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Attorneys and Counselors at Law  
123 South Calhoun Street  
P.O. Box 391 32302  
Tallahassee, FL 32301

P: (850) 224-9115  
F: (850) 222-7560

[ausley.com](http://ausley.com)

October 6, 2023

**VIA: ELECTRONIC FILING**

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

Re: Petition of Tampa Electric Company for Approval of Depreciation Rate for Electric  
Vehicle Charging Stations  
Dkt. 20230089-EI

Dear Mr. Teitzman:

Attached for filing are Tampa Electric Company's answers to Staff's First Data Request (Nos. 1-8), propounded and served by electronic mail on September 8, 2023.

Sincerely,

A handwritten signature in blue ink that reads 'Malcolm N. Means'.

Malcolm N. Means

MNM/bml  
Attachment

cc: Shaw Stiller  
TECO Regulatory

**TAMPA ELECTRIC COMPANY  
DOCKET NO. 20230089-EI  
STAFF'S FIRST DATA REQUEST  
REQUEST NO. 1  
BATES PAGE(S): 1 – 5  
FILED: OCTOBER 6, 2023**

1. Please refer to paragraph 11 of the TECO's petition of August 11, 2023 (Petition) for the following questions.
  - a. Has TECO completed the procurement of the 200 electric vehicle (EV) charging ports on customer premises?
  - b. How many EV charging ports on customer premises have been installed to date?
  - c. Please update the information of the in-service date, if necessary, of the Drive Smart Pilot Program (Pilot) discussed in this paragraph.
  - d. Please identify the distributor(s) and manufacturer(s) of TECO's EV charging ports.
  - e. Please provide the major technical specifications (with a full description and diagram of the equipment) of the 200 EV charging ports on customer premises.
  - f. What is a "minimum design life" of TECO's EV charging ports on customer premises according to the distributor(s)/manufacturer(s) of these charging ports?
  - g. Please discuss the warranty term, if any, associated with the EV charging ports on customer premises.

- A.
  - a. Tampa Electric has not completed the procurement of the 200 EV charging ports on customer premises. As indicated in the company's First and Second Annual Reports for the Pilot, filed in Docket No. 20200220-E on May 18, 2022 and May 18, 2023, respectively, the company has faced challenges with fully onboarding site hosts, in part due to costs that would need to be borne by those site hosts. More recently, as noted in the Second Annual Report, new and unexpected permitting requirements continue to delay installations.

While Tampa Electric is currently unable to provide an exact date for when all ports under the Pilot will be installed, the company will continue working with site hosts, the contracted installers, and local permitting agencies to have all installations completed by April of 2025.

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- b. To date, Tampa Electric has installed 50 EV charging ports on customer premises.
- c. The first EV chargers under the Drive Smart Pilot Program went into service on September 30, 2023.
- d. Tampa Electric selected NovaCharge, LLC as the EV charging equipment provider.
- e. Please see attached.
- f. The recommended minimum design life per the distributor/manufacturer NovaCharge, LLC, is seven years.
- g. The warranty term is four years and includes Maintenance and Labor.



## NC7000 Series EV Charging Stations

<b>Universal Product Interoperability</b> Open standards focus ensures compatibility.	<b>Supports Flexible Business Models</b> Custom billing arrangements enable business agility.	<b>Scalability that Promotes Reliability</b> Remote management guarantees worry-free operation.
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Designed to exceed the expectations of everyone.

**Proven to meet the demands** of commercial organizations.

**Intuitive Interface**

- Clear Indicator Lights
- Informative Labels

**Built on Open Standards**

- OCPP 1.6J
- J-1772 Connector

**Easy Installation**

- Wall or Pedestal Mounting
- Engineered aluminum pedestal supports two units and their holsters
- High Velocity Wind Rated

**Robust Communications**

- Unlocked Cloud Options
- Authenticated: Without a Network
- RFID-enabled Authentication
- Networked: Wi-Fi, Cellular

**Rugged, Feature Rich Design**

- All weather Housing - NEMA 4
- 25' Cord Option
- Hardened Rubber Connector
- Rust & Heat Damage Resistant
- Tamper Resistant Design

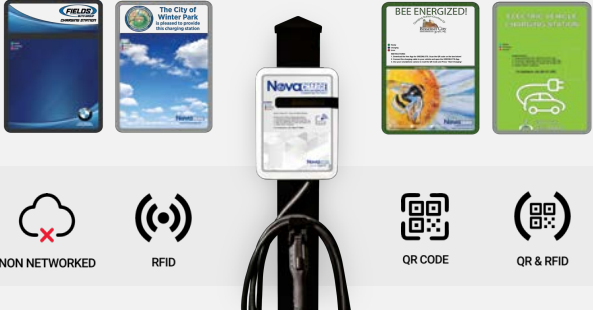


**The NC7000 delivers flexible business model adoption.**

<b>Public Charging</b>	<b>MDU, Fleet &amp; Workplace Charging</b>
<ul style="list-style-type: none"> <li>• Fully Networked Charger</li> <li>• RFID Card Enabled</li> <li>• Standard OCPP Network</li> <li>• Independent Billing</li> <li>• Flexible User Controls</li> </ul>	<ul style="list-style-type: none"> <li>• Flexible Billing Terms</li> <li>• User Authentication</li> <li>• Power Select/Share</li> <li>• 24 hr. Driver Support</li> <li>• Web/App Visibility</li> </ul>
<b>Free-vend Public Charging</b>	<b>Personal Residential Charging</b>
<ul style="list-style-type: none"> <li>• Automatic Charging Mode</li> <li>• Networked Cloud Options</li> <li>• Free Charging Mode</li> </ul>	<ul style="list-style-type: none"> <li>• Optional Data Collection Mode</li> <li>• Power Select Capable</li> </ul>

**Customize a branded faceplate.**

Network Options



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US Toll Free (866) 417-9995  
International: +1 (813) 333-1119  
Fax: (813) 569-0716



NC7000 SERIES SPECIFICATIONS – US & Canada

**Electrical Specifications**

Charging Connector	SAE J1772 Type 1- with Hardened Rubber Wrap for Heavy-Duty Use
Input Power - Standard	208/240VAC, Single Phase, 32A
Input Power - Custom	208/240VAC, Single Phase, With Reduced Power Options
Installaton Type	Hard-Wired or Optional NEMA 6-50 Plug
Frequency	60Hz
Output Power	7.68kW (240VAC@32A)
Metering Accuracy	Embedded ± 2%

**Network & Administrative Support**

Network Services Support	OCPP and Non-Cloud Options Available
Unlocked Network Selection	Supports On-the-Fly Network Change-Over
Standards-based EVSE Control	OCPP 1.6J (Open Standard Protocol as Defined by OCA)
Demand Response	OpenADR (Requires Central Server Open ADR Support)
Secure Administrative Channel	Provides In-Band Communications
Remote Diagnostics Capable	Secure In-Band & Out-of-Band Diagnostic Services

**Communications & Interfaces**

Wi-Fi	802.11 b/g/n
Cellular	4G-LTE Category 1 [AT&T, T-Mobile or Verizon]
RFID/NFC	ISO 14443 A/B-ISO 15693 -NFC; NEMA Interoperability Protocol
Cellular Signal Requirements	AT&T/T-Mobile: RSRP > -90dBm; Verizon: RSRP > -90dBm & RSRQ > -10dBm

**Material Specifications**

Dimensions	11.14" x 7.56" x 3.11"
Enclosure Rating / Impact Res.	NEMA 4 / IK10
Impact Resistance	IK10
Charging Cable Length	18 ft. & 25 ft. Options
Mounting Type	Wall Mount & Bollard Mount (Optional)
Display	116mm x 8.5mm, 5.57mm Character Height, 5 x 8 Dot Matrix, OLED 20x2
Light Indicators	Green: Ready; Blue: Charging; Red: Service
Holster for connector	Click-In Holster for J-1772

**Environmental & Safety Specifications**

Operating Temperature	-22°F to +122°F (-30°C to +50°C)
Storage Temperature	-40°F to +158°F (-40°C to +70°C)
Operating Humidity	95% RH non-condensing
Safety Compliance	UL Listed for USA, cUL Certified for Canada
	UL 50/991/1449/1998/2231/2594
	FCC Part 15B/15.247 (Wi-Fi) / FCC Part 15.225 (RFID)
	Overload Protection & Ground Fault Detection

**NC7000 SERIES LIMITED WARRANTY**

NovaCHARGE warrants that this product shall be free of defects in materials and workmanship under normal use for a period of four (4) years (Commercial) or three (2) years (Residential) from the date of delivery. For complete warranty information, contact NovaCHARGE at [info@NovaCHARGE.net](mailto:info@NovaCHARGE.net).

**TAMPA ELECTRIC COMPANY  
DOCKET NO. 20230089-EI  
STAFF'S FIRST DATA REQUEST  
REQUEST NO. 2  
BATES PAGE(S): 6  
FILED: OCTOBER 6, 2023**

2. Please refer to paragraphs 11 - 12 and 19 of the Petition for the following questions.
  - a. Please identify the similarities and differences between TECO's "EV charging ports on customer premises" and Duke Energy Florida's EV direct current fast charger (DCFC).
  - b. Please explain in detail why an average service life (ASL) of 10 years and a net salvage (NS) of zero percent are the appropriate depreciation parameters for TECO's Pilot-related EV charging ports.
  
- A.
  - a. While Tampa Electric does not have direct knowledge of the specifications for the DCFC equipment chosen by Duke Energy Florida, generally speaking, the primary difference is presumed to be the power requirements to operate the equipment, which subsequently impacts the potential charging rate. Tampa Electric's "EV charging ports on customer premises" are primarily Level 2 chargers requiring 240-Volt service. The hardware included in Tampa Electric's program has a maximum power output capability of 7.68kW. For DCFC that will be installed under Tampa Electric's program, the minimum power output is expected to be 50kW. Tampa Electric has not completed a DCFC installation as of the date of this response, and final specifications will be determined based on equipment availability at the time of installation and working with the site host to ensure any specific needs are being considered.
  - b. The average service life ("ASL") of 10 years is based on the expectation that EV charging stations will last longer than the vendor's minimum design life of 7-years. Tampa Electric requested an NS of 0 percent and is consistent with Duke Energy Florida's approved ASL of 10 years and 0 percent NS for EV chargers.

