



William P. Cox
Senior Counsel
Florida Power & Light Company
700 Universe Boulevard
Juno Beach, FL 33408-0420
(561) 304-5662
(561) 691-7135 (Facsimile)
E-mail: Will.Cox@fpl.com

January 30, 2023

-VIA ELECTRONIC FILING-

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

RE: Docket No. 20200170-EI: Petition for approval of optional electric vehicle public charging pilot tariffs, by Florida Power & Light Company

Dear Mr. Teitzman:

Please find attached Florida Power & Light Company's 2022 Public Electric Vehicle (EV) Optional Pilot Tariffs Report and EVolution Pilot Program Summary, which includes the information for FPL's 2022 annual report for residential and commercial EV charging services as required by Order No. PSC-2021-0046-S-EI in Docket No. 20210015-EI.

If there are any questions regarding this filing, please contact me at (561) 304-5662.

Sincerely,

/s/ William P. Cox
William P. Cox
Fla. Bar No. 0093531

Attachment

cc: Shaw Stiller, Senior Attorney (sstiller@psc.state.fl.us)



2022 Public Electric Vehicle (EV) Optional Pilot Tariffs Report and FPL EVolution Pilot Summary

Jan. 30, 2023



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I. BACKGROUND

Florida Power & Light Company (“FPL” or the “Company”) began implementation of FPL EVolution[®] in 2019 with the goal of installing more than 1,000 charging ports throughout the Company’s service area. The initial pilot primarily targeted deployment of Level 2 workplace and destination charging ports, as well as limited public fast charging, residential charging, and commercial and municipal fleet charging. The primary objective of this pilot is to gather data and learnings ahead of mass electric vehicle (“EV”) adoption.

In 2020, the Florida Legislature, under SB 7018 as codified in Sec. 339.287(2), Fla. Stat., acknowledged the role EVs can play in mitigating the impacts of climate change in the state and called for the creation of a plan (“Master Plan”) for EV charging stations. That law also clearly and specifically called for “the participation of public utilities in the marketplace” for electricity delivery to EVs and charging stations. SB 7018 further stated the need to “encourage the expansion of electric vehicle use in this state.” This EV expansion will require greater investment in EV charging infrastructure by both public entities and private companies, including utilities.

On June 19, 2020, FPL filed a petition, approved in Order No. PSC-2020-0512-TRF-EI (“Order 0512”), for two-types of optional electric vehicle public charging pilot tariffs under its EVolution[®] Program for the purpose of studying and supporting the development of EV public fast charging infrastructure in FPL’s service area. The tariffs are as follows:

- Utility-Owned Public Charging for Electric Vehicles (Rate Schedule UEV); and
- Electric Vehicle Charging Infrastructure Riders to General Service Demand and General Service Large Demand (Rate Schedules GSD-1EV and GSLD-1EV).

As part of FPL’s 2021 Settlement Agreement approved by the Commission in Order No. PSC-2021-0446-S-EI (“Order 0446”) issued December 2, 2021, FPL was authorized to expand its EVolution[®] Program investment beyond the initial pilot, adopting a holistic solutions approach for EV charging. Order 0446 authorized investments over the settlement term (minimum of four years, 2022 through 2025) across several programs, including the following:

- **EVolution[®]** – A pilot program that supports the growth of electric vehicles with the primary objective being to gather data and learnings ahead of mass EV adoption to better plan for and design possible future EV investments, focusing on infrastructure build-out impacts of EV adoption rates, rate structures and demand models, and grid impacts of fast charging.
- **Public Fast Charging Program** – A pilot program that expands access to public fast charging, including access in underserved areas and evacuation routes. The total investment in the Public Fast Charging Program is forecast to be \$100 million over the four-year period 2022-2025, the revenue requirements of which will be partially offset by revenue received under FPL’s UEV pilot tariff approved in Docket 20200170-EI, which established a rate for utility-owned public EV fast charging stations.
- **Residential EV Charging Services Pilot** – A new voluntary tariff for residential customers who desire EV charging service, for a fixed rate, through the installation of a Level 2 EV charger that is owned, operated and maintained by FPL. The subscription utilizes FPL’s filed Time-of-Use (“TOU”) rate and includes unlimited off-peak charging and flexibility to charge

during on-peak periods, if needed, at on-peak TOU rate. FPL will provide full installation and equipment-only installation options.

- **Commercial EV Charging Services Pilot** – A new voluntary tariff for Commercial customers who desire EV charging services for fleet vehicles through the installation of FPL-owned, operated and maintained EV supply equipment on a customer’s premise. Under the tariff, the customer will pay a fixed monthly charge, established via a formula-based rate to allow for individual customer pricing designed to recover all costs and expenses over the life of the assets and be Cumulative Present Value Revenue Requirements (“CPVRR”) neutral to the general body of customers over the applicable term.

