	(0)
	EV Program Only							56,911	232,234	657,974	1,247,872	1,045,282	859,560	700,941	556,386	425,897	309,832	201,022	101,433	27,664	(0)	(0)

	Income Tax			**Tax Rate**																	
1.	EV Charger	Capital	4	25.345%	622,209	870,469	6,303	30,568	88,874	169,445	142,133	116,980	95,393	75,720	57,961	42,166	27,358	13,804	3,765	(0)	(0)
2.	Install Cost	Capital	4	25.345%	929,947	1,300,994	9,420	45,686	132,831	253,250	212,431	174,837	142,573	113,170	86,628	63,021	40,888	20,632	5,627	(0)	(0)
3.	Fixed Capital Costs	Capital	4	25.345%	8,459	9,117	3,599	2,589	1,674	951	304	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
4.	Marketing Costs	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	25.345%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Income Tax				1,560,614	2,180,579	19,321	78,842	223,379	423,646	354,868	291,816	237,966	188,890	144,590	105,187	68,246	34,436	9,392	(0)	(0)

	Pre-Tax Return on Capital			**Return Rate**																	
1.	EV Charger	Capital	4	9.880%	2,866,333	4,009,994	29,034	140,816	409,418	780,582	654,766	538,891	439,447	348,820	267,011	194,246	126,029	63,592	17,343	(0)	(0)
2.	Install Cost	Capital	4	9.880%	4,283,992	5,993,296	43,394	210,462	611,911	1,166,650	978,606	805,421	656,792	521,342	399,072	290,318	188,361	95,045	25,921	(0)	(0)
3.	Fixed Capital Costs	Capital	4	9.880%	38,966	41,998	16,578	11,925	7,712	4,381	1,401	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
4.	Marketing Costs	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	9.880%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Pre-Tax Return on Capital				7,189,291	10,045,288	89,006	363,202	1,029,041	1,951,613	1,634,773	1,344,313	1,096,239	870,162	666,082	484,564	314,390	158,637	43,265	(0)	(0)
	Check						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TAX CALCULATIONS

	Tax Capital Placed in Service			CODYear	**COD**	**d Interest**																
1.	EV Charger	Capital	4	2020	1/1/2020	7,998,862	9,405,000	313,500	1,254,000	3,135,000	4,702,500	-	-	-	-	-	-	-	-	-	-	-
2.	Install Cost	Capital	4	2020	1/1/2020	11,955,016	14,056,615	468,554	1,874,215	4,685,538	7,028,308	-	-	-	-	-	-	-	-	-	-	-
3.	Fixed Capital Costs	Capital	4	2020	1/1/2020	190,000	190,000	190,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	2020	1/1/2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Tax Capital Placed in Service					20,143,879	23,651,615	972,054	3,128,215	7,820,538	11,730,808	-	-	-	-	-	-	-	-	-	-	-

	Tax Depreciable Basis																			
1.	EV Charger	Capital	4	7,998,862	9,405,000	313,500	1,254,000	3,135,000	4,702,500	-	-	-	-	-	-	-	-	-	-	-
2.	Install Cost	Capital	4	11,955,016	14,056,615	468,554	1,874,215	4,685,538	7,028,308	-	-	-	-	-	-	-	-	-	-	-
3.	Fixed Capital Costs	Capital	4	190,000	190,000	190,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Tax Depreciable Basis			20,143,879	23,651,615	972,054	3,128,215	7,820,538	11,730,808	-	-	-	-	-	-	-	-	-	-	-

	Bonus Depreciation Rates			**Bonus Eligible**															
1.	EV Charger	Capital	4	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2.	Install Cost	Capital	4	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.	Fixed Capital Costs	Capital	4	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	FALSE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bonus Depreciation Rates																		

	Tax Depreciation Rates			**Tax Life**																	
1.	EV Charger	Capital	4	5	88%	100.00%	20.00%	32.00%	19.20%	11.52%	11.52%	5.76%	-	-	-	-	-	-	-	-	-
2.	Install Cost	Capital	4	5	88%	100.00%	20.00%	32.00%	19.20%	11.52%	11.52%	5.76%	-	-	-	-	-	-	-	-	-
3.	Fixed Capital Costs	Capital	4	3	94%	100.00%	33.33%	44.44%	14.81%	7.41%	-	-	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	5	88%	100.00%	20.00%	32.00%	19.20%	11.52%	11.52%	5.76%	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	5	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	5	88%	100.00%	20.00%	32.00%	19.20%	11.52%	11.52%	5.76%	-	-	-	-	-	-	-	-	-
	Tax Depreciation Rates																				

	Tax Depreciation																			
1.	EV Charger	Capital	4	7,075,880	9,405,000	62,700	351,120	1,088,472	2,220,583	2,287,296	1,426,550	975,110	722,304	270,864	-	-	-	-	-	-
2.	Install Cost	Capital	4	10,575,537	14,056,615	93,711	524,780	1,626,819	3,318,861	3,418,569	2,132,107	1,457,390	1,079,548	404,831	-	-	-	-	-	-
3.	Fixed Capital Costs	Capital	4	177,759	190,000	63,333	84,444	28,148	14,074	-	-	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Tax Depreciation			17,829,176	23,651,615	219,744	960,345	2,743,439	5,553,518	5,705,865	3,558,658	2,432,500	1,801,852	675,695	-	-	-	-	-	-