**TAMPA ELECTRIC COMPANY  
DOCKET NO. 20230089-EI  
STAFF'S FIRST DATA REQUEST  
REQUEST NO. 3  
BATES PAGE(S): 7 - 29  
FILED: OCTOBER 6, 2023**

3. Please refer to paragraphs 11, 13, and 16 - 17 of the Petition for the following questions.
- a. How many non-Pilot company-owned charging stations does TECO have in operation?
  - b. How many Pilot-related company-owned charging stations does TECO plan to add?
  - c. Please provide a full description and diagram of the equipment that constitutes a "company-owned EV charging station" (for both Pilot and non-Pilot-related plant).
  - d. Please identify the similarities and differences between TECO's "EV charging ports on customer premises" specified in paragraph 11 and TECO's "company-owned EV charging station equipment" for both Pilot and non-Pilot-related devices as discussed in paragraphs 13 and 16, respectively.
  - e. Please discuss the warranty term, if any, associated with TECO's existing "company-owned EV charging stations."
  - f. Please explain in detail why an ASL of 10 years and a NS of zero percent are appropriate for TECO's "company-owned EV charging station equipment" (for both Pilot and non-Pilot-related plant).
  - g. What is the "minimum design life" of TECO's "company-owned EV charging stations" (existing and planning to add, if known) according to the distributor(s)/manufacturer(s) of these charging devices?
  - h. Since TECO "began purchasing these (non-Pilot charging) stations (on company property) in 2019" (paragraph 16), a certain amount of these plan assets have lived through half of the plant's ASL per TECO's 10-year ASL proposal. Please identify the dollar amount of the plant retirement, if any, and the associated cost of removal and NS.
  - i. Regarding TECO's existing non-Pilot EV charging stations, please identify the respective plant and reserve amounts that are currently booked in Account 394.00 Tools Shop & Garage Equipment.
- A.
- a. Tampa Electric has 66 non-Pilot company-owned charging stations.
  - b. Aside from the 50 Pilot-related EV charge ports already installed, Tampa Electric plans to add 150 additional Level 2 Pilot-related charge ports across the five designated market segments. The company also plans to develop

**TAMPA ELECTRIC COMPANY  
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up to four DCFC sites, with each site having a dual-port DCFC unit and two Level 2 charge ports.

- c. Please see attached.
- d. Across the two types of chargers for Pilot and non-Pilot-related EV charging equipment (Level 2 and DCFC), the capabilities are quite similar across all equipment within each type. All Level 2 chargers are capable of approximately the same power output, utilize access controls, are connected to network services, and utilize the same J-1772 connector. The network operator may be different by equipment manufacturer, but all with similar capabilities to manage the software required to operate the hardware. Tampa Electric currently has one DCFC installed, which is a non-Pilot charging station. Similar to the Level 2 chargers, we expect Pilot-related DCFC will have similar operational capabilities, but likely with different power output, as the non-Pilot equipment has a 50kW maximum power output, and today's typical DCFC charging locations have a 100kW minimum output to support faster EV charging.
- e. The warranty terms for company-owned EV charging stations will vary based on manufacturer. Some existing company-owned EV charging stations are no longer under warranty and may have varied from one to five years at the time of installation. Non-Pilot EV charging stations installed more recently, and all Pilot EV charging stations, are warranted to be free of defects in materials and workmanship under normal use for a period of four years.
- f. See Tampa Electric's Response to Data Request No. 2(b), above.
- g. According to the distributor/manufacturer of Tampa Electric's company-owned EV charging stations, the minimum design life is seven years.
- h. Tampa Electric began installation of the non-Pilot EV charging station in 2019 and has not had to retire any assets nor had to remove any assets.
- i. As of September 30, 2023, the non-Pilot EV charging stations balances that are currently booked in Account 394.00 Tools Shop & Garage Equipment are \$398,747 for plant and \$71,837 for the reserve amounts.



## Quick Charge Station

### Overview

- Fast-charge any compatible vehicle
- 0 to 80% in less than 30 minutes
- Multistandard (CHAdeMO and CCS compliant)
- TFT color display (for user interface and publicity)
- Network integration (OCPP or proprietary protocol)
- Built-in communications (3G; LAN; Wi-Fi)
- Optional 2 piece configuration (kiosk/terminal)



Fast Charging



User Friendly



Communication & Management



Multi-standard

### DC plug-in charging systems



CCS



CHAdeMO

### Main features

- Multiple standards
- Multiple outputs
- DC power up to 50 kW
- High efficiency: > 93%
- High power factor: 0.98
- Simple plug & play installation
- Standalone or network integration
- Local and remote control and monitoring
- C4 corrosion protection
- Customizable

### Product description

The QC45 is a Quick Charging station able to charge all EVs with CHAdeMO and CCS charging compliance.

After user identification (if authentication is required), by simply choosing the charging standard compatible to your vehicle and coupling the charger's output plug to the EV, you will have a fast secured and proven charging process. The battery charging status is displayed and the charging cycle finishes by itself or can be terminated by a user command.

Different output options are available, like the basic single DC output, dual DC output, in a single cabinet or bundled with a wired charging interface kiosk.

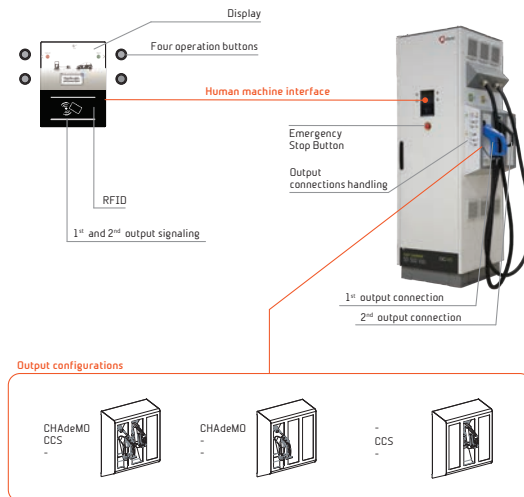
The QC45 includes Efacec's power electronics unique design, resulting in top specifications for DC fast charging. Higher power output with best power factor and efficiency.



**Technical Information**

Technical data		ETL
<b>AC Nominal Input for DC Output</b>		
Phases / lines	3 phases + PE	
Voltage & frequency	480 Vac ± 10 %; 60 Hz	
Nominal input current & power	64 A, 50 kVA	
Efficiency	> 93 %	
Power factor	0,98	
<b>AC Nominal Input (Optional)</b>		
NOT AVAILABLE		
<b>DC Output</b>		
Voltage	50 Vdc to 500 Vdc	
Current	0 to 120 A	
Nominal Power (@ 400V)	45 kW continuous / 50 kW peak	
<b>AC Output (optional)</b>		
NOT AVAILABLE		
<b>General Specifications</b>		
Equipment	Multi-standard DC outputs (Mode-4)	
Communication with EV	JEVS G104 (CHAdeMO) IEC61851-23 PLC (SAE / Type-1)	
DC Plugs	JEVS G105 (CHAdeMO) Combo T1 (SAE / Type-1)	
Human Machine Interface	By default 6.4" TFT Color screen RFID system Mifare (Classic, DesFire EV1) or others on request 3G (GSM or CDMA)   LAN   Wi-Fi	
Communication Protocols	OCPP (1.2; 1.5) and others	
Place of installation	Indoor/Outdoor	
Altitude	Up to 1000 m	
Protection degree	IP54   IK10   NEMA 3R	
Operating Temperature	-13 °F to +122 °F	
Optional Cold Option	-31 °F to 122 °F	
Storage Temperature	-40 to +140 °F	
Humidity	5 % to 95 %	
Sound noise	<55 dB in all directions	
Dimensions (W x D x H)	23.6 x 23.6 x 70.9 inches	
Weight	1323 pounds	

**Configurations**



**Applications**

- Highways and national roads
- Fuel-stations (City and strategic locations)
- EV Infrastructure and operators
- EV fleet (private and public)
- EV dealers and service providers



**Main Office:**  
Rua Eng. Frederico Ulrich | Apartado 3078 | 4471-907 Moreira da Maia | Portugal | Phone: +351 229 402 000 | Fax: +351 229 403 209 | e-mail: evcharging@efacel.com | web: www.electricmobility.efacel.com

**Office:**  
2725 Northwoods Parkway, Ste. B | Norcross, GA 30071 | USA | Phone: 470-395-3648 | Fax: 770-446-8920 | e-mail: sales.eem.usa@efacel.com

mod. CS2831150581

Due to our policy of continuous development, specifications may change without notice. Not valid as a contractual item.



TECHNOLOGY

EXPERIENCE

PROCESS

SUPPORT

## NC7000 Series EV Charging Stations

### Universal Product Interoperability

Open standards focus ensures compatibility.

### Supports Flexible Business Models

Custom billing arrangements enable business agility.

### Scalability that Promotes Reliability

Remote management guarantees worry-free operation.

Designed to exceed the expectations of everyone.

Proven to meet the demands of commercial organizations.

**Intuitive Interface**

- Clear Indicator Lights
- Informative Labels

**Built on Open Standards**

- OCPP 1.6J
- J-1772 Connector

**Easy Installation**

- Wall or Pedestal Mounting
- Engineered aluminum pedestal supports two units and their holsters
- High Velocity Wind Rated

**Robust Communications**

- Unlocked Cloud Options
- Authenticated: Without a Network
- RFID-enabled Authentication
- Networked: Wi-Fi, Cellular

**Rugged, Feature Rich Design**

- All weather Housing - NEMA 4
- 25' Cord Option
- Hardened Rubber Connector
- Rust & Heat Damage Resistant
- Tamper Resistant Design

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**The NC7000 delivers flexible business model adoption.**


<b>Public Charging</b>	<b>MDU, Fleet &amp; Workplace Charging</b>
<ul style="list-style-type: none"> <li>• Fully Networked Charger</li> <li>• RFID Card Enabled</li> <li>• Standard OCPP Network</li> <li>• Independent Billing</li> <li>• Flexible User Controls</li> </ul>	<ul style="list-style-type: none"> <li>• Flexible Billing Terms</li> <li>• User Authentication</li> <li>• Power Select/Share</li> <li>• 24 hr. Driver Support</li> <li>• Web/App Visibility</li> </ul>
<b>Free-vend Public Charging</b>	<b>Personal Residential Charging</b>
<ul style="list-style-type: none"> <li>• Automatic Charging Mode</li> <li>• Networked Cloud Options</li> <li>• Free Charging Mode</li> </ul>	<ul style="list-style-type: none"> <li>• Optional Data Collection Mode</li> <li>• Power Select Capable</li> </ul>
	<ul style="list-style-type: none"> <li>• RFID Card Enabled</li> <li>• User Authentication</li> <li>• Cloud Data Collection</li> <li>• Low Operational Cost</li> </ul>
	<ul style="list-style-type: none"> <li>• Authenticated Charging</li> <li>• Resilient Transaction Preservation</li> <li>• Cloud Outage Availability</li> </ul>