Pursuant to Order 0512 issued December 21, 2020, FPL provides this annual report on the status of the Company’s 5-year Optional EV Public Charging Pilot Tariffs, which became effective January 1, 2021. Further, Order 0446 required FPL to provide an annual report beginning in 2023 (for the 2022 reporting period) regarding Residential and Commercial EV Charging Services.

Ultimately, the Optional Electric Vehicle Infrastructure Riders and all pilot programs under FPL’s EVolution® Program serve to enable electric vehicle charging across the state of Florida. Florida continues to rank second in the nation for EV adoption with an estimated 170,500 registered electric vehicles as of September 30, 2022.¹ FPL estimates that there are 114,000 EVs in FPL’s service area as of September 30, 2022 and forecasts this amount to exceed 1 million by 2030.²

II. FPL EVOLUTION®

FPL EVolution’s® strategy is to ensure a holistic approach to EV charging to enable electrification across our service area. Enrollment in the initial pilot has now closed, and FPL is finalizing installations primarily for fleet pilot participants through 2023. In 2022, FPL began execution of the public fast charging, residential EV charging services and commercial EV charging services (“fleet”) approved in Order 0446. Key objectives of each segment of FPL EVolution® are to gather data and learnings ahead of mass EV adoption, advance future EV charging investments, enhance service, reduce costs, and enable electrification throughout the state.

FPL EVolution® is leveraging an equipment agnostic network that is inclusive of private market electric vehicle charging infrastructure providers including but not limited to ChargePoint, Blink, Power Electronics, TECO Westinghouse, Wallbox and others to unlock electrification for our customers, while ensuring a safe, reliable and cost-effective network.

The following sections provide information about the various programs under FPL EVolution®.

A. FPL EVolution® Public

FPL EVolution’s® public charging programs began in 2019 with a pilot for destination and workplace Level 2 charging and limited public fast charging. Enrollments in the Level 2 programs have now ended. Insights on the Level 2 installations may be found in the below tables and charts. The EVolution® public fast charging strategy is to provide access in busy urban and highway locations, in addition to rural areas and roads less traveled, creating a

¹ IHS Markit dba RL Polk. Vehicles in Operation as of 9/30/2022. Includes Battery Electric Vehicles (BEV) and Plug-in Hybrid Vehicles (PHEV) excluding golf carts.

² FPL 2022 Ten-Year Site Plan. Response to Staff’s 1st DR No. 20.

network with chargers placed no more than 25 miles apart, increasing driver confidence that the EVs can easily be repowered along their route. The deployments aim to increase the availability of public charging for EVs in Florida through investments in infrastructure required to increase driver confidence and spark adoption in locations that are unlikely to be served by the competitive market – including low- and moderate-income and rural areas. Note: the information provided below for the FPL EVolution® public fast charging stations includes those stations under the UEV tariff and 10 accounts under the GSD-1EV tariff.

Deployments

As of December 31, 2022, FPL EVolution® Public has installed 824 Level 2 charging ports and 100 fast charging ports.

Sessions and Energy Dispensed

FPL EVolution® Public has dispensed 4,875 MWh over 256,910 charging sessions since launching in 2019. Refer to Table 1 for energy (MWh) dispensed by segment and Table 2 for a breakdown of charging sessions by segment.

Table 1: Energy (MWh) Dispensed by Segment as a % of Total

Charger Type	Charger Segment	2020	% of 2020 Total	2021	% of 2021 Total	2022	% of 2022 Total
Level 2	Workplace & Destination	129.7	88.0%	702.2	70.1%	2,522.2	67.7%
Fast Charge	Public	17.7	12.0%	299.0	29.9%	1,204.3	32.3%
Total		147.4	100.0%	1,001.2	100.0%	3,726.5	100.0%

Table 2: Charging Sessions by Segment

Charger Type	Charger Segment	2020	% of 2020 Total	2021	% of 2021 Total	2022	% of 2022 Total
Level 2	Workplace & Destination	9,417	91.8%	47,476	79.1%	146,901	78.7%
Fast Charge	Public	843	8.2%	12,515	20.9%	39,758	21.3%
Total		10,260	100.0%	59,991	100.0%	186,659	100.0%