	Net Tax Basis																	
1.	EV Charger	Capital	4	250,800	1,153,680	3,200,208	5,682,125	3,394,829	1,968,278	993,168	270,864	-	-	-	-	-	-	-
2.	Install Cost	Capital	4	374,843	1,724,278	4,782,998	8,492,445	5,073,876	2,941,768	1,484,379	404,831	-	-	-	-	-	-	-
3.	Fixed Capital Costs	Capital	4	126,667	42,222	14,074	-	-	-	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Net Tax Basis			752,310	2,920,180	7,997,280	14,174,570	8,468,705	4,910,047	2,477,547	675,695	-	-	-	-	-	-	-

PROPERTY TAX & INSURANCE

	Property Tax Depreciation Factor			**Book Life**	**Floor**															
1.	EV Charger	Capital	4	10	20%	100.00%	90.00%	80.00%	70.00%	60.00%	50.00%	40.00%	30.00%	20.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
2.	Install Cost	Capital	4	10	20%	100.00%	90.00%	80.00%	70.00%	60.00%	50.00%	40.00%	30.00%	20.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
3.	Fixed Capital Costs	Capital	4	5	20%	100.00%	80.00%	60.00%	40.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4.	Marketing Costs	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
5.	...	Capital	4	10	20%	100.00%	90.00%	80.00%	70.00%	60.00%	50.00%	40.00%	30.00%	20.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
6.	O&M	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
7.	G&A	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
8.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
9.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
10.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
11.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
12.	TOU Energy	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
13.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
14.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
15.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
16.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
17.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
18.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
19.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
20.	Equipment Charge	Operating Savings	1	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
21.	Energy Charge	Operating Savings	1	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
22.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
23.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
24.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
25.	...	Capital	4	10	20%	100.00%	90.00%	80.00%	70.00%	60.00%	50.00%	40.00%	30.00%	20.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
	Property Tax Depreciation Factor																			

	Property Tax Basis			Percent Subject to Property Tax	Exemption Exp.															
1.	EV Charger	Capital	4	100%	2038	313,500	1,536,150	4,514,400	8,746,650	7,806,150	6,865,650	5,925,150	4,984,650	4,044,150	3,135,000	2,351,250	1,818,300	1,567,500	940,500	-
2.	Install Cost	Capital	4	100%	2038	468,554	2,295,914	6,747,175	13,072,652	11,666,991	10,261,329	8,855,668	7,450,006	6,044,345	4,685,538	3,514,154	2,717,612	2,342,769	1,405,662	-
3.	Fixed Capital Costs	Capital	4	100%	2038	190,000	152,000	114,000	76,000	38,000	38,000	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	100%	2038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Property Tax Basis					972,054	3,984,064	11,375,575	21,895,302	19,511,141	17,164,979	14,780,818	12,434,656	10,088,495	7,820,538	5,865,404	4,535,912	3,910,269	2,346,162	-

	Property Expense			**Millage Rate**	**1st Yr of Tax**																	
1.	EV Charger	Capital	4	1.73%	2020	644,731	943,698	5,424	26,575	78,099	151,317	135,046	118,776	102,505	86,234	69,964	54,236	40,677	31,457	27,118	16,271	-
2.	Install Cost	Capital	4	1.73%	2020	963,608	1,410,441	8,106	39,719	116,726	226,157	201,839	177,521	153,203	128,885	104,567	81,060	60,795	47,015	40,530	24,318	-
3.	Fixed Capital Costs	Capital	4	1.73%	2020	9,464	10,518	3,287	2,630	1,972	1,315	657	657	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	1.73%	2020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Property Expense					1,617,803	2,364,657	16,817	68,924	196,797	378,789	337,543	296,954	255,708	215,120	174,531	135,295	101,471	78,471	67,648	40,589	-

	Insurance Valuation %			**Book Life**	**Floor**															
1.	EV Charger	Capital	4	10	20%	100.00%	90.00%	80.00%	70.00%	60.00%	50.00%	40.00%	30.00%	20.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
2.	Install Cost	Capital	4	10	20%	100.00%	90.00%	80.00%	70.00%	60.00%	50.00%	40.00%	30.00%	20.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
3.	Fixed Capital Costs	Capital	4	5	20%	100.00%	80.00%	60.00%	40.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4.	Marketing Costs	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
5.	...	Capital	4	10	20%	100.00%	90.00%	80.00%	70.00%	60.00%	50.00%	40.00%	30.00%	20.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
6.	O&M	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
7.	G&A	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
8.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
9.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
10.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
11.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
12.	TOU Energy	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
13.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
14.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
15.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
16.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
17.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
18.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
19.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
20.	Equipment Charge	Operating Savings	1	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
21.	Energy Charge	Operating Savings	1	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
22.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
23.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
24.	...	Operating Expense	2	10	20%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
25.	...	Capital	4	10	20%	100.00%	90.00%	80.00%	70.00%	60.00%	50.00%	40.00%	30.00%	20.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%
	Insurance Valuation %																			

	Insurance Valuation																	
1.	EV Charger	Capital	4	313,500	1,536,150	4,514,400	8,746,650	7,806,150	6,865,650	5,925,150	4,984,650	4,044,150	3,135,000	2,351,250	1,818,300	1,567,500	940,500	-
2.	Install Cost	Capital	4	468,554	2,295,914	6,747,175	13,072,652	11,666,991	10,261,329	8,855,668	7,450,006	6,044,345	4,685,538	3,514,154	2,717,612	2,342,769	1,405,662	-
3.	Fixed Capital Costs	Capital	4	190,000	152,000	114,000	76,000	38,000	38,000	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Insurance Valuation			972,054	3,984,064	11,375,575	21,895,302	19,511,141	17,164,979	14,780,818	12,434,656	10,088,495	7,820,538	5,865,404	4,535,912	3,910,269	2,346,162	-