**Customize a branded faceplate.**

Network Options

  
NON NETWORKED

  
RFID

  
QR CODE

  
QR & RFID

**WAYS TO GET IN TOUCH**

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Fax: (813) 569-0716



TECHNOLOGY                      EXPERIENCE                      PROCESS                      SUPPORT

**NC7000 SERIES SPECIFICATIONS – US & Canada**

**Electrical Specifications**

<b>Charging Connector</b>	SAE J1772 Type 1- with Hardened Rubber Wrap for Heavy-Duty Use
Input Power - Standard	208/240VAC, Single/Split Phase, 32A, WYE Configuration
<b>Input Power - Custom</b>	208/240VAC, Single Phase, With Reduced Power Options
Installation Type	Hard-Wired or Optional NEMA 6-50 Plug
<b>Frequency</b>	60Hz
Output Power	7.68kW (240VAC@32A)
<b>Metering Accuracy</b>	Embedded ± 2%

**Network & Administrative Support**

<b>Network Services Support</b>	OCPP and Non-Cloud Options Available
Unlocked Network Selection	Supports On-the-Fly Network Change-Over
<b>Standards-based EVSE Control</b>	OCPP 1.6J (Open Standard Protocol as Defined by OCA)
Demand Response	OpenADR (Requires Central Server Open ADR Support)
<b>Secure Administrative Channel</b>	Provides In-Band Communications
Remote Diagnostics Capable	Secure In-Band & Out-of-Band Diagnostic Services

**Communications & Interfaces**

<b>Wi-Fi</b>	802.11 b/g/n
Cellular	4G-LTE Category 1 [AT&T, T-Mobile or Verizon]
<b>RFID/NFC</b>	ISO 14443 A/B-ISO 15693 -NFC; NEMA Interoperability Protocol
Cellular Signal Requirements	AT&T/T-Mobile: RSRP > -90dBm; Verizon: RSRP > -90dBm & RSRQ > -10dBm

**Material Specifications**

<b>Dimensions</b>	11.14" x 7.56" x 3.11"
Enclosure Rating / Impact Res.	NEMA 4 / IK10
<b>Impact Resistance</b>	IK10
Charging Cable Length	18 ft. & 25 ft. Options
<b>Mounting Type</b>	Wall Mount & Bollard Mount (Optional)
Display	116mm x 8.5mm, 5.57mm Character Height, 5 x 8 Dot Matrix, OLED 20x2
<b>Light Indicators</b>	Green: Ready; Blue: Charging; Red: Service
Holster for connector	Click-In Holster for J-1772

**Environmental & Safety Specifications**

<b>Operating Temperature</b>	-22°F to +122°F (-30°C to +50°C)
Storage Temperature	-40°F to +158°F (-40°C to +70°C)
<b>Operating Humidity</b>	95% RH non-condensing
Safety Compliance	UL Listed for USA, cUL Certified for Canada
	UL 50/991/1449/1998/2231/2594
	FCC Part 15B/15.247 (Wi-Fi) / FCC Part 15.225 (RFID)
	Overload Protection & Ground Fault Detection

**NC7000 SERIES LIMITED WARRANTY**

NovaCHARGE warrants that this product shall be free of defects in materials and workmanship under normal use for a period of three (3) years (Commercial) or three (2) years (Residential) from the date of delivery. For complete warranty information, contact NovaCHARGE at [info@NovaCHARGE.net](mailto:info@NovaCHARGE.net).



## ChargePoint Networked Charging Stations

### CT500



ChargePoint® Networked Charging Stations, by Coulomb Technologies, offer municipalities, corporations, fleets, and utilities, high-reliability, plug-in electric vehicle charging that drivers prefer. The easy-to-use stations provide multiple power options, integrating aesthetics and ergonomics with sturdy construction—ideal for residential, commercial and outdoor public applications.

The CT500 charging station is a 7.2 kW single output station designed for single and multi-family homes, apartments and condominium buildings, light commercial and fleet applications for the North American marketplace. The station delivers Level II (208/240 V @ 30 A) charging and is compatible with plug-in electric vehicles that comply with the SAE J1772™ plug-in electric vehicle charging standard. The station's small size and flexible interfaces for utility Automatic Meter Infrastructure (AMI) make it an ideal solution for homeowners, utilities, fleet managers, and property managers.

To eliminate energy theft and to enhance safety, a card reader option is available for drivers to access and energize the station with a ChargePass™ card. The station's highly visible display guides drivers with instructive messages and can be used to display custom advertisement or greetings for drivers.

#### Software Application Services

Set pricing and collect fees, provide 24/7 driver assistance, control access, display advertisements, track usage, and diagnose the station remotely using the growing suite of ChargePoint Network on-demand software applications and a web browser.

#### Smart Card Reader Option

Provide optional driver billing and custom access control, preventing electricity theft and enhancing safety, with an integrated standards-based RFID reader that accepts ChargePass cards.

#### Intelligent Power Control

Ensure power is delivered only when a driver is authorized and the EV cord is properly inserted.

#### Vacuum Florescent Display with Multiple Language Support

Display instructive, advertisement, and greeting messages in many languages on the bright, easy-to-read display.

#### Integrated Fault Detection

- Ground Fault Detection: Integrated hardware ground-fault detection circuitry with auto retry and driver notification.
- Over-Current Detection: Disconnects power to prevent nuisance breaker trips at service panel. Auto retry and driver notification.
- Plug-Out Detection: Algorithm disengages power and notifies the driver when a plug is removed.

#### Over-the-Air Station Upgrade

Keep charging station current with future and evolving EV needs by upgrading station firmware remotely over-the-air.

#### Utility Grade Energy Meter

Provide accurate bi-directional energy measurement with integrated power metering circuitry.

#### Remote Diagnostics and Control

Minimize the need for on-site maintenance with real-time remote alarm monitoring and control.

#### Network Interface

Wireless and cellular network interfaces allow seamless integration with the ChargePoint Network and ChargePoint Network application services.

#### Smart Grid Compatible

Enable Time-Of-Use (TOU) pricing and demand response by integrating with Advanced Metering Infrastructures (AMIs).



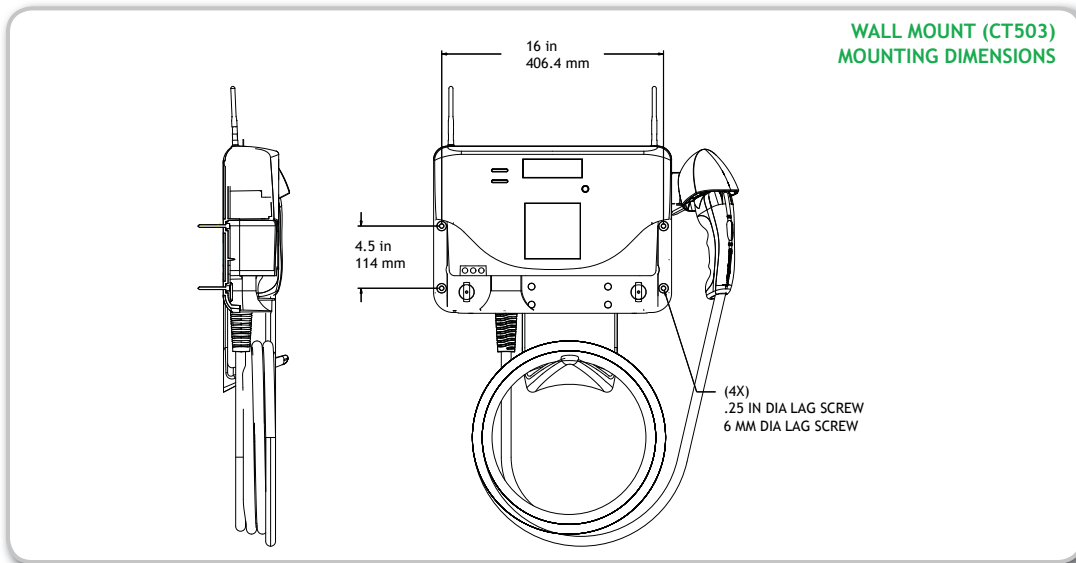
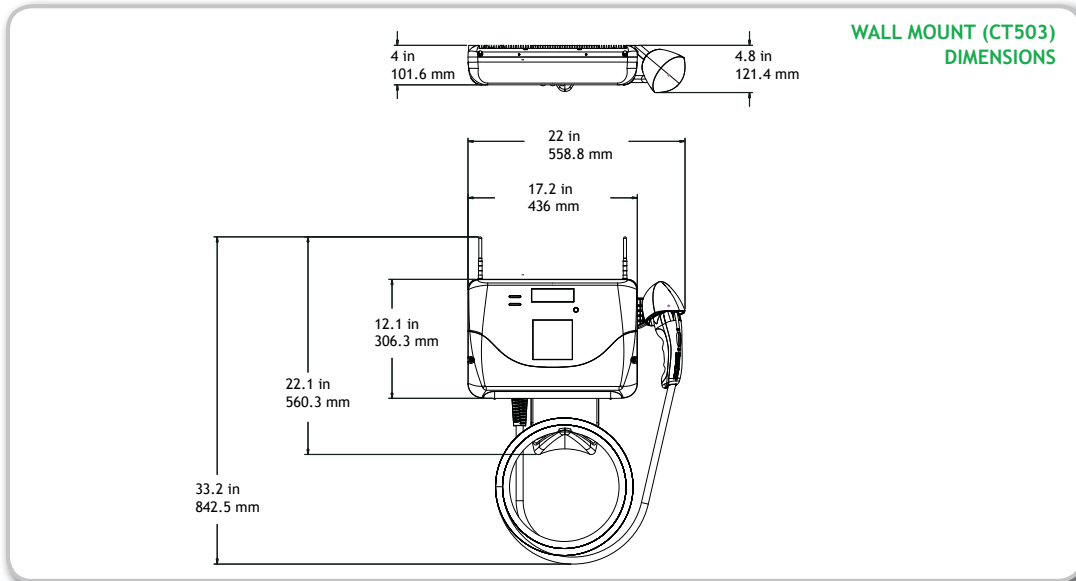
Coulomb Technologies, Inc.  
1692 Dell Ave.  
Campbell, CA 95008-6901 USA  
US toll free: +1-877-370-3802  
www.coulombtech.com  
www.mychargepoint.net