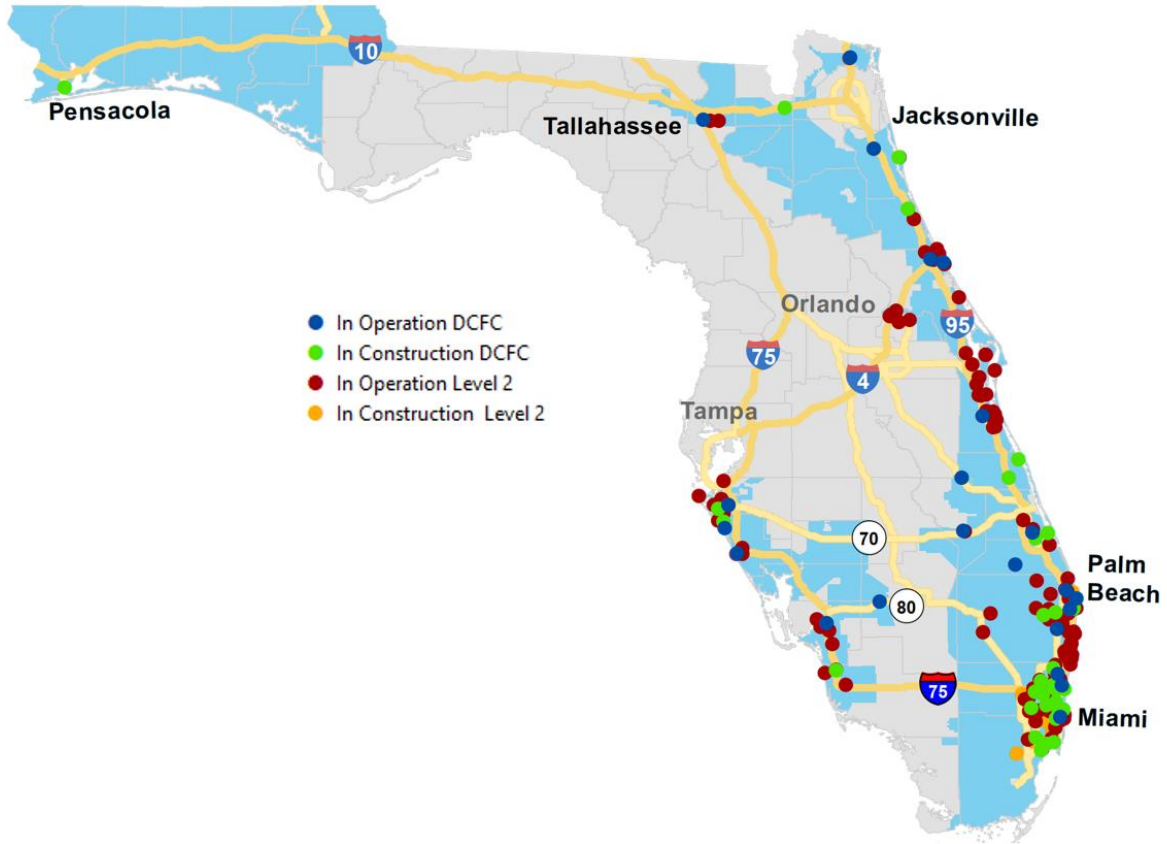
Session Length and Energy (kWh) Dispensed per Session

Session Length: Session length for Level 2 chargers averaged 4 hours and 17 minutes, and session length at DC fast chargers averaged 28 minutes in 2022.

Energy (kWh) Dispensed per Session: The average kWh per session at a Level 2 station was 17.2 kWh in 2022. The average kWh per session dispensed at a public fast charging station was 30.3 kWh in 2022.

Map of installed locations: Figure 1 shows the location of all FPL EVolution® Public installations, including those taking service under the UEV tariff described in Section II and those taking service under GSD-1EV in Section II of this report, as of December 31, 2022.

Figure 1: Map of FPL EVolution® Public Locations as of Dec. 31, 2022



i. Rate Schedule UEV

Rate Schedule UEV was developed to enable FPL to charge drivers for electricity. As of December 31, 2022, 13 FPL EVolution® fast charging sites are operating under the UEV rate schedule.

Costs, Revenues, and Energy Sales

Attachment 1 provides specific information regarding capital and operating costs, revenue requirements, and revenues collected. As reflected on Attachment 1, the 2022 revenue requirement for the UEV program is \$615 thousand driven by utilization due to the nascent stage of adoption in the market compared to the cost of installation and technology.

Updated Market Rates

Market rates from major public EV charging providers in Florida helped inform and establish guidance for UEV tariff development. As FPL indicated in Docket No. 20200170-EI, pricing

structures vary by provider. In Florida, Tesla and Electrify America advertise pricing based on \$ per kWh, while EVgo advertises pricing per minute.

- Tesla: Pricing as per the Department of Energy’s Alternative Fuel Station Locator is \$0.28/kWh,³ however, actual pricing varies by station within the state ranging from approximately \$0.19/kWh to \$0.43/kWh. Specific pricing by station is shared with Tesla drivers via the vehicle’s onboard infotainment system. Some stations charge users a flat \$/kWh rate while other stations charge TOU pricing upwards of \$0.38/kWh for charging time between 10am-8pm ET and \$0.19/kWh for all other hours. Idle fees of up to \$1.00 per minute may apply.
- Electrify America: Advertises guest and pass member pricing of \$0.43/kWh. A Pass+ Member option is available at \$0.31/kWh plus a \$4 monthly fee. Station users are subject to idle fees of \$0.40 per minute after a 10-minute grace period.⁴
- EVgo: Advertises four per-minute pricing plans in Florida.⁵ The “Pay as You Go” program offers an ad hoc charging rate of \$0.35 per minute with a \$3.00 pre-paid reservation. The “EVgo Basic” program offers a rate of \$0.32 per minute with a \$3.00 pre-paid reservation and monthly fee of \$0.99. The “EVgo Plus” rate of \$0.28 per minute includes a monthly subscription payment of \$6.99 not applied as a credit towards charging. Lastly, the “EVgo PlusMax” rate of \$0.26 per minute includes a monthly subscription payment of \$12.99 not applied as a credit towards charging.