	Insurance Expense			**Insurance Rate**	**yearfrac**																	
1.	EV Charger	Capital	4	0.036%	100%	13,416	19,638	113	553	1,625	3,149	2,810	2,472	2,133	1,794	1,456	1,129	846	655	564	339	-
2.	Install Cost	Capital	4	0.036%	100%	20,052	29,350	169	827	2,429	4,706	4,200	3,694	3,188	2,682	2,176	1,687	1,265	978	843	506	-
3.	Fixed Capital Costs	Capital	4	0.036%	100%	197	219	68	55	41	27	14	14	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	0.036%	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Insurance Expense					33,665	49,207	350	1,434	4,095	7,882	7,024	6,179	5,321	4,476	3,632	2,815	2,112	1,633	1,408	845	-

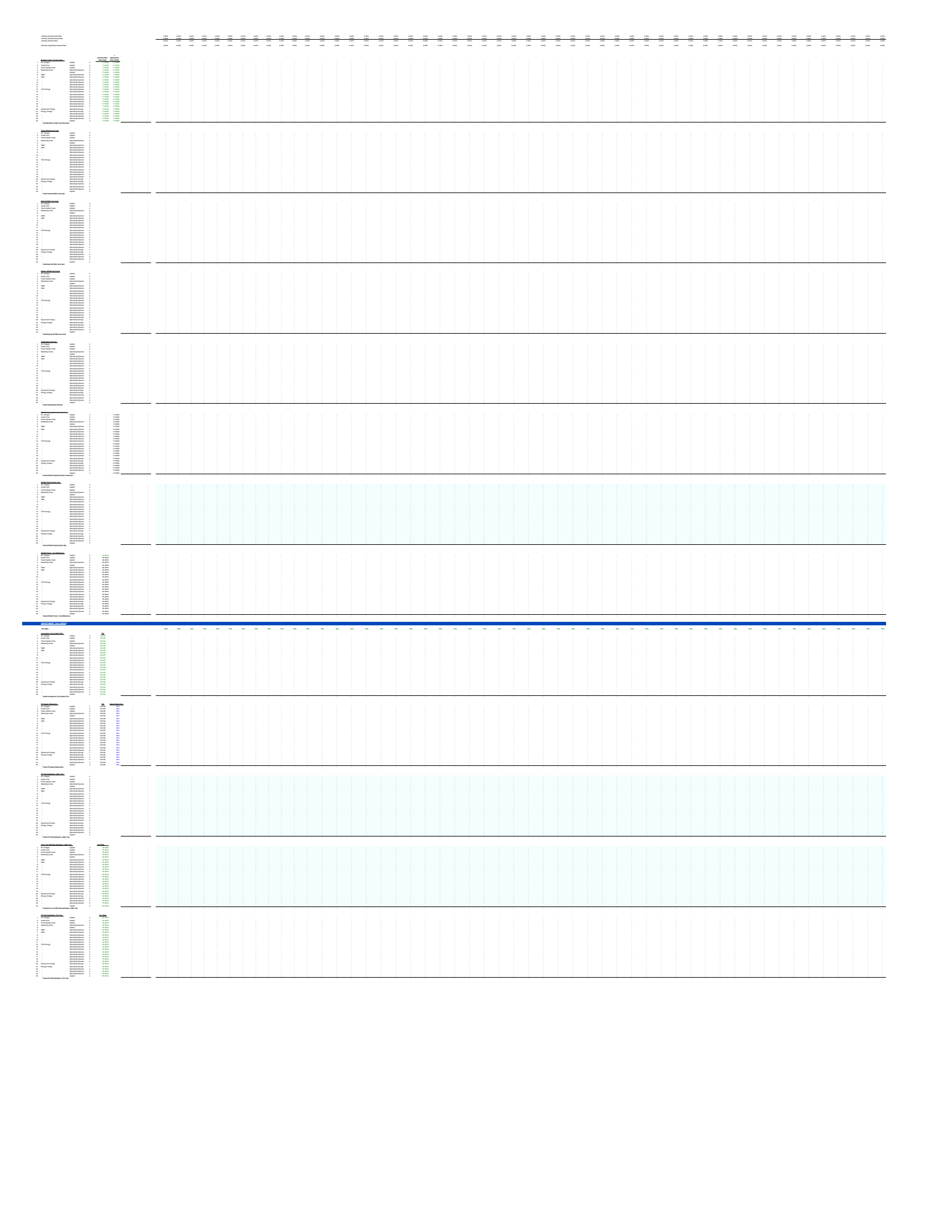
	Property Tax and Insurance																			
1.	EV Charger	Capital	4	658,148	963,335	5,536	27,128	79,724	154,466	137,857	121,247	104,638	88,029	71,420	55,364	41,523	32,111	27,682	16,609	-
2.	Install Cost	Capital	4	983,660	1,439,791	8,275	40,546	119,155	230,863	206,039	181,215	156,391	131,567	106,743	82,747	62,060	47,993	41,373	24,824	-
3.	Fixed Capital Costs	Capital	4	9,661	10,737	3,355	2,684	2,013	1,342	671	671	-	-	-	-	-	-	-	-	-
4.	Marketing Costs	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.	O&M	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.	G&A	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	TOU Energy	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20.	Equipment Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21.	Energy Charge	Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24.	...	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25.	...	Capital	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Property Tax and Insurance			1,651,469	2,413,864	17,166	70,359	200,893	386,671	344,567	303,134	261,029	219,596	178,163	138,111	103,583	80,104	69,055	41,433	-