Listed by Underwriters Laboratories Inc. LISTED

P/N: 73-001001-01 Rev. 2



Mechanical Drawings  
CT500



Listed by Underwriters Laboratories Inc.  LISTED



Specifications  
CT500

Electrical Input

Input Power	7.2 kW
Input Voltage	208/240 VAC
Input Current	30 A
Input Power Connections	Line 1, Line 2, Earth
Required Service Panel Breaker	40 A double pole breaker (non-GFCI type) on dedicated circuit
Standby Power	5 W typical

Electrical Output

Output Charging Power	7.2 kW
Output Voltage	208/240 VAC
Output Current	30 A
Output Charging Connector	SAE J1772™ EV connector on 18' (5.48 m) cable

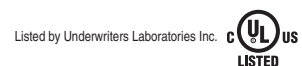
Functional Interfaces

Card Reader	ISO 15693, 14443
Ground Fault Detection	20 mA CCID with auto retry (15 minute delay, 3 tries)
Plug-Out Detection	Power terminated per SAE J1772™ specification
Power Measurement	2% @ 15 minute intervals
Local Area Network	2.4 GHz 802.15.4 dynamic network
Wide Area Network	Commercial CDMA or GPRS cellular data network

Safety and Operational Ratings

Safety Compliance	UL Listed for USA and cUL certified for Canada; Complies with UL 2594, UL 2231-1, UL 2231-2, UL 1998, UL 991, NEC Article 625
Surge Protection	6 kV @ 3,000 A. In geographic areas subject to frequent thunderstorms, supplemental surge protection is recommended.
EMC	FCC Part 15 Class B
Operating Temperature	-22° F to 122° F (-30° C to +50° C)
Operating Humidity	95% non-condensing
Enclosure	NEMA 3R
Terminal Block Temperature Rating	212° F (100° C)
Maximum Charging Stations per 802.15.4 Radio Group	24. Each station must be within 150 feet "line of sight" of one gateway station.
Approximate Shipping Weights	26 lbs (12 kg)

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Ordering Information

CT500



Ordering Information

Specify model number followed by the applicable code(s). The order code sequence is:

Model-Modem-SIM-Local Area Network-Warranty

Option	Order Code
<b>Model</b>	
Wall Mount	CT503
<b>Modem*</b>	
Integral CDMA ChargePoint Gateway Modem	-CDMA
Integral GPRS ChargePoint Gateway Modem	-GPRS
<b>SIM</b>	
USA GPRS SIM	-SIM1
Canada GPRS SIM	-SIM2
<b>Card Reader</b>	
RFID Card Reader	-RFID
<b>Local Area Network (LAN)*</b>	
802.15.4 wireless interface	-ZIG
<b>Warranty</b>	
5 Year Parts Only Extended Warranty: Gateway	-EW5GW
5 Year Parts Only Extended Warranty: Gateway, LAN, and Card Reader	-EW5GWRFDZIG
5 Year Parts Only Extended Warranty: Card Reader and LAN	-EW5RFIDZIG

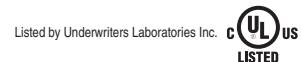
\*Specify at least one modem or LAN option (or both)

Order Code Examples

If ordering this	The order code would be
Wall Mount with CDMA Gateway Modem, RFID Card Reader, and LAN	CT503-CDMA-RFID-ZIG
Wall Mount with GPRS Gateway Modem, and USA GPRS SIM	CT503-GPRS-SIM1
Wall Mount with Card Reader, LAN, and 5 year extended parts warranty	CT503-RFID-ZIG-EW5RFIDZIG

For pricing and additional product information, contact the distributor in your area. For a complete list of distributors, go to [www.coulombtech.com](http://www.coulombtech.com) and click Purchase.

Coulomb Technologies, Inc. - 1692 Dell Ave. - Campbell, CA 95008-6901 USA  
 408.841.4500 - 877.370.3802 - [info@coulombtech.com](mailto:info@coulombtech.com)  
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## CT2020 Family

### ChargePoint Networked Charging Stations

ChargePoint® charging stations offer municipalities, corporations, fleets, and utilities highly reliable electric vehicle charging that drivers prefer. The easy-to-use stations provide multiple power options, integrating aesthetics, and ergonomics with sturdy construction—ideal for residential, commercial, and outdoor public applications.

The CT2020 dual charging stations provide two 7.2 kW (208/240 V @ 30 A) Level 2 charging ports and are designed for public outdoor applications for the North American marketplace. Charging is delivered via standard SAE J1772™ connectors attached to self-retracting<sup>1</sup> cords.

To enhance safety and eliminate energy theft, drivers access and energize the station using a ChargePoint card or contactless credit card. The station's highly visible display guides drivers with instructive messages and can be used to display targeted messages for drivers.

#### Software Application Services

Set pricing and collect fees, provide 24x7 driver assistance, control access, enable reservations, display advertisements, track usage and monitor the station remotely using the growing suite of ChargePoint cloud-based service plans.

#### Utility Light<sup>1</sup>

Provide drivers with the visibility they need to start and stop charging sessions in areas with poor lighting conditions, with an energy-efficient, photosensor-activated light.

#### Hassle-Free Cord Management<sup>1</sup>

Eliminate the need for drivers to coil up the SAE J1772 cord with the CT2025's self-retracting cord management system, ensuring that the cord is always off the ground when not in use.

#### Smart Card Reader

Provide optional driver billing and custom access control, preventing electricity theft and enhancing safety, with an integrated standards-based RFID reader that accepts ChargePoint cards, contactless credit cards and MIFARE-based transportation cards.

#### Intelligent Power Control

Ensure power is delivered only when a driver is authorized and the EV connector is properly inserted.

#### Vacuum Florescent Display with Multiple Language Support

Display instructions and messages in many languages on the bright, easy-to-read display.

#### Integrated Fault Detection

- + Ground Fault Detection: Integrated ground-fault detection circuitry with auto retry and driver notification.
- + Over-Current Detection: Disconnects power to prevent nuisance breaker trips at service panel. Auto retry and driver notification.
- + Plug-Out Detection: Algorithm disengages power and notifies the driver when a plug is removed.

#### Over-the-Air Station Upgrade

Keep charging stations current with evolving EV needs by upgrading station firmware remotely over-the-air.

#### Utility Grade Energy Meter

Provide accurate bi-directional energy measurement with integrated power metering circuitry.

#### Remote Diagnostics and Control

Minimize the need for on-site maintenance with remote, real-time alarm monitoring and control.

#### Network Interface

Wireless and cellular network interfaces allow seamless integration with ChargePoint cloud-based application services.

#### Smart Grid Compatible

Enable Time-Of-Use (TOU) pricing and demand response by integrating with Advanced Metering Infrastructures (AMIs).

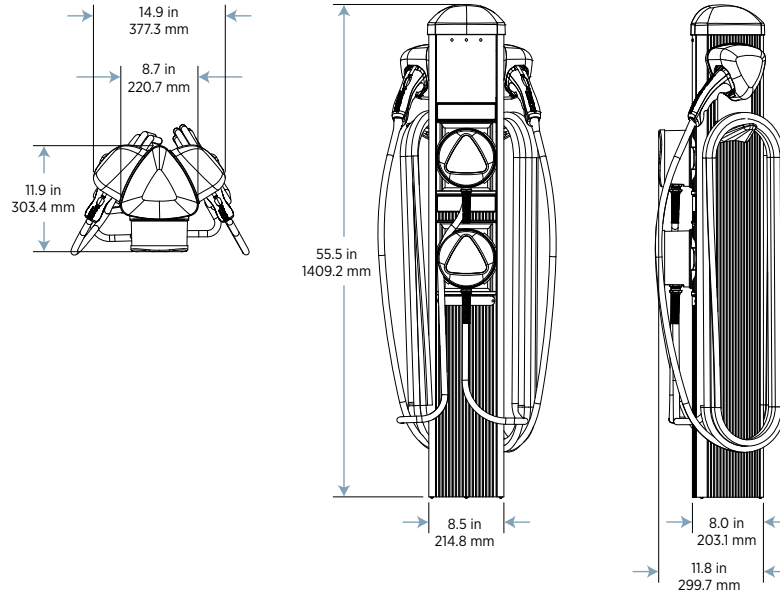


CT2021 charging station

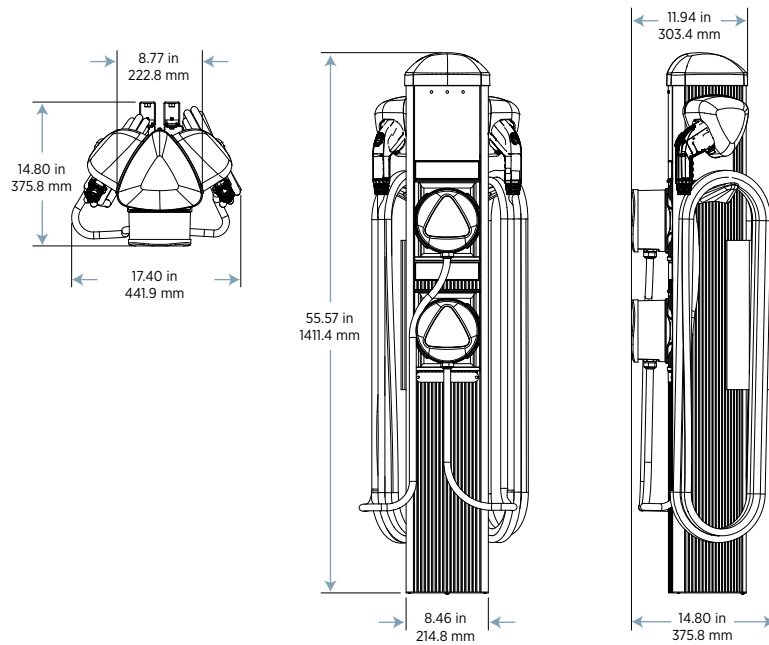
<sup>1</sup> Included on the CT2025 only.