Non-utility EV charging providers are not required to apply taxes to station end-users for charging services.⁶ Accordingly, EV charging providers do not have tax applications for rendered services versus for the resale of electricity.

Under FPL’s UEV tariff, participating customers pay \$0.30/kWh plus applicable taxes and fees.⁷ Because local utility taxes and fees vary by location, the effective after-tax rate in 2022 under the UEV tariff ranged from \$0.33/kWh - \$0.41/kWh, averaging \$0.37/kWh.

Charging Times

Chart 1 illustrates total hourly load for the 13 FPL EVolution® fast charging locations that operated under the UEV tariff in 2022. Public fast charging utilization varies throughout the day, with the greatest utilization occurring between the hours of 9 am and 10 pm ET.

³ U.S. Department of Energy Alternative Fuel Station Locator. Filtered by State: Florida, Fuel: Electric, Charger Type: DC Fast, Access: Public, Status: Available https://afdc.energy.gov/stations/#/analyze?region=US-FL&country=US&fuel=ELEC&ev_levels=dc_fast

⁴ Electrify America Fast Charging Pricing, Florida. <https://www.electrifyamerica.com/pricing/> Verified as of Dec. 9, 2022

⁵ EVgo Fast Charging Pricing, Florida. <https://www.evgo.com/pricing/>

⁶ Florida Statute 366.94

⁷ Includes gross receipts tax, sales tax, local option tax, municipal utility tax and franchise fees were applicable.

Chart 1: UEV Average Load Shape



B. FPL EVolution® Residential

Enrollments in the Residential Electric Vehicle Services Rider Pilot (RS-1EV) began in July 2022. As of December 31, 2022, 301 Level-2 chargers in single family homes are operational and the corresponding customers are being billed under RS-1EV. The average cost per port was \$1,489⁸ in 2022. Even with a slow geographical roll out across the FPL service area and limited marketing, nearly 1,000 customers enrolled in the program in 2022 as compared to a target of 500 customer enrollments. This demonstrates an opportunity to accelerate and expand enrollment rates beyond the original forecast of \$25 million through 2025.

Costs, Revenues, and Energy Sales

Attachment 2 provides specific information regarding capital and operating costs, revenue requirements, and revenues collected. As reflected on Attachment 2, the 2022 revenue requirement for the FPL EVolution® Residential program is \$428 thousand due to program start-up costs.

Sessions and Energy (kWh) by Month

Table 3 includes information on monthly total charging sessions and energy (kWh). Charts 2 and 3 illustrate monthly average 24-hour load shapes.

⁸ \$1,489 cost per port is an average across all electrical installers and a 50/50 average between full and equipment only installations.

Table 3: FPL EVolution® RS-1EV Sessions and Billed Energy by Month

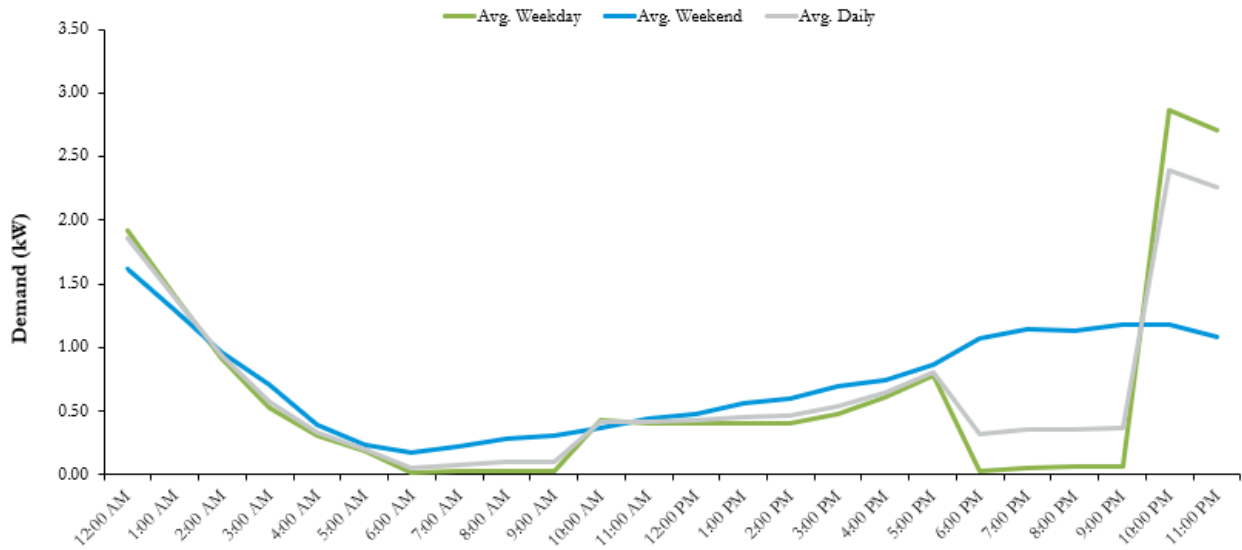
Category	Aug ⁹	Sep	Oct	Nov	Dec	Total
Sessions	765	1,130	1,822	3,609	6,197	13,523
Energy On-Peak (kWh)	41	343	368	1,263	1,243	3,259
Energy Off-Peak (kWh)	17,322	21,194	41,943	69,264	141,280	291,003