AFUDC

Annual Rates

Annual AFUDC Debt Rate		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Annual AFUDC Equity Rate		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Annual AFUDC Rate		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Annual Capitalized Interest Rate	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%	3.51%

Monthly Rates



FPL 070748
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	BTM EV Charger Offer	2021	2022	2023	2024	2025		
Fixed Costs	Administrative	$50,000	$50,000	$50,000	$50,000	$50,000		
	Web design/development and Integration (FPL.com Integration, data analytics, etc.	$250,000						
	ACT development (IT integration, email development, data integration and automation)		$295,000	$35,000	$35,000	$35,000		
	Total Fixed Budget	**$300,000**	**$345,000**	**$85,000**	**$85,000**	**$85,000**	900,000	
Marketing	Research	$100,000						
	Brand Developmen(brand strategy, campaign and creative development, etc.)	$50,000						
	Email development and execution		$100,000	$150,000	$150,000	$150,000		
	KSM (Digital retargeting, search, paid Ads, social media, etc.)		$125,000	$125,000	$150,000	$150,000		
	Total Marketing Budget	**$150,000**	**$225,000**	**$275,000**	**$300,000**	**$300,000**	1,250,000	2,150,000
	Digital Marketing Reach		40,000	52,000	70,000	90,000		
	Lead Acquisition Rate %		0.5%	1.5%	2.0%	2.0%		
	Leads Acquired		200	780	1,400	1,800		
	Email Campaign Reach		2,000,000	3,350,000	4,000,000	4,410,000		
	Open Rate %		38.3%	39.0%	40.3%	40.5%		
	Email Opens		766,000	1,306,500	1,612,000	1,786,050		
	Email Click Rate % (Learn More)		3.0%	3.5%	4.5%	5.0%		
	Total Leads Acquired		23,180	46,508	73,940	91,103		
	Churn		22,021	44,182	68,764	84,725		
	Churn Rate % (current enrollment funnel)		95%	95%	93%	93%		
	Enrollment		500	2,000	5,000	7,500		
	Enrollmet Rate %		0.03%	0.06%	0.13%	0.17%		
	Cost per acquisition		**$550**	**$180**	**$77**	**$51**		
	Levelized Cost per Acquistion		$98					
	Upfront		$745,000				745,000	
	On-Going		$275,000	$360,000	$385,000	$385,000	1,405,000	
	Total		$1,020,000	$360,000	$385,000	$385,000	2,150,000	

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

CONFIDENTIAL

CONFIDENTIAL

FPL 070751
20210015-EI

254.0556 kWh/mo.

	Customer Charge	Flat Base Energy	Tier 1	Tier 2	On Peak Rider	Off Peak Rider	Conservation	Capacity	Environental	SPP	Flat Fuel	Fuel 1st Tier	Fuel 2nd Tier	On-Peak Fuel	Off-Peak Fuel	Flat RS-1	Tier 1 RS-1	Tier 2 RS-1	**Flat On Peak**	Flat Off Peak	**Monthly Off-Peak Energy**
Jan-22	8.9900	0.07002	0.06683	0.07683	0.12043	(0.05267)	0.0016	0.0026	0.0032	0.0021	0.0249	0.0217	0.0317	0.0038	(0.0016)	0.1044	0.0980	0.1180	**0.2287**	0.0501	**12.73**
Jan-23	9.5500	0.07438	0.07118	0.08118	0.12796	(0.05595)	0.0015	0.0021	0.0032	0.0031	0.0229	0.0197	0.0297	0.0020	(0.0009)	0.1072	0.1008	0.1208	**0.2371**	0.0504	**12.81**

LOOKUP TABLES

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DEPRECIABLE LIFE

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

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TAX DEPRECIATION SCHEDULES

LIFE	sum	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	100.00%	100.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	100.00%	20.00%	32.00%	19.20%	11.52%	11.52%	5.76%	-	-	-	-	-	-	-	-	-	-	-
7	100.00%	14.29%	24.49%	17.49%	12.49%	8.93%	8.92%	8.93%	4.46%	-	-	-	-	-	-	-	-	-
10	100.00%	10.00%	18.00%	14.40%	11.52%	9.22%	7.37%	6.55%	6.55%	6.56%	6.55%	3.28%	-	-	-	-	-	-
15	100.00%	5.00%	9.50%	8.55%	7.70%	6.93%	6.23%	5.90%	5.90%	5.91%	5.90%	5.91%	5.90%	5.91%	5.90%	5.91%	2.95%	-
20	100.00%	3.75%	7.22%	6.68%	6.18%	5.71%	5.29%	4.89%	4.52%	4.46%	4.46%	4.46%	4.46%	4.46%	4.46%	4.46%	4.46%	4.46%
39	100.00%	1.39%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%
67	100.00%	0.75%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%
3	100.00%	33.33%	44.44%	14.81%	7.41%													
custom 2	0.00%																	
custom 3	0.00%																	
custom 4	0.00%																	
custom 5	0.00%																	
custom 6	0.00%																	
custom 7	0.00%																	
custom 8	0.00%																	
custom 9	0.00%																	
custom 10	0.00%																	

LIFE	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	4.46%	4.46%	4.46%	2.23%	-	-	-	-	-	-	-	-	-	-	-	-	-
39	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%
67	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%
3																	
custom 2																	
custom 3																	
custom 4																	
custom 5																	
custom 6																	
custom 7																	
custom 8																	
custom 9																	
custom 10																	