ChargePoint CT2020 Family

CT2021 Bollard



CT2023 Wall Mount



2 chargepoint.com





## CT2020 Family Specifications

### Electrical Input

Input Power	7.2 kW (x 2)
Input Voltage	208/240 VAC
Input Current	30 A (x 2)
Input Power Connections	Line A1, Line A2, Earth, Line B1, Line B2 (two independent 40 A branch circuits, each providing Line 1 and Line 2, and a single protective Earth conductor)
Required Service Panel Breaker	40 A double pole breaker (non-GFCI type) on dedicated circuit (x 2)
Standby Power	7 W typical (not including LED light fixture)

### Electrical Output

Output Charging Power	7.2 kW (x 2)
Output Voltage	240 VAC (x 2)
Output Current	30 A (x 2)
Output Charging Connector	SAE J1772 EV Connector on 18' (5.48 m) cord (x 2). On CT2025 only, cord is self-retracting.

### Functional Interfaces

Lighting <sup>1</sup>	Photosensor-activated 9 W LED light (equivalent to 50 W incandescent)
Card Reader	ISO 15693, 14443
Ground Fault Detection	20 mA CCID with auto retry (15 minute delay, 3 tries)
Plug-Out Detection	Power terminated per SAE J1772 specification
Power Measurement	2% @ 15 minute intervals
Local Area Network	2.4 GHz 802.15.4 dynamic network
Wide Area Network	Commercial GPRS or CDMA cellular data network

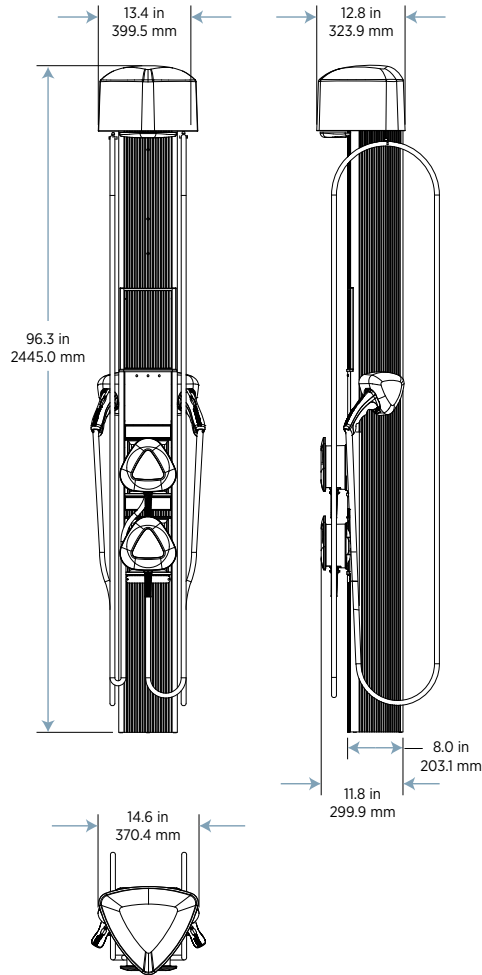
### Safety and Operational Ratings

Safety Compliance	UL Listed for USA and cUL certified for Canada; Complies with UL 2594, vUL 2231-1, UL 2231-2, UL 1998, UL 991, NEC Article 625
Surge Protection	6 kV @ 3,000. In geographic areas subject to frequent thunderstorms, supplemental surge protection is recommended.
EMC Compliance	FCC Part 15 Class A
Operating Temperature	-22°F to 122°F (-30°C to +50°C)
Operating Humidity	95% non-condensing
Enclosure	Type 3R
Terminal Block Temperature Rating	100°C (212° F)
Maximum Charging Stations per 802.15.4 Radio Group	24. Each station must be within 150 feet "line of sight" of one gateway station.
Wind Loading	Up to 150 mph (241 kph). On the CT2025, includes a 12" x 18" (30 cm x 46 cm) additional signage area.
Approximate Shipping Weights	CT2021: 45 lbs (20.4 kg) CT2023 45 lbs (20.4 kg) CT2025: 98 lbs (44.5 kg)

<sup>1</sup>Included on the CT2025 only.  
ChargePoint, Inc. reserves the right to alter product offerings and specifications at any time without notice, and is not responsible for typographical or graphical errors that may appear in this document.

ChargePoint CT2020 Family

### CT2025 Bollard with Cable Management



### Ordering Information

Specify model number followed by the applicable code(s).  
The order code sequence is:

#### Model-Modem-SIM-Card Reader-Warranty

Option		Order Code
<b>Model</b>	Standard Bollard Mount	CT2021
	Wall Mount	CT2023
	Bollard Mount with Top Lamp and Cable Retractors	CT2025
<b>Modem</b>	Integral GPRS ChargePoint Gateway Modem	-GPRS
	Integral CDMA ChargePoint Gateway Modem	-CDMA
<b>SIM</b>	USA GPRS SIM	-SIM1
	Canada GPRS SIM	-SIM2
<b>Card Reader</b>	Contactless Credit Card Reader	-CCR
<b>Warranty</b>	5 Year Parts Only Extended Warranty	-EW5
	5 Year Parts Only Extended Warranty - Gateway	-EW5GW

### Ordering Code Examples

If ordering this	the ordering code would be
Standard Bollard Mount with GPRS Modem	CT2021-GPRS
Bollard Mount with Top Lamp and Cable Retractors, GPRS Mode, Canada GPRS SIM	CT2025-GPRS-SIM2
Standard Bollard Mount with USA GPRS Modem, Contactless Credit Card Reader, and 5 Year Warranty	CT2021-GPRS-SIM1-CCR-EW5GW

### For More Information

Visit [chargepoint.com](http://chargepoint.com)  
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ChargePoint, Inc.  
254 East Hacienda Avenue | Campbell, CA | 95008-6617 USA  
+1.408.841.4500 or toll free +1.877.370.3802  
[chargepoint.com](http://chargepoint.com)

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## ChargePoint® CPF25 Level 2 Charging Stations

### Specifications and Ordering Information

#### Ordering Information

Specify by order code(s).

Description		Order Code
Model	Single Wall Mount, 5.4 m (18') Cord	CPF25-L18
	Single Pedestal Mount, 5.4 m (18') Cord	CPF25-L18-PD
	Two Stations with Dual Pedestal Mount, 5.4 m (18') Cord	CPF25-L18-PD-Dual
	Single Wall Mount, 5.4 m (18') Cord and Cord Management Kit	CPF25-L18-CMK6
	Single Pedestal Mount, 5.4 m (18') Cord and Cord Management Kit	CPF25-L18-CMK6-PD
	Two Stations with Dual Pedestal Mount, 5.4 m (18') Cord and Cord Management Kit	CPF25-L18-CMK6-PD-Dual
	Single Wall Mount, 7.0 m (23') Cord	CPF25-L23
	Single Pedestal Mount, 7.0 m (23') Cord	CPF25-L23-PD
	Two Stations with Dual Pedestal Mount, 7.0 m (23') Cord	CPF25-L23-PD-Dual
	Single Wall Mount, 7.0 m (23') Cord and Cord Management Kit	CPF25-L23-CMK8
	Single Pedestal Mount, 7.0 m (23') Cord and Cord Management Kit	CPF25-L23-CMK8-PD
	Two Stations with Dual Pedestal Mount, 7.0 m (23') Cord and Cord Management Kit	CPF25-L23-CMK8-PD-Dual
Replacement Cord	5.4 m (18'), 32 A Charging Cord	CPF25CORD-L18-F
	7.0 m (23'), 32 A Charging Cord	CPF25CORD-L23-F



ChargePoint CPF25  
Two Stations with Dual  
Pedestal Mount and  
Cord Management Kit



The First  
**ENERGY STAR®**  
Certified EV Charger

ChargePoint CPF25 Family

## Ordering Information (continued)

### Required Companion Products

Description	Order Code
ChargePoint Gateway USA* (1 required for every 9 stations)	CPGW1
ChargePoint Gateway Canada* (1 required for every 9 stations)	CPGW2

\* Provides cellular connectivity only to ChargePoint CPF25 stations. ChargePoint certified installers will do a site validation and order the ChargePoint Gateway as needed. As part of the make-ready, the site host needs to provide a location within 46 m (150') line of sight of the ChargePoint stations with adequate cellular coverage. In addition, the site host is responsible for providing power to the gateway. The ChargePoint Gateway is owned and maintained by ChargePoint.

### Companion Products for Fleet Applications

For fleet applications, CPF25 stations require the purchase of the Fleet Plan cloud service.

Description	Order Code
Fleet Plan (1, 2, 3, 4 or 5 years) (required)	CPCLD-FLEET- <i>n</i> <sup>1</sup>
Station Initial Activation (recommended)	CPSUPPORT-ACTIVE
ChargePoint Assure (recommended)	CPF25-ASSURE- <i>n</i> <sup>2</sup>

Comes with 1 year of ChargePoint Assure coverage at no charge for qualified installations. Other conditions apply.

<sup>1</sup>Substitute *n* for desired years of service (1, 2, 3, 4 or 5 years)

<sup>2</sup>Substitute *n* for the duration of additional coverage (1, 2, 3 or 4 years)

### Companion Products for Multi-Family Applications

For multi-family applications, CPF25 stations may only be purchased for use in properties that have signed the ChargePoint Electric Vehicle Charging Services Agreement.

Description	Order Code
Site Initial Activation (required)	CPMFHS-ACTIVE

Includes a 3 year parts exchange warranty ("Parts Warranty"). Additionally, for as long as the resident subscribes to Multi-Family Home Service Plan, ChargePoint will provide on-site labor to maintain the stations ("Maintenance Service"). The maintenance service does not provide coverage for abuse, vandalism, damage or other problems caused by accidents or negligence.