Chart 2: RS-1EV Average Load Shapes: Aug. – Oct. 2022



⁹ Includes 103 sessions and 1,779 kWh from July billed in August 2022.

Chart 3: RS-1EV Average Load Shapes: Nov. – Dec. 2022



Participating Customer Energy Cost Savings Compared to a Traditional Time of Use Tariff
 Attachment 3 includes a demonstration of participating customer’s cost savings under RS-1EV as compared a traditional time of use tariff (RTR-1).

C. FPL EVolution® Fleet

The FPL EVolution® Fleet program includes a subset of the initial EVolution® pilot and the Commercial EV Charging Services pilot. Program uptake of the initial fleet pilot was delayed due to a variety of factors including technical, economic, and operational feasibility of electrification by fleet operators and vehicle availability. As of December 31, 2022, 11 fleet customers including five school districts were enrolled. Of the 11 customers participating in the pilot, two sites were placed in-service in 2022. Customer enrollments in the initial pilot ceased in 2022, and charging stations are expected to be in-service by the end of 2023. Table 4 includes a summary of installed and planned ports by charger type for the initial fleet pilot.

Table 4: FPL EVolution Fleet Pilot Installed and Planned Ports by Charger Type

Charger Type	Ports			Average Port per Site	Average Cost per Installed Port
	Installed	In Progress	Total		
Level 2	20	72	92	10	\$6,060
Fast Charge	0	152	152	-	-

In 2022, FPL launched the Commercial EV Charging Services Pilot, a voluntary tariff for Commercial customers who desire EV charging services for fleet through the installation of FPL-owned, operated, maintained electric vehicle supply equipment on a customer’s premise, which was approved by the FPSC under Order 0446. Under the tariff, customers will pay a fixed monthly charge, established via formula-based rate to allow for individual customer

pricing designed to recover all costs and expenses over the life of the assets and be CPVRR-neutral to the general body of customers over the applicable term. Program participation depends on technical, economic and operational feasibility of electrification and fleet vehicle availability among other factors. Given the nascent stage of fleet electrification and timing of the launch, the CEVCS-1 tariff has not yet enrolled customers as of December 31, 2022. Early learnings from this pilot indicate that fleet customers need long lead times to transition their fleets and initial adoption will require significant utility support. FPL incurred approximately \$47 thousand in customer outreach and origination related O&M expenses in 2022 associated with the Commercial EV Charging Services Pilot.

III. Rate Schedules GSD-1EV and GSLD-1EV

As of December 31, 2022, there are 51 active customer accounts taking service under FPL’s GSD-1EV rate schedule and GSLD-1EV rate schedule.

Number of Fast Charging Stations (i.e., Customer Accounts) Taking Service Under the Tariffs

Table 5 provides the number of enrolled customer accounts by month during 2022. The reduction in customer accounts taking service under rate schedule GSD-1EV between August and December is a direct result of three FPL EVolution® public fast charging site hosts requesting to amend their agreements to switch from GSD-1EV to the UEV rate schedule.

Table 5: Enrolled Customer Accounts by Month

Rate Schedule	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
GSD-1EV	46	46	46	46	46	48	49	50	50	49	49	47
GSLD-1EV	1	1	1	1	1	2	3	3	2	3	3	4
Total	47	47	47	47	47	50	52	53	52	52	52	51

Number of Fast Charging Stations that Received the Benefit of Mitigated Demand Charges

There are 190 fast charging station customer accounts identified in FPL’s service area that qualify to enroll in the rate schedules. Of which, all but two stations enrolled in GSD-1EV and GSLD-1EV received the benefit of the demand limiter. The two stations that did not receive the benefit had load factors greater than 10% for all months enrolled in the rate. The remaining stations are not taking service from GSD-1EV or GSLD-1EV and would not receive a benefit.