LIFE	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	2.56%	2.56%	2.56%	2.56%	2.56%	1.18%	-	-	-	-	-	-	-	-	-	-	-
67	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%
3																	
custom 2																	
custom 3																	
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custom 5																	
custom 6																	
custom 7																	
custom 8																	
custom 9																	
custom 10																	

LIFE	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
67	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	0.75%
3																	
custom 2																	
custom 3																	
custom 4																	
custom 5																	
custom 6																	
custom 7																	
custom 8																	
custom 9																	
custom 10																	

INFLATION TABLES

RATE	mean	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
custom 1	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
custom 2	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
custom 3	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

RATE	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
custom 1	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
custom 2	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
custom 3	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

RATE	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
custom 1	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
custom 2	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
custom 3	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

RATE	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
custom 1	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
custom 2	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
custom 3	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

MODEL LOOKUPS

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

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

QUESTION:
EV Programs – Residential EV Charging Services Pilot

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

a. Explain what is meant by "design flexibility."

b. Will the EVSE be the same for each participant? If not, why?

RESPONSE:

a. Design flexibility refers to the participant's ability to select from Full Installation or Equipment Only Installation service offerings. The Full Installation includes addition of a 240V circuit (assuming Customer has at least two appropriate breaker slots available), design calculations, permitting and up to 15 foot 50A branch circuit. This is a standard installation that will meet most customers' needs. The Equipment Only Installation service offering requires the Customer to provides a dedicated, permitted and installed 240V circuit in garage. This allows customers to have more control over their installation and configuration, for example if they want the charger further from the breaker panel and require more than a 15 foot 50A branch circuit.

b. No, Customers will be able to select from a list of approved EVSE providers to allow for greater flexibility and options.

QUESTION:
EV Programs – Residential EV Charging Services Pilot

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

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

QUESTION:
EV Programs – Residential EV Charging Services Pilot

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

a. Identify the accounts FPL will record the Pilot's costs in.

b. Identify the accounts FPL will record the Pilot's revenues in.

c. Is the Pilot designed to be net neutral to non-participants?

RESPONSE:

a-b. FPL is in the process of evaluating the proper accounting required for the Residential EV Charging Services Pilot program and has not finalized the accounting for this program. However, FPL has made the following preliminary determinations in regard to how the costs and revenues will be recorded for this program:

- Capital Costs – The charging stations will likely be recorded in plant account 371.4– Electric vehicle chargers, and the associated depreciation will be recorded to FERC account 403 – Depreciation expense. Capitalized software will be recorded in plant account 303 - Miscellaneous intangible plant and be amortized to FERC account 404 - Amortization of limited-term electric plant.

- Operation and Maintenance ("O&M") Expenses – Maintenance of the charging stations will be recorded to the proper distribution O&M account; marketing expenses will be recorded to the proper sales expense O&M account; administrative staff support will be recorded to FERC account 920 - Administrative and general salaries; and property taxes will be recorded to FERC account 408.1 - Taxes other than income taxes.

- Revenues – The amount of revenue billed under the Residential EV Charging Services Pilot tariff described in paragraph 22(iii) of the proposed Settlement Agreement will be recorded in two separate FERC accounts: the energy charge will be recorded to FERC account 440 – residential sales of electricity and the program charge related to the equipment will be charged to FERC account 454 - Rent from electric property. In addition, the revenue amount charged to FERC account 440 – Residential sales will be split between clause and base revenues based on residential rates in effect at the time revenues are recorded.

c. Yes, the Pilot is designed to be net neutral to non-participants over the life of the contract. Each participating customer will bear the full cost of installation and ongoing expenses through a fixed charge that reflects all costs to provide service.

QUESTION:
EV Programs – Commercial EV Charging Services

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

a. Provide a copy of any materials being provided to customers.

b. Please identify the EVSE FPL will install under the Pilot. As part of your response provide the EVSE's list price and rated amperage.

c. Estimate the total upfront cost FPL expects a non-participant would pay on average to install a circuit and charger comparable to the one FPL will install under the program. As part of your response, explain how FPL calculated the total cost. If FPL is unable to estimate the cost, please provide a sample calculation instead.

d. Estimate the total monthly cost a non-participant would pay to charge their vehicle off-peak under each applicable general service time of use Rate Schedule. As part of your response, please complete the table below and explain how FPL calculated the total monthly cost. If FPL is unable to estimate the cost, please provide a sample calculation for each general service time of use Rate Schedule instead.

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

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

b. The technical, economic, and operational considerations of electrification feasibility preclude a "one size fits all" approach to EV and EVSE selection. The EVSE FPL will install will vary based on customer-specific requirements and will depend on a number of factors including but not limited to each customer's: i) fleet make-up and size, ii) fleet goals, iii) route requirements, iv) necessary service upgrades, and v) charging depot location and design.

c. Due to the reasons identified in subpart (b), FPL is unable to estimate the cost or provide a sample calculation. The cost of installation, as well as EVSE costs, will vary significantly based on the type of EVSE installed, the scope of electrical work required for the installation, and numerous customer-site specific conditions and requirements. An illustrative example is provided in Staff's Tenth Data Request No. 12 (a).

d. Due to the reasons identified in subpart (b), FPL is unable to estimate the cost or provide a sample calculation. The cost to charge will vary significantly based on the type of EV and EVSE and battery state of charge. It's worth noting that the Pilot includes only the recovery of the equipment, O&M and overhead costs of the charging facility. The participant would purchase electricity based on the applicable energy tariff (e.g., GSD-1, GSDT-1, GSLD-T-1, etc.) Therefore, electricity costs would be the same for a non-participant as they would be for a participant.