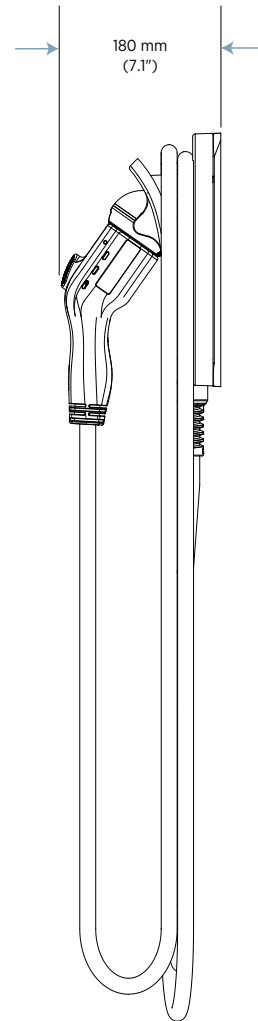
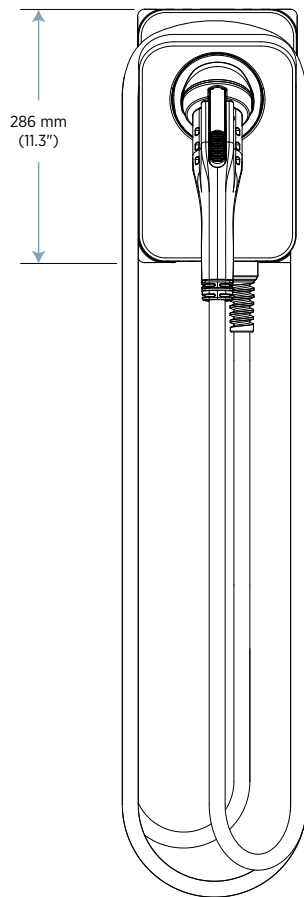
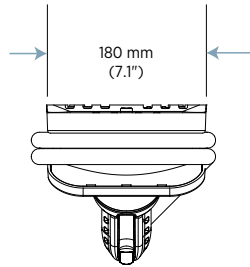
ChargePoint CPF25  
Single Wall Mount



**Single Wall Mount**

CPF25-L18 5.4 m (18')

CPF25-L23 7.0 m (23')

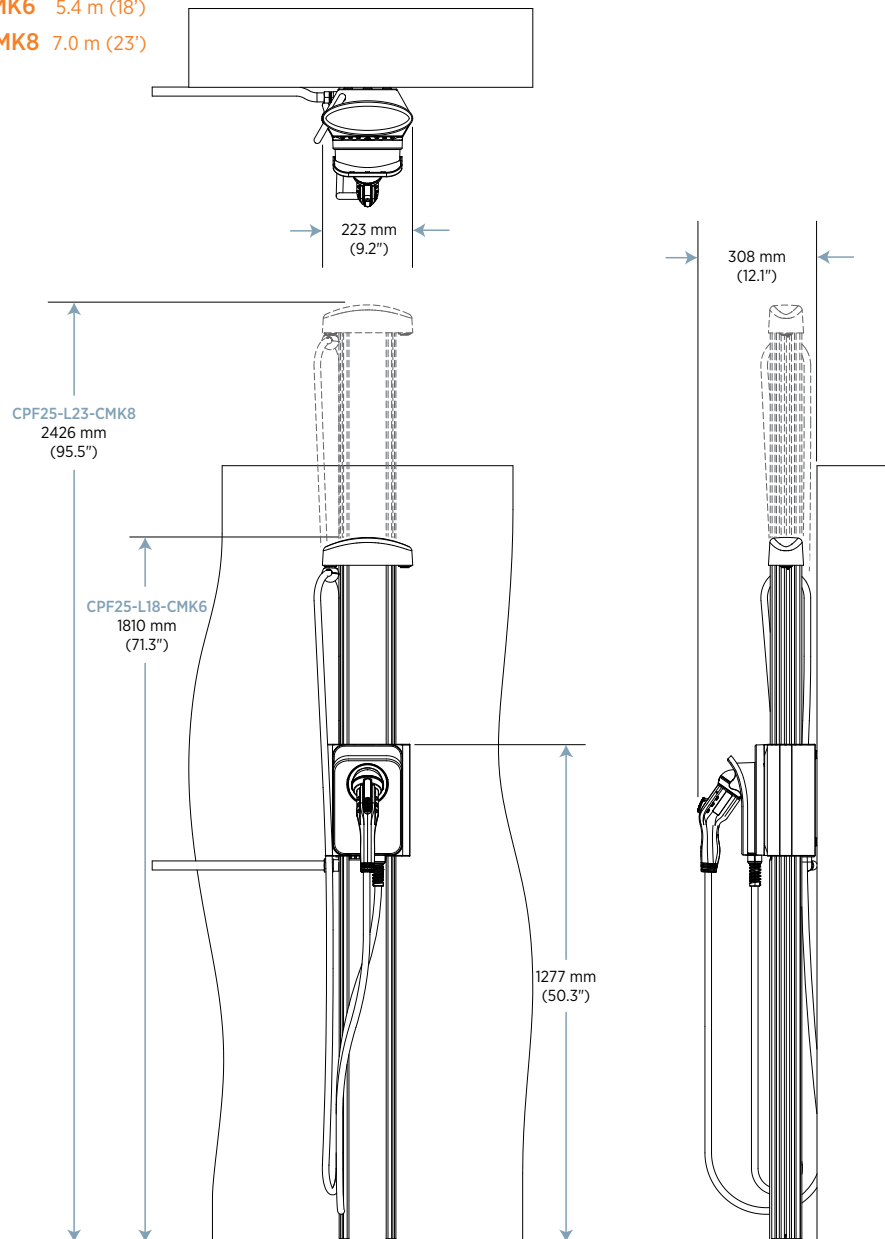


ChargePoint CPF25 Family

**Single Wall Mount with  
Cord Management Kit**

CPF25-L18-CMK6 5.4 m (18')

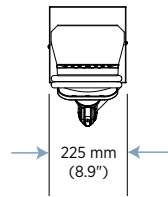
CPF25-L23-CMK8 7.0 m (23')





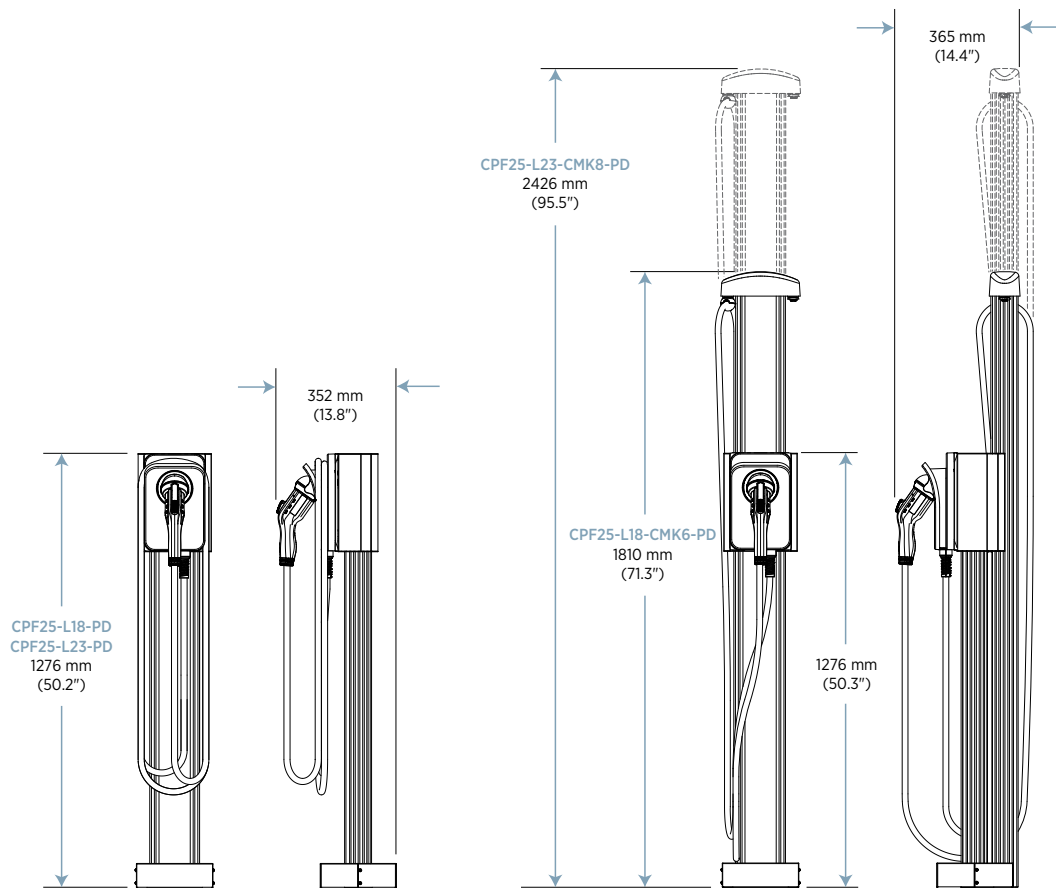
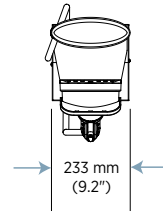
**Single Pedestal Mount**

- CPF25-L18-PD 5.4 m (18')
- CPF25-L23-PD 7.0 m (23')



**Single Pedestal Mount with Cord Management Kit**

- CPF25-L18-CMK6-PD 5.4 m (18')
- CPF25-L23-CMK8-PD 7.0 m (23')

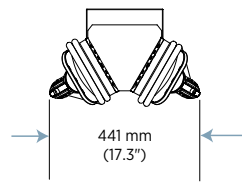


ChargePoint CPF25 Family

Two Stations with Dual Pedestal Mount

CPF25-L18-PD-DUAL 5.4 m (18')