Charging Times

Charts 4 and 5 illustrate average hourly load for the 51 fast charging locations that operated under the GSD-1EV and GSLD-1EV rate schedules. Similar to Chart 3 in Section II, the load shapes from the stations taking service under the GSD-1EV and GSLD-1EV rate schedules illustrate that public fast charging utilization varies throughout the day, with the greatest utilization occurring between the hours of 8 am and 10 pm ET.

Chart 4: GSD-1EV Average Load Shape

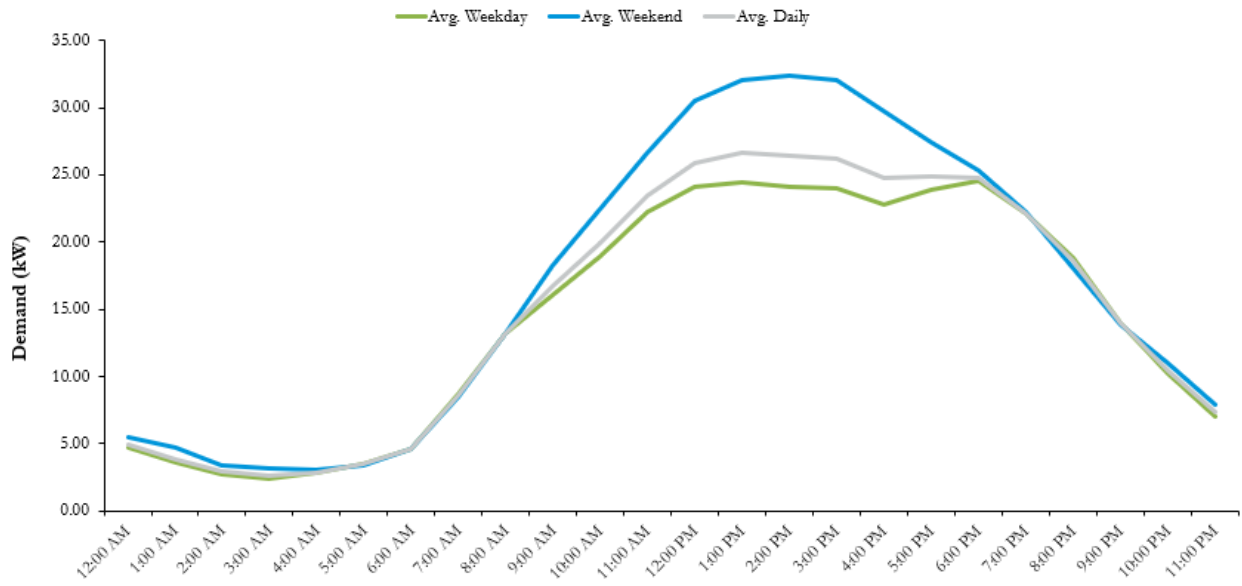
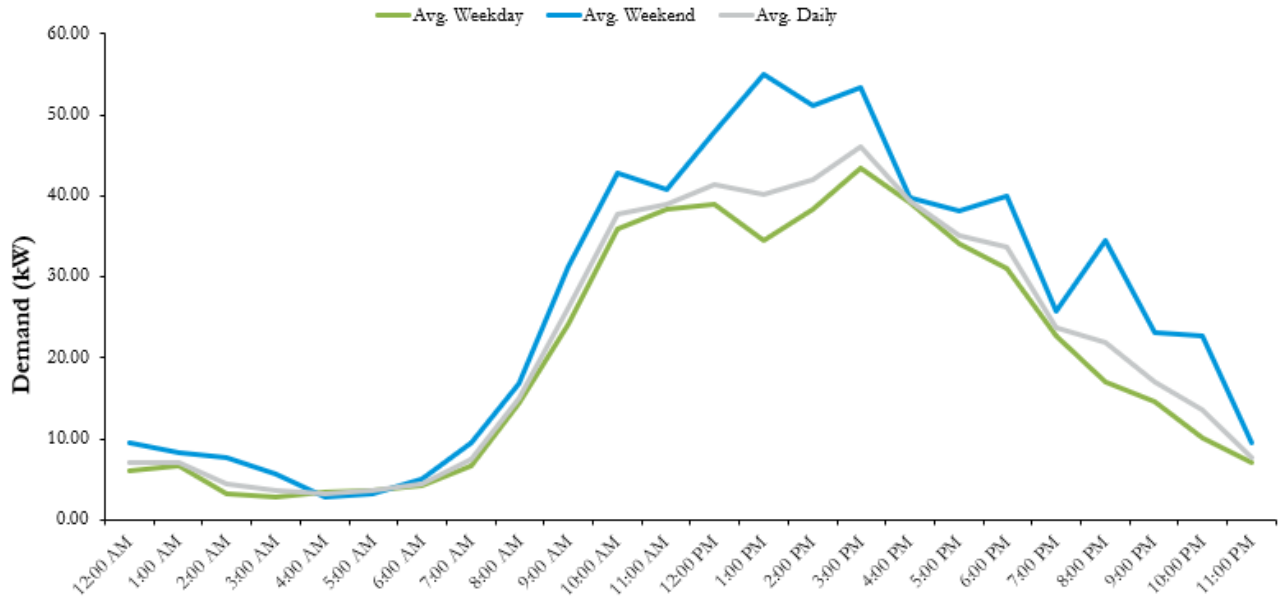