QUESTION:
EV Programs – Commercial EV Charging Services

Please refer to tariff Sheet No. 8.942.

a. Provide a sample calculation of a Monthly Service Payment, including any assumptions made by FPL. Please utilize the same assumptions that were used in FPL's response to [Question 11d above].

b. Explain why the Monthly Service Payment is not the same fixed rate for all commercial customers, considering the Monthly Service Payment will be the same for residential customers under tariff Sheet No. 8.213.

RESPONSE:

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

b. Please see FPL's response to Staff's Tenth Data Request No: 11(b) and (c).

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Tab 1 of 5

Monthly Service Payment
Hypothetical Sample Calculation

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

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GENERAL ASSUMPTIONS

PROJECT TITLE: **Sample Calculation**

$ dollars

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

DATES

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

I) TAX RATES

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

II) COST OF CAPITAL

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

DISCOUNT RATE ("WACC"): **7.38%**

III) PROPERTY TAXES 1.73%
PROPERTY INSURANCE 0.036%

III) AFUDC

	2020	2021	2022	2023	2024
Debt					
Equity					
Total					

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

IV) FEDERAL TAX INCENTIVES

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

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INPUTS CPVRR: 1,168,074

Period 0 1
Year Data Entry: $ dollars 2022 2023

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

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

WORK SPACE

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
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179,066	166,077	154,050	142,744	132,881	123,739	114,596	107,220	0	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
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189,066	176,077	164,050	152,744	142,881	133,739	124,596	117,220	0	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)

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Florida Power & Light Company
Docket No. 20210015-EI
Staff's Tenth Data Request
Request No. 12
Attachment 1 of 1
Tab 4 of 5

REVENUE REQUIREMENT ($ dollars) 1,168,074

Period	Type	Input	Input	PV	SUM	1	2	3	4	5	6	7	8	9	10	11	12
Year						2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Discount Date		1/1/2022				12/31/2022	12/31/2023	12/31/2024	12/31/2025	12/31/2026	12/31/2027	12/31/2028	12/31/2029	12/31/2030	12/31/2031	12/31/2032	12/31/2033
Discount Factor	code	7.38%				0.93	0.87	0.81	0.75	0.70	0.65	0.61	0.57	0.53	0.49	0.46	0.43

REVENUE REQUIREMENT - UNFAVORABLE/(FAVORABLE)

Revenue Requirement - unfavorable/(favorable)				CPVRR	SUM	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1. Capital Costs	Capital	4	Base	1,099,044	1,525,264	210,272	194,619	179,066	166,077	154,050	142,744	132,881	123,739	114,596	107,220	0	(0)
2. O&M	Operating Expense	2	Base	69,030	100,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	-	-
3. ...	Operating Expense	2	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. ...	Operating Savings	1	Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue Requirement - unfavorable/(favorable)				1,168,074	1,625,264	220,272	204,619	189,066	176,077	164,050	152,744	142,881	133,739	124,596	117,220	0	(0)

Revenue Requirement - unfavorable/(favorable)		CPVRR	SUM	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Operating Savings	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operating Expense	2	69,030	100,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	-	-
Property Tax and Insurance		75,013	98,896	17,660	15,894	14,128	12,362	10,596	8,830	7,064	5,298	3,532	3,532	-	-
Depreciation		690,304	1,000,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	0	-
Interest Expense		47,896	61,192	13,292	11,299	9,320	7,709	6,237	4,867	3,705	2,647	1,588	529	(0)	(0)
Return on Equity		213,386	272,622	59,217	50,337	41,522	34,346	27,785	21,685	16,507	11,791	7,075	2,358	(0)	(0)
Income Tax		72,444	92,554	20,104	17,089	14,096	11,660	9,433	7,362	5,604	4,003	2,402	801	(0)	(0)
AFUDC Perm Tax Difference		-	-	-	-	-	-	-	-	-	-	-	-	-	-
ITC Normalization		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue Requirement - unfavorable/(favorable)		1,168,074	1,625,264	220,272	204,619	189,066	176,077	164,050	152,744	142,881	133,739	124,596	117,220	0	(0)
check		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cumulative CPVRR		1,168,074		205,140	382,612	535,330	667,785	782,716	882,375	969,194	1,044,876	1,110,541	1,168,074	1,168,074	1,168,074

CASH FLOWS

Cash Flow, Unescalated				Sign Flip			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1. Capital Costs	Capital	4	...	1	931,305	1,000,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-
2. O&M	Operating Expense	2	...	1	69,030	100,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	-	-
3. ...	Operating Expense	2	...	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. ...	Operating Savings	1	Sign Flip	(1)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Flow, Unescalated					1,000,335	1,100,000	1,010,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	-	-

BOOK RATE BASE CALCULATIONS

Book Capital Placed in Service			Book Life	COD	AFUDC			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1. Capital Costs	Capital	4	10	1/1/2022	-	931,305	1,000,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-
2. O&M	Operating Expense	2	10	1/1/2022	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Book Capital Placed in Service					-	931,305	1,000,000	1,000,000	-	-	-	-	-	-	-	-	-	-	-

Year 2022 Weighted Avg. Partial Year Factor 100.0000%

Book Depreciation Rates			Book Life	COD Month	yearfrac		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1. Capital Costs	Capital	4	10	1	100%	100.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	0.00%	-
2. O&M	Operating Expense	2	10	1	100%	0.00%	-	-	-	-	-	-	-	-	-	-	-	-

