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May 18, 2023

VIA: ELECTRONIC MAIL

Mr. Adam J. Teitzman
Commission Clerk
Florida Public Service Commission
2540 Shumard Oak Boulevard
Tallahassee, Florida 32399-0850

Re: EV Charger Annual Status Report
Dkt. 20200220-EI

Dear Mr. Teitzman:

Enclosed for filing is Tampa Electric Company's 2022 EV Charging Pilot Program, Annual Status Report.

Thank you for your assistance in connection with this matter.

Sincerely,

Malcolm N. Means

MNM/bml
Enclosure
cc: Shaw Stiller (sstiller@psc.state.fl.us)
Jordan Williams
TECO Regulatory

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

In re: Petition of Tampa Electric Company for Approval of Electric Vehicle Charging Pilot Program	)	DOCKET NO. 20200220-EI
	)	FILED: May 18, 2023

TAMPA ELECTRIC COMPANY's
SECOND ANNUAL REPORT
ELECTRIC VEHICLE CHARGING PILOT PROGRAM

Tampa Electric Company ("Tampa Electric" or "the company"), files this Second Annual Report for its Electric Vehicle Charging Pilot Program and says:

I. BACKGROUND

1. On September 25, 2020, Tampa Electric submitted a petition seeking Florida Public Service Commission ("Commission") approval of an electric vehicle charging pilot program ("Pilot"). Under this Pilot, Tampa Electric proposed to purchase, install, own, and maintain approximately 200 electric vehicle charging ports within the company's service territory.

2. The company proposed to deploy the charging ports at Tampa Electric customer locations in five different market segments: (1) workplaces; (2) public/retail; (3) multi-unit dwellings; (4) income qualified; and (5) government. These customer locations, known as "Site Hosts," would provide a site for the charging ports. Tampa Electric will pay up to $5,000 per Level 2 port towards the cost of installation for workplaces, public/retail, and multi-unit dwellings, and the full cost of installation for income qualified sites and government locations.

3. Site Hosts are billed for electricity consumed by the charging ports at the appropriate tariff rate. Site Hosts have the choice of providing charging as a free amenity to visitors, or charging a per kWh fee equal to Tampa Electric's General Service rate, plus any applicable network or transaction fees.

4. On April 21, 2021, the Commission entered Order No. PSC-2021-0144-PAA-EI ("April 21st Order") in the above-captioned docket. The April 21st Order approved the Pilot for a four-year term and capped the company's capital investment in the program at $2 million for the life of the program.

5. On May 18, 2021, the Commission entered Order No. PSC-2021-0175-CO-EI, which made the April 21st Order final and effective.

6. Pursuant to the April 21st Order, Tampa Electric is required to submit annual reports regarding the status of the Pilot containing "[c]omprehensive data for each market segment, including but not limited to the number of charging sessions, time of use, charger utilization by geographic location, costs to EV drivers, installation costs, load profiles, ongoing O&M expense, and Site Host or driver feedback."

7. Tampa Electric filed its First Annual Report on May 18, 2022. *See* DN 03016-2022. In the First Annual Report, the company reported that it completed the first Pilot installations on March 31, 2022. Tampa Electric also reported that, as of April 30, 2022, the company had received 76 total site host applications and had approved installation of 54 ports.

II. SECOND ANNUAL REPORT

8. The following table sets out the key data points for the Pilot for the 38 charge ports installed through April 30, 2023:

Number of Applications Received	169
Total Number of Ports Applied For	638
Agreements Provided to Site Host For Review	146
Executed Agreements Received from Site Host	57
Contractor Site Visits Completed	42
Number of Installation Sites Completed	9
Number of Sites Pending Installation	9
Number of Ports Installed	38
Number of Ports Pending Installation	44

9. The Commission's Order approving this Pilot Program specified that the company's annual reports should include "comprehensive data for each market segment," including: (1) number of charging sessions; (2) time of use; (3) charger utilization by geographic location; (4) costs to EV drivers; (5) installation costs; (6) load profiles; (7) ongoing O&M expense; and (8) Site Host or driver feedback. *See* Order No. PSC-2021-0144-PAA-EI, at page 6.

10. The tables below provide categories (1), (2), (3), and (5) of data listed above for the 38 charge ports installed to date:

Drive Smart Pilot Program Data by County and Market Segment

Hillsborough County

Market Segment	Total Numer of Installed Ports	Total Number of Charging Sessions	Average Charge Session Duration (HH:MM)	Average kWh per charge session	Average Total Installed Cost Per Port
Workplaces	14	464	4:12	20.48	$ 4,943.85
Public/Retail	22	1617	2:50	13.99	$ 6,496.98
Multi-unit Dwellings	0	0	N/A	N/A	N/A
Income Qualified	0	0	N/A	N/A	N/A
Government	0	0	N/A	N/A	N/A

Pinellas County

Market Segment	Total Numer of Installed Ports	Total Number of Charging Sessions	Average Charge Session Duration (HH:MM)	Average kWh per charge session	Average Total Installed Cost Per Port
Workplaces	0	0	N/A	N/A	N/A
Public/Retail	0	0	N/A	N/A	N/A
Multi-unit Dwellings	0	0	N/A	N/A	N/A
Income Qualified	0	0	N/A	N/A	N/A
Government	2	22	0:58	5.54	$ 15,961.00

11. Tampa Electric is working with the vendor to refine the reporting in Category (4), or costs to EV drivers, however the following high-level data can be provided. There are currently four (4) participating sites that have opted to charge a driver fee, which include three (3) Public/Retail, or 16 ports, and one (1) Government, or two (2) ports. The cost to drivers across these locations has averaged $0.89 per charging session.