Chart 5: GSLD-1EV Average Load Shape



Annual Revenue Loss Resulting from the Reduction in Demand-Related Revenues

Table 6 summarizes energy sales, revenue billed and demand limiter offset¹⁰ by rate schedule as of December 31, 2022.

Table 6: Energy Sales, Revenue and Revenue Offset by Rate Schedule

Rate Schedule	Energy Sales (MWh)	Base Revenue Billed	Clause Revenue Billed	Total Revenue Billed	Demand Limiter Offset
GSD-1EV	8,299	\$1,216,482	\$204,868	\$2,047,699	\$333,681
GSLD-1EV	1,071	\$162,292	\$26,518	\$278,985	\$10,690
Total	9,370	\$1,378,784	\$231,386	\$2,326,684	\$344,371

¹⁰ Demand limiter offset represents additional revenue that would have been collected, had the charging locations been billed under GSD-1 and GSLD-1, instead of GSD-1EV and GSLD-1EV, respectively; assuming that the charging locations were still constructed and operated the same.

ANNUAL REPORT ⁽¹⁾		
UTILITY OWNED FAST CHARGING STATIONS - UEV PILOT TARIFF		
FOR THE PERIOD: JANUARY THROUGH DECEMBER 2022		
(\$000)		
		Actual <u>2022</u>
1	Energy Sales (kWh)	245,245
2	Capital Expenditures ⁽²⁾	\$5,133
3		
4	<u>Charging Station Revenue Requirements</u>	
5	<u>Operating Costs</u>	
6	Depreciation Expense	\$242
7	Operating and Maintenance Expenses	\$62
8	Taxes Other Than Income Taxes (Property and Payroll Taxes)	\$59
9	Total Operating Costs	<u>\$363</u>
10		
11	<u>Capital Costs</u>	
12	Rate Base ⁽³⁾	\$4,713
13	Pre Tax Rate of Return ⁽⁴⁾	<u>8.14%</u>
14	Return on Rate Base	Line 12 x Line 13 <u>\$384</u>
15		
16	Charging Station Revenue Requirements	Line 9 + Line 14 <u>\$747</u>
17		
18	Income Tax Credits ⁽⁵⁾	<u>(\$201)</u>
19		
20	Net Charging Station Revenue Requirements	Line 16 + Line 18 <u>\$546</u>
21		
22	<u>Revenue Requirements for Electricity Sold from Charging Stations</u>	
23	Base Revenue Requirements ⁽⁶⁾	\$44
24	Clause Revenue Requirements ⁽⁷⁾	<u>\$25</u>
25	Total Rev Req for Electricity Sold from Charging Stations	Line 23 + Line 24 <u>\$69</u>
26		
27	Total Revenue Requirements	Line 20 + Line 25 <u>\$615</u>
28		
29	Revenues Collected	\$77
30		
31	Net (Revenues)/Costs for 2022	Line 27 - Line 29 <u>\$538</u>

Notes:

- (1) Represents reporting requirements for FPL's utility owned fast charging stations placed in-service through 2022 under the UEV Tariff as required by Order No. PSC-2020-0512-TRF-EI, Docket No. 20200170-EI.
- (2) Represents total capital expenditures for all utility fast charging stations placed in-service through 2022 under the UEV tariff rate.
- (3) Represents the 2022 13-month average of net plant in service of utility-fast charging stations under the UEV tariff rate.
- (4) Based on FPL's 2022 Forecasted ESR using a ROE of 10.6% as approved in Docket No. 20210015-EI, Order No. PSC-2021-0446-S-EI.
- (5) Includes income tax credits allowed for 30% of the cost of any qualified alternative fuel vehicle refueling property in the year of installation (limit \$30,000 per location).
- (6) Based on 2022 rate class GSD(T)-1 revenue requirements from FPL's 2022 Rate Case Settlement Cost of Service model. The UEV portion was allocated using load statistics calculated from 2022 EV charger interval data.
- (7) Based on FPSC approved 2022 clause factors (GSD-1) and actual kWh sold to customers from charging stations reflected on Line 1.