Book Depreciation					2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1. Capital Costs	Capital	4	690,304	1,000,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	0	-
2. O&M	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-
Total Book Depreciation			690,304	1,000,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	0	-

Land Sale or Reassignment			Sold Year			2022–2033
1. Capital Costs	Capital	4	2032	-	-	-
Total Land Sale or Reassignment				-	-	-

Net Book Value			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1. Capital Costs	Capital	4	900,000	800,000	700,000	600,000	500,000	400,000	300,000	200,000	100,000	-	(0)	(0)
2. O&M	Operating Expense	2	-	-	-	-	-	-	-	-	-	-	-	-

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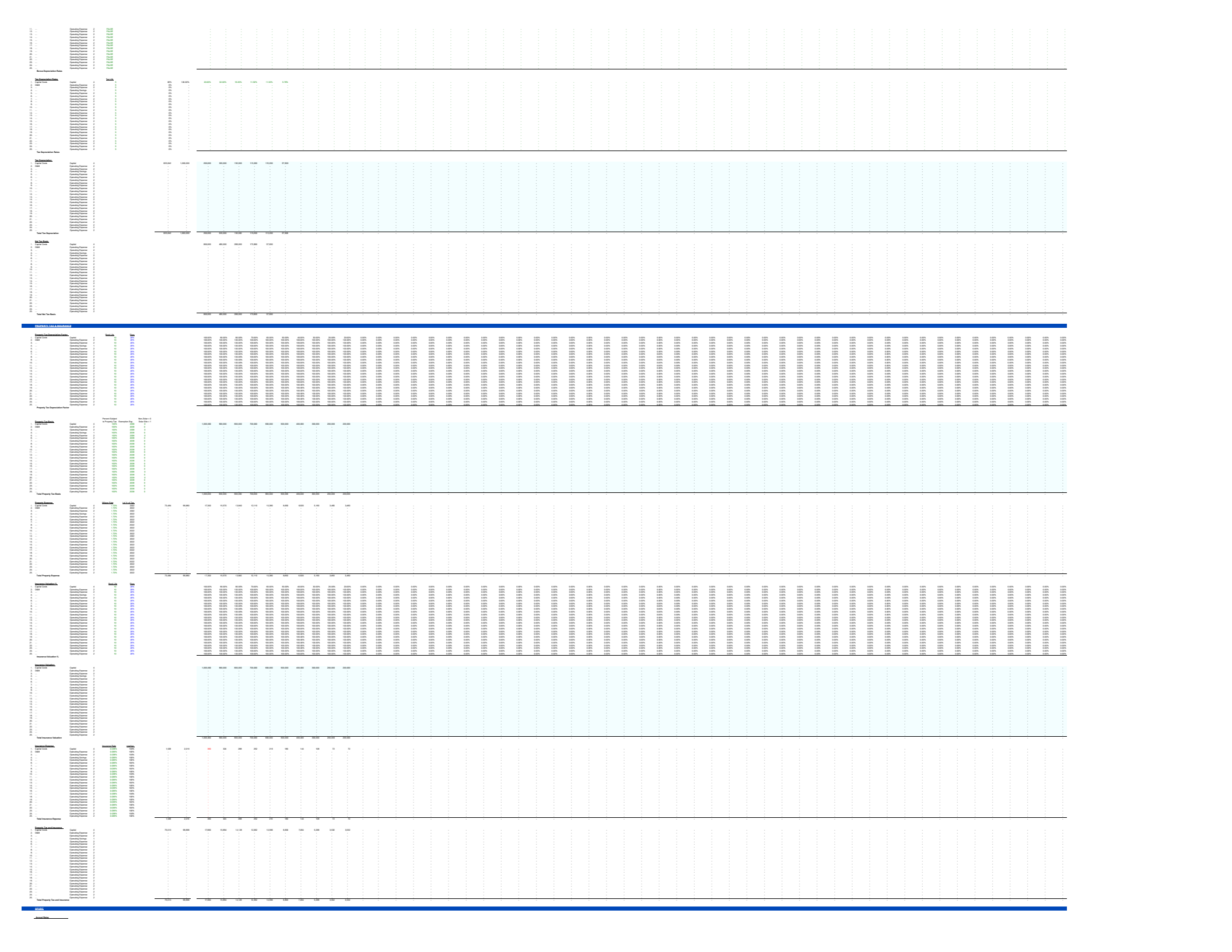

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Florida Power & Light Company
Docket No. 20210015-EI
Staff's Tenth Data Request
Request No. 12
Attachment 1 of 1
Tab 5 of 5

LOOKUP TABLES

DEPRECIABLE LIFE

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

TAX DEPRECIATION SCHEDULES

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

INFLATION TABLES

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

MODEL LOOKUPS

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

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

13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5.91%	5.90%	5.91%	2.95%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4.46%	4.46%	4.46%	4.46%	4.46%	4.46%	4.46%	4.46%	2.23%	-	-	-	-	-	-	-	-	-	-
2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%
1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%

2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
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2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	2.56%	1.18%	-	-	-	-	-	-	-	-	-	-
1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%

2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68
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1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	0.75%

2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

QUESTION:
EV Programs – Commercial EV Charging Services

Please refer to tariff Sheet No. 9.833.

a. Will any assets be installed behind the customer's service meter?

b. Explain the impact to the general body of ratepayers after tariff Sheet. No. 8.942 expires, as the term of the Agreement is 10 years.

c. Could a customer execute, modify, or assign the Agreement after tariff Sheet No. 8.942 expires?

d. Would FPL allow the customer to modify the Agreement before or after it is executed?

e. Are there any limitation or reasons FPL would not repair the applicable EVSE?

f. Identify any other governmental bodies or entities that would have jurisdiction over the Agreement.

g. Can FPL disconnect a participant's EVSE due to non-payment of the program charges?

h. Identify an applicable law that would restrict a late payment charge to the accounts of federal, state, and local governmental entities, agencies, and instrumentalities.