12. The data in categories (6), (7), and (8) is unavailable at this time. Category (7), or ongoing O&M costs, is unavailable because all 38 ports were installed too recently to provide meaningful ongoing O&M expense data. Tampa Electric is working with the vendor to develop categories (6) and (8) - load profiles and feedback - and expects to provide that information in its next annual report.

Lessons Learned

13. In the First Annual Report, Tampa Electric identified valuable lessons learned in the areas of Contractor On-Boarding,Customer Enagement, and Pilot Participant Recruitment. The company accordingly provides additional updates in these areas below.

14. **Contractor On-Boarding.** While there has been some contractor turnover during the pilot deployment, Tampa Electric has maintained the contracted personnel necessary to fully implement the Pilot. In Tampa Electric's First Annual Report, the company noted two issues with contractor on-boarding. First, contractors are not guaranteed work even if they submit the most competitive bid because the Site Host must first execute the participation agreement and subsequently agree to cover any installation costs beyond Tampa Electric's allowable contribution. Second, Tampa Electric's high minimum safety standards made it difficult to attract a larger pool of contractors. These two challenges have been mitigated because contractors have effectively incorporated Tampa Electric's requirements into their daily operations. The third contractor challenge noted in the First Annual Report (labor market impacts because of COVID-19) has mostly subsided and the participating contractors remain prepared to address any such impacts.

15. **Customer Engagement.** Several Tampa Electric business units remain engaged in the process of informing potential site hosts about the program and helping them to navigate through the process of hosting EV charging equipment at their location. Those business units

include customer programs, corporate communications, commercial and industrial account teams, external affairs for government accounts, legal, new construction, and economic development. The primary lesson learned from the customer engagements continues to be the extended length of time required to move potential Site Hosts through the full cycle of introducing them to the program, completing the competitive bidding process for installation, executing the participation agreement, and ultimately installing EV chargers.

16. **Pilot Participant Recruitment.** While the participant on-boarding process can be lengthy, the primary point where potential site hosts may exit the process is when they are presented with their portion of the installation cost. As is the case currently with many products and services, material and labor costs associated with electrical work have increased significantly since Tampa Electric filed its petition in September 2020. Based on the 41 sites quoted to-date for installations, the total quoted cost for equipment installation is averaging approximately $7,800 per port.[1] Most potential Site Hosts have little or no experience with EV charging and therefore may be unprepared to absorb the associated costs, even after Tampa Electric's contribution of $5,000 per port. Site Hosts who have previous experience with offering EV charging, on the other hand, seem to recognize the generous contribution made available through the Pilot. While Tampa Electric continues to move potential Site Hosts through the process, the Pilot is currently fully subscribed based on the 169 applications received to-date, which represent 638 total ports requested by potential Site Hosts. Agreement reviews, site assessments, and quoting installations will continue until all ports required to satisfy the Pilot objectives have been installed.

17. Although installation costs continue to present an obstacle for participant recruitment, Tampa Electric continues working with interested customers in each of the identified

[1] Note – this average cost per installation is for all site quotes developed and provided to potential site hosts. The average cost per installation figures reported under Paragraph 10, above, are for the ports actually installed to date.

market segment to achieve the goals set forth in the Pilot. The Workplace Charging and Public/Retail market segments have seen the greatest results in customer interest, as well as completed and pending installations. The Multi-unit Dwelling segment has had a lot of interest, however no customers have committed to installing chargers. Based on customer feedback thus far, the primary reasons for not participating have been cost and the Pilot's limitation on the number of ports per site. Regarding the latter, these properties are in need of long-term EV charging solutions that provide certainty for how access to EV charging can be scaled to meet the needs of their residents. Tampa Electric's Pilot seemingly does not provide the long-term solution they're looking for, although we remain engaged with multiple properties that may yield more favorable results than seen thus far. The Government segment has had a lot of interest, although the timeline to fully onboard these customers has been the longest for two primary reasons. First, these customers have presented mutlitple sites for initial consideration and narrowing the list has been a lengthy process. Second, the agreement review and execution process requires input from multiple customer stakeholders, including approval by the governing body (i.e., City Council or County Commission). Additionally, Tampa Electric has anticipated working with the same Government customer to fulfill at least a portion of the Income Qualified market segment. While those efforts continue, the challenges mentioned above are equally impactful.

18. Local permitting has also been a more lengthy process than first expected. While not all jurisdictions have the same requirements, several have started exploring ways to provide ADA accessible EV charging. With no universally recognized requirements for ADA accessible EV charging parking spaces, additional time has been required to navigate the permitting process and edit installation designs as may be required.

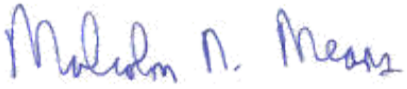
19. Included with this Report as **Exhibit A** and **Exhibit B** are images that represent a typical installation under the Pilot. **Exhibit C** is an image depecting the design to allow for ADA access.

20. Tampa Electric continues to strive to make EV Charging accessible to the public.

21. Tampa Electric will collect the information required for annual reports in this docket and will provide its next annual report by May 18, 2024.

DATED this 18th day of May, 2023.

Respectfully submitted,



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ATTORNEYS FOR TAMPA ELECTRIC COMPANY

Exhibit A

Installation completed at the University of South Florida main campus

Exhibit B

Installation completed at a commercial office building

Exhibit C

Example of design to allow for ADA access.

Example of design to allow for ADA access. An existing parking space is striped to prevent parking and charge ports are installed in this area at same elevation as vehicles.