ANNUAL REPORT ⁽¹⁾		Actual
RESIDENTIAL ELECTRIC VEHICLE SERVICES RIDER PILOT (RS-1EV)		<u>2022</u>
FOR THE PERIOD: JANUARY THROUGH DECEMBER 2022		
(\$000)		
1	Energy Sales (kWh)	294,262
2	Capital Expenditures ⁽²⁾	\$109
3		
4	<u>Level 2 Charger Revenue Requirements</u>	
5	<u>Operating Costs</u>	
6	Depreciation Expense	\$1
7	Operating and Maintenance Expenses	\$358
8	Taxes Other Than Income Taxes (Payroll Taxes)	\$5
9	Total Operating Costs	<u>\$365</u>
10		
11	<u>Capital Costs</u>	
12	Rate Base ⁽³⁾	\$18
13	Pre Tax Rate of Return ⁽⁴⁾	8.14%
14	Return on Rate Base	Line 12 x Line 13 \$1
15		
16	Level 2 Charger Revenue Requirements	Line 9 + Line 14 <u>\$366</u>
17		
18	Income Tax Credits ⁽⁵⁾	<u>(\$44)</u>
19		
20	Net Level 2 Charger Revenue Requirements	Line 16 + Line 18 <u>\$322</u>
21		
22	<u>Revenue Requirements for Electricity Sold from Level 2 Chargers</u>	
23	Base Revenue Requirements ⁽⁶⁾	\$90
24	Clause Revenue Requirements ⁽⁷⁾	\$16
25	Total Rev Req for Electricity Sold from Level 2 Chargers	Line 23 + Line 24 <u>\$105</u>
26		
27	Total Revenue Requirements	Line 20 + Line 25 <u>\$428</u>
28		
29	Revenues Collected	\$11
30		
31	Net (Revenues)/Costs for 2022	Line 27 - Line 29 <u>\$417</u>

Notes:

- (1) Represents reporting requirements for FPL's RS-1EV level 2 chargers placed in-service through 2022 under the new voluntary tariff for residential customers as required by Order No. PSC-2021-0446-S-EI in Docket No. 20210015-EI.
- (2) Represents total capital expenditures for all RS-1EV level 2 chargers placed in-service through 2022 under the new voluntary tariff for residential customers.
- (3) Represents the 2022 13-month average of net plant in-service of RS-1EV level 2 chargers under the new voluntary tariff for residential customers.
- (4) Based on FPL's 2022 Forecasted ESR using a ROE of 10.6% as approved in Docket No. 20210015-EI, Order No. PSC-2021-0446-S-EI.
- (5) Includes income tax credits allowed for 30% of the cost of any qualified alternative fuel vehicle refueling property in the year of installation (limit \$30,000 per location).
- (6) Based on rate class RS(T)-1 revenue requirements from FPL's 2022 Rate Case Settlement Consolidated Cost of Service model. The Residential Charger portion was allocated using load statistics developed by FPL's load research department using RS-EV metered intervals from January 1, 2022 to December 31, 2022.
- (7) Based on FPSC approved 2022 clause factors for RS(T)-1 and actual kWh billed to customers reflected on Line 1.

RTR-1 Bill Comparison to RS-1EV

	Load Research	Average RS-1EV Customer⁽¹⁾		
1	Customers	640	1	
2	Sales (KWH)	294,262	460	
3	First 1000 kWh		460	
4	Over 1000 kWh		0	
5	On-Peak	1.07%	5	
6	Off-Peak	98.93%	455	
7				
8				
9	RTR-1 (TOU)	Unit	Rate⁽²⁾	Amount
10	Customer	1	\$8.99000	\$8.99
11	First 1000 kWh	460	\$0.06683	\$30.74
12	Over 1000 kWh	0	\$0.07683	\$0.00
13	On Peak kWh	5	\$0.12043	\$0.60
14	Off Peak kWh	455	-\$0.05267	-\$23.96
15	Fuel <1,000	460	\$0.03487	\$16.04
16	Fuel >1,000	0	\$0.04487	\$0.00
17	On-Peak Fuel	5	\$0.00285	\$0.01
18	Off-Peak-Fuel	455	-\$0.00122	-\$0.56
19	Capacity	460	\$0.00239	\$1.10
20	Conservation	460	\$0.00134	\$0.62
21	Environmental	460	\$0.00299	\$1.38
22	Storm Protection	460	\$0.00214	\$0.98
23	Total⁽³⁾			\$35.94
24				
27				
28	RS-1EV	Unit	Rate	Amount
29	Customer	1	\$25.57	\$25.57
30	On Peak kWh	5	\$0.23	\$1.14
31	Off Peak kWh	455	\$0.00	\$0.00
32	Total			\$26.71
33				
34				
35				
36	Difference (RS-1EV Savings)			-\$9.23

Notes:

- ⁽¹⁾ Average RS1-EV Customer Usage based on FPL's most current analysis.
- ⁽²⁾ Based on FPSC approved rates for 2022.
- ⁽³⁾ Excludes Transition Rider/Credit and all taxes.