RESPONSE:

a. Yes, FPL expects most assets under the Commercial EV Charging Services pilot ("Pilot") will be installed behind the customer's service meter.

b. FPL proposes that customers taking service under the Pilot Tariff be allowed to continue being served pursuant to and through the term of their Commercial Electric Vehicle Charging Services Agreement ("Agreement"), even if the pilot expires after four years. Given that the Pilot is designed to have no impact on the general body of customers over the life of the Agreement, there would be no impact to the general body of customers when the tariff expires.

c. As stated in tariff Sheet No. 8.942, no new Agreements may be executed following the expiration of the tariff. Any assignment or modification would be subject to the terms of the Agreement, which would not be impacted by the expiration of the tariff.

d. The Agreement sets forth the terms by which FPL and the participant can modify the Agreement.

e. Reasons FPL would not repair the applicable EVSE are limited but include, i) safety, ii) participant's request, iii) Agreement is at end of term, iv) equipment cannot be repaired and needs to be replaced, and v) inability to access site.

f. FPL is not aware of any other governmental bodies or entities that would have jurisdiction over the Agreement, but local governmental entities may have permit and inspection requirements.

g. Please see FPL's response to Staff's Ninth Data Request No. 11.

h. Please refer to the following statutes that address late payments charges and interest that may be applied to governmental entities:

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

State Governmental Entities
Florida Statute §215.422 and §55.03

Local Governmental Entities
Florida Statute §218.73 and §218.74

QUESTION:
EV Programs – Commercial EV Charging Services

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

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

QUESTION:
EV Programs – Commercial EV Charging Services

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

a. Identify the accounts FPL will record the Pilot's costs in.

b. Identify the accounts FPL will record the Pilot's revenues in.

c. Is the Pilot designed for the costs to be net neutral to non-participants?

RESPONSE:

a. While FPL is in the process of evaluating the proper accounting required for the Commercial EV Charging Services Pilot program, FPL expects the costs and expenses to be recorded similar to that of the Residential EV Charging Services Pilot program described in FPL's response to Staff's Tenth Data Request, Question No. 10. However, the charges to customers under the Commercial EV Charging Services Pilot program are based on a formulaic rate which, depending on the type of equipment installed, includes various operations and maintenance expenses, monitoring expenses associated with the installed equipment, administrative and general expenses, depreciation expense, income taxes, property taxes, and any expenses that are particular to a specific type of equipment. Therefore, specific FERC accounts to record costs and expenses may vary depending on the type of equipment installed.

b. The amount of revenue billed under the Commercial EV Charging Services Pilot tariff described in paragraph 22(iv) of the proposed Settlement Agreement will be recorded in FERC account 454 - Rent from electric property.

c. Yes, the Pilot is designed to be net neutral to non-participants over the life of the contract. Each participating customer will bear the full cost of installation and ongoing expenses through a fixed, customer specific charge that reflects all costs to provide service.

QUESTION:
EV Programs – Commercial EV Charging Services

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

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

QUESTION:
EV Programs – New Technologies and Software

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

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

QUESTION:
EV Programs – New Technologies and Software

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

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

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

QUESTION:
EV Programs – Education and Awareness

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

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

QUESTION:
EV Programs – Education and Awareness

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

a. Explain how FPL estimated the costs of the program.

b. Will FPL place any limit on the type or quantity of programs it intends to offer?

c. Will FPL limit program expenditures? If not, why.

RESPONSE:

a. FPL estimated the $5 million for Education and Awareness programs based on the size of the overall EV programs. FPL believes this is a reasonable allocation given the size of the general body. Of the 32 utilities with an approved utility investment in education programs over the 2016-2021 timeframe on Atlas EV Hub, investment ranged from $48,000 to $20.8 million with an average of $3.07 million per utility.[1]

b. Education and awareness remain a primary barrier to greater adoption of electric vehicles and utility investment in education and awareness is needed to achieve widespread transportation electrification.[2] While some best practices are emerging, including "test ride and drives, retail experience centers, dealer partnerships and automaker partnerships, and other innovative partnerships," given the nascent market FPL does not foresee a need to limit the type or quantity of programs, offered so long as they meet the objectives of the program.[3]

c. Education and Awareness program expenditures will be limited to $5 million over the four-year period 2022-2025.

[1] Source: Atlas EV Hub, Electric Utility Filings: Approved Utility Investment. https://www.atlasevhub.com/materials/electric-utility-filings/ (September 3, 2021)
[2]Alliance for Transportation Electrification, The Missing Piece on Meeting Transportation Electrification Goals: Utility Education and Outreach Programs, December 2020. Page 3.
[3]Ibid. Page 17.

DECLARATION

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

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

Tiffany Cohen

Tiffany C. Cohen

Date: 9/7/2021

DECLARATION

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

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

Liz Fuentes

Liz Fuentes

Date: 9/3/2021

DECLARATION

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

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

Matthew Valle

Date: 9/8/21