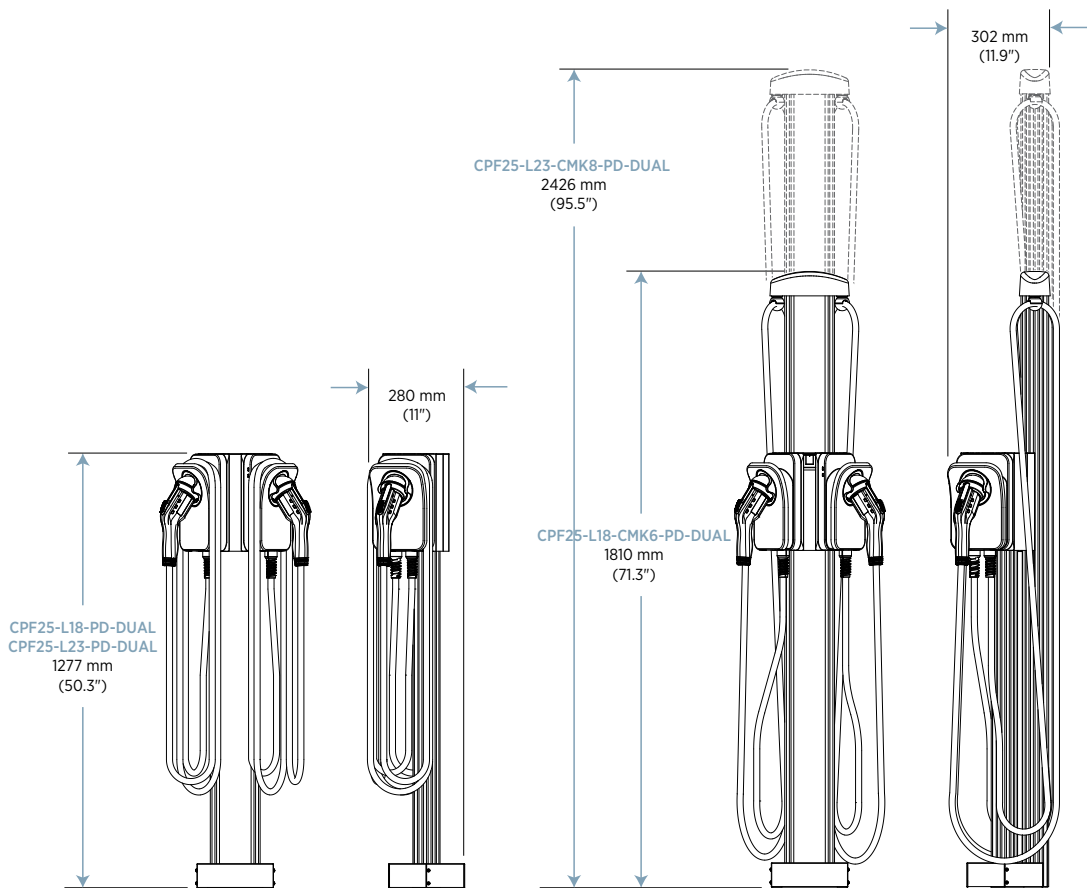
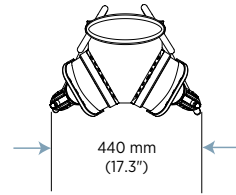
CPF25-L23-PD-DUAL 7.0 m (23')



Two Stations with Dual Pedestal Mount and Cord Management Kit

CPF25-L18-CMK6-PD-DUAL 5.4 m (18')

CPF25-L23-CMK8-PD-DUAL 7.0 m (23')







## Specifications

Electrical Input	One Station (AC Voltage 208 / 240 V AC)			Two Stations (AC Voltage 208 / 240 V AC)		
	Input Current	Input Power Connection	Required Service Panel Breaker	Input Current	Input Power Connection	Required Service Panel Breaker
Standard	32 A	One 40 A branch circuit	40 A dual pole (non-GFCI type)	32 A X 2	Two independent 40 A branch circuits	40 A dual pole (non-GFCI type) x 2
Standard Power Share	n/a	n/a	n/a	32 A	One 40 A branch circuit	40 A dual pole (non-GFCI type)
Power Select 16 A	16 A	One 20 A branch circuit	20 A dual pole (non-GFCI type)	16 A x 2	Two independent 20 A branch circuits	20 A dual pole (non-GFCI type) x 2
Service Panel GFCI	Do not provide external GFCI as it may conflict with internal GFCI (CCID)					
Wiring – Standard	3 Wire – L1, L2 plus Earth (no neutral)			5-wire (L1, L1, L2, L2, Earth)		
Wiring – Power Share	n/a			3-wire (L1, L2, Earth)		
Station Power	2.5 W typical (standby), 4 W maximum (operation)			5 W typical (standby), 8 W maximum (operation)		

## Electrical Output

Standard	7.7 kW (240 V AC @ 32 A)
----------	--------------------------

## Functional Interfaces

Connector Type	SAE J1772™
Cable Length – 1.8 m (6') Cable Management	5.4 m (18')
Cable Length – 2.4 m (8') Cable Management	7.0 m (23')
Overhead Cable Management System	Yes
Card Reader	ISO 15693 and ISO 14443

## Safety and Connectivity Features

Ground Fault Detection	20 mA CCID with auto retry
Open Safety Ground Detection	Continuously monitors presence of safety (green wire) ground connection
Plug-Out Detection	Power terminated per SAE J1772™ specifications
Power Measurement Accuracy	+/- 2% from 2% to full scale (32 A)
Power Report/Store Interval	15 minute, aligned to hour
Local Area Network	2.4/5 GHz Wi-Fi (802.11 a/b/g/n)
Wide Area Network	3G GSM, 3G CDMA provided by the ChargePoint Gateway CPGWx

ChargePoint CPF25 Family

**Safety and Operational Ratings**

Enclosure Ratings	Type 3R per UL 50E
Safety and Compliance	UL and C-UL listed product per UL2594, UL2231-1, UL2231-2. NEC Article 625 compliant UL and C-UL listed per UL916 Energy Management Equipment
Surge Protection	6 kV @ 3000 A. In geographic areas subject to frequent thunder storms, supplemental surge protection at the service panel is recommended.
EMC Compliance	FCC Part 15 Class B
Storage Temperature	-40°C to +60°C (-40°F to 140°F)
Operating Temperature	-30°C to +50°C (-22°F to 122°F)
Operating Humidity	Up to 85% @ +50°C (122°F) non-condensing
Non-Operating Humidity	Up to 95% @ +50°C (122°F) non-condensing
Maximum Charging Stations per 802.11 Radio Group	9 maximum. Each station must be located within 46 m (150') "line of sight" of a CPGWx gateway.




**Indicators**

WiFi LED	Yes
Fault Indicator per UL	Yes
Status LED	Yes

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**Contact Us**

To order your ChargePoint CPF25 charging station:


-  Visit [chargepoint.com/sales](https://chargepoint.com/sales)
-  Call +1.408.705.1992
-  Email [sales@chargepoint.com](mailto:sales@chargepoint.com)



ChargePoint, Inc.  
254 E Hacienda Avenue | Campbell, CA | 95008-6617 USA  
+1.408.841.4500 or toll free +1.877.370.3802  
[chargepoint.com](https://chargepoint.com)

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**TAMPA ELECTRIC COMPANY  
DOCKET NO. 20230089-EI  
STAFF'S FIRST DATA REQUEST  
REQUEST NO. 4  
BATES PAGE(S): 30  
FILED: OCTOBER 6, 2023**

4. Please refer to paragraphs 18 - 19 of the Petition for the following questions.
  - a. Please provide the details of "Tampa Electric's research" including, but not limited to, its procedure, sources of data/information, and its final report.
  - b. Please explain in detail why a 10-year, rather than a 15-year, ASL is "more appropriate" for the petitioned Account 370.10 – EV charging station.
  - c. Please provide all reports and studies that support a 10 percent depreciation rate for TECO's EV charging ports and stations (for both Pilot and non-Pilot related plant).
  
- A.
  - a. Please see Tampa Electric's responses to Data Requests Nos 1(a), 2(b) and 3(e) above.
  - b. Tampa Electric determined that the average 10-year average service life was more appropriate given the guidance received from NovaCharge, LLC, indicating the minimum design life of the assets will be 7 years. The range of possibilities was of a minimum of 7 and 15 years compared with other Florida utilities.
  - c. Tampa Electric does not have reports and studies that support the 10 percent depreciation rate. The 10-year average service life was the basis for the 10 percent depreciation rate.

**TAMPA ELECTRIC COMPANY  
DOCKET NO. 20230089-EI  
STAFF'S FIRST DATA REQUEST  
REQUEST NO. 5  
BATES PAGE(S): 31  
FILED: OCTOBER 6, 2023**

- 5.** Assuming TECO's Petition is approved, please identify the following of Account 370.10 as of December 31, 2023:
- a. total plant amount of the account;
  - b. percentage of the plant associated with the Pilot-related EV charging ports on customer premises;
  - c. percentage of the plant associated with the company-owned Pilot-related EV charging stations; and
  - d. percentage of the plant associated with the company-owned non-Pilot-related EV charging stations.
- A.**
- a. As of September 30, 2023, all existing EV charging ports were placed in-service to subaccount 394.00 Tool Shop & Garage Equip. The total plant amount for both Pilot-related Customer Premise and non-Pilot Company Use is \$663,191 and \$398,747, respectively.
  - b. The percentage of plant associated with the Pilot-related Customer Premise is 62.5 percent.
  - c. The percentage of plant associated with Pilot-related Company Use is 0.0 percent.
  - d. The percentage of plant associated with Non-Pilot Company Use is 37.5 percent.

**TAMPA ELECTRIC COMPANY  
DOCKET NO. 20230089-EI  
STAFF'S FIRST DATA REQUEST  
REQUEST NO. 6  
BATES PAGE(S): 32  
FILED: OCTOBER 6, 2023**

- 6.** What is TECO's proposed implementation date for the petitioned new depreciation subaccount and the depreciation rate, if approved, and why?
  - A.** Tampa Electric would like the implementation of the 10 percent depreciation rate to be effective October 1, 2023 as the Pilot-related EV Charging station was placed in-service on September, 2023. If authorized, Tampa Electric would perform the necessary asset cost transfers and related reserve transfers from the currently used subaccount 394.00 Tool Shop & Garage Equipment.

**TAMPA ELECTRIC COMPANY  
DOCKET NO. 20230089-EI  
STAFF'S FIRST DATA REQUEST  
REQUEST NO. 7  
BATES PAGE(S): 33  
FILED: OCTOBER 6, 2023**

7. Please describe the charging system standard(s) used by TECO's EV charging ports and stations, and comment on how the expected ASL of these EV charging devices is impacted, if at all, assuming these devices were based on an alternative widely available and adopted charging system standard.
  - A. The charging system standards used by Tampa Electric's EV charging ports and stations include various UL and FCC certifications for electrical and communications components respectfully, SAE J-1772 Type 1 Connectors, Open Charge Point Protocol standards, and Open Automated Demand Response capabilities. Tampa Electric has no information to indicate the expected ASL of these EV charging devices would be impacted by adopting alternate widely available charging system standards.

**TAMPA ELECTRIC COMPANY  
DOCKET NO. 20230089-EI  
STAFF'S FIRST DATA REQUEST  
REQUEST NO. 8  
BATES PAGE(S): 34 - 57  
FILED: OCTOBER 6, 2023**

- 8.** Please respond to the following questions by referring to Order No. PSC-2021-0144-PAA-EI (Order), a copy of which is appended hereto as Attachment A.
- a. Please confirm that all of the 200 Pilot-related EV charging ports have been or will be “at commercial/industrial customer locations,” as set forth in the first paragraph of the Order. If not, please explain the reasons.
  - b. Please confirm that out of the 200 Pilot-related EV charging ports, 4 of them are DCFC and the rest are Level 2, as set forth in the third full paragraph on page 2 of the Order. If not, please explain the reasons.
  - c. Is the market segment of the 200 Pilot-related EV charging ports that TECO has deployed and/or will install the same as what are specified on page 3 of the Order? If not, please explain the reasons.
  - d. Please identify the Pilot’s commencing date if it is not April 1, 2021.
  - e. Please identify the actual and estimated costs of the Pilot, and explain the amounts that are different from the estimated costs listed on page 5 of the Order.
  - f. Please provide a copy of all of TECO’s Pilot-related annual reports which are prescribed on pages 5 - 6 of the Order.
  - g. Please provide the Pilot-related annual capital expenditures and O&M expenses in comparison with what are prescribed on page 6 of the Order.
- A.**
- a. Yes, all of the installed EV charging ports are at Commercial & Industrial customer locations. Any future EV charging port installations will be at Commercial & Industrial customer locations.
  - b. Tampa Electric is installing Level 2 charging ports for all of the 200 EV charging ports, across the five approved market segments. Additionally, the company expects to install four DC Fast Chargers (DCFC) and two Level 2 charge ports at each DCFC location. These additional Level 2 ports at the DCFC locations (total of eight) are referenced in the Order No. PSC-2021-0144-PAA-EI.
  - c. Yes. The market segments are the same as specified on Page 3 of the Order.
  - d. Tampa Electric recognizes the commencing date of the pilot is April 21, 2021.

**TAMPA ELECTRIC COMPANY  
DOCKET NO. 20230089-EI  
STAFF'S FIRST DATA REQUEST  
REQUEST NO. 8  
BATES PAGE(S): 34 - 57  
FILED: OCTOBER 6, 2023**

- e. The table below summarizes the estimated and actual cost per port based on completed installations by market segment.

<b>Market Segment</b>	<b>Estimated Cost</b>	<b>Actual Average Cost</b>
Workplace	\$7,143	\$7,481
Public/Retail	\$7,143	\$6,896
Government	\$13,750	\$15,961
Multi-unit Dwellings	\$7,500	No installations completed
Income Qualified	\$13,750	No installations completed
DC Fast Chargers	\$18,750	No installations completed

The variance between estimated and actual installation costs is due to higher costs associated with products and services than when the Pilot was approved. The total number of ports projected to be installed within each market segment has not been reached, resulting in a greater average per port cost. Tampa Electric expects that the actual installed costs will continue to fluctuate until all installations are complete. As a result, the actual installation cost per port could be higher or lower than originally estimated based on the timing of each installation and market conditions at that time.

- f. A copy of each annual report is attached.
- g. Please see the table below for the annual capital expenditures through December 2022 as prescribed in page 6 of the Order. There were not any Pilot-related O&M expenses through December of 2022.

<b>Capital Expense</b>	<b>O&amp;M Expense</b>
\$1,037,863.85	N/A



AUSLEY & McMULLEN

ATTORNEYS AND COUNSELORS AT LAW

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

May 18, 2022

**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 2021 EV Charging Pilot Program,  
Annual Status Report.

Thank you for your assistance in connection with this matter.

Sincerely,



Malcolm N. Means

MNM/bmp  
Enclosure  
cc: All parties of record (w/encl.)

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

In re: Petition of Tampa Electric Company ) DOCKET NO. 20200220-EI  
for Approval of Electric Vehicle Charging )  
Pilot Program )  
\_\_\_\_\_ ) FILED: May 18, 2022

**TAMPA ELECTRIC COMPANY'S  
FIRST ANNUAL REPORT  
ELECTRIC VEHICLE CHARGING PILOT PROGRAM**

Tampa Electric Company ("Tampa Electric" or "the company"), files this First 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 21<sup>st</sup> Order”) in the above-captioned docket. The April 21<sup>st</sup> 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.

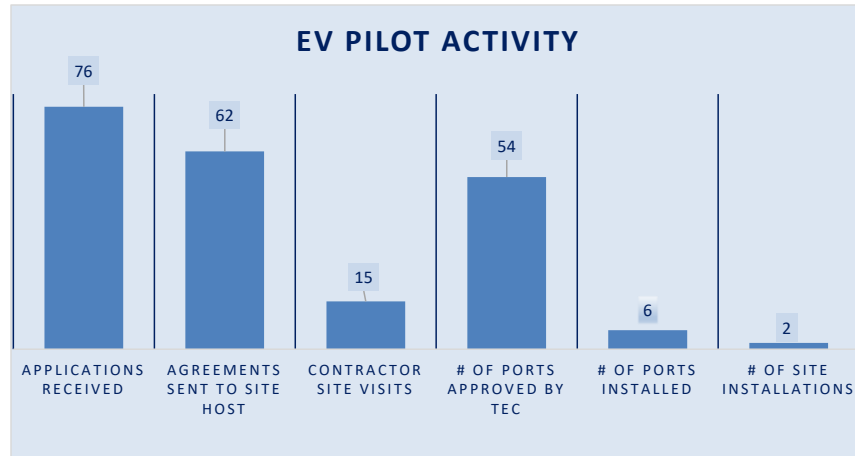
5. On May 18, 2021, the Commission entered Order No. PSC-2021-0175-CO-EI, which made the April 21<sup>st</sup> Order final and effective.

6. Pursuant to the April 21<sup>st</sup> 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.” Tampa Electric accordingly provides this First Annual Report.

## **II. FIRST ANNUAL REPORT**

7. Tampa Electric completed the first Pilot installation on March 31, 2022. **Exhibit A** to this First Annual Report shows two of the charging ports installed as part of the first Pilot installation at a university parking garage. **Exhibit B** includes images that represent the design elements of a typical installation under the Pilot.

8. The following table sets out the key data points for the Pilot through April 30, 2022.



9. Since the company has only completed two site installations at this time, the company does not yet have the comprehensive data enumerated in the April 21<sup>st</sup> Order approving the Pilot. Although comprehensive EV charging data is not yet available, Tampa Electric can provide valuable lessons learned thus far during the early deployment phase of the Pilot.

10. **Contractor On-Boarding.** While Tampa Electric currently has the required contractor and sub-contractors fully on-boarded for the deployment, there were challenges in reaching the current state. First, Tampa Electric’s process for evaluating and approving sites for participation requires an on-site competitive bid process to ensure both Tampa Electric and the prospective Site Host are receiving competitive pricing for the EV charger installation. Before work can be awarded, the Site Host must first agree to any associated costs and execute the necessary participation agreement. As such, work is not guaranteed for the bidding contractors. Second, in alignment with Tampa Electric’s ongoing focus on maintaining a strong safety culture, high minimum standards are required for all contractors performing work on the company’s behalf. This includes utilization of a third-party to continuously monitor compliance and any required

documentation. The required bid process, the company's safety standards, and the current status of the labor market because of the COVID 19 pandemic, made it difficult to attract a larger pool of contractors to support a more competitive environment.

11. **Customer Engagement.** Several Tampa Electric business units are 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 corporate communications, commercial and industrial account teams, external affairs for government accounts, and new construction. The primary lesson learned from the customer engagements to date is 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.

12. **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. Through information gathered from site visits completed to date, Tampa Electric estimates total costs for equipment installation will average approximately \$9,000 per port. 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. To help increase the overall pool of potential participants, customer outreach

efforts have been increased through the same business units previously mentioned in Section 11, and new Site Host applications continue to be submitted.

13. Although qualified contractor availability remains limited, and installation costs present an obstacle for participant recruitment, Tampa Electric continues working with interested customers in each of the identified market segment to achieve the goals set forth in the Pilot.

14. Tampa Electric will collect the information required for annual reports in this docket and will provide its next annual report by May 18, 2023.

DATED this 18<sup>th</sup> day of May, 2022.

Respectfully submitted,



---

J. JEFFRY WAHLEN  
[jwahlen@ausley.com](mailto:jwahlen@ausley.com)  
MALCOLM N. MEANS  
[mmeans@ausley.com](mailto:mmeans@ausley.com)  
Ausley McMullen  
Post Office Box 391  
Tallahassee, FL 32302  
(850) 224-9115

ATTORNEYS FOR TAMPA ELECTRIC COMPANY

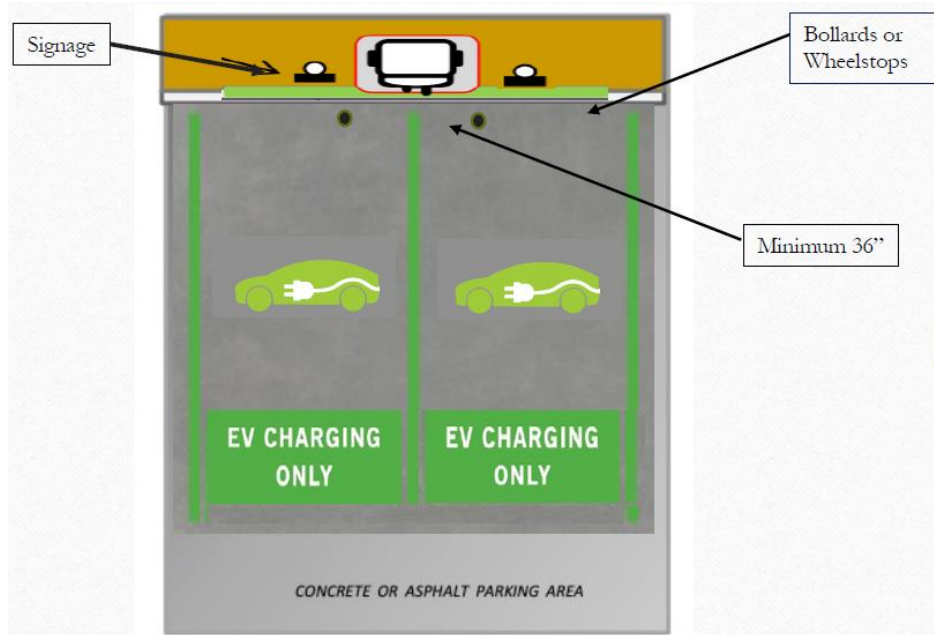
**Exhibit A**

**First Pilot Installation – University Parking Garage**



Exhibit B

Typical Pilot Installation Design Elements







**Ready**  
**Charging**  
**Service**

Have a Key Fob? Tap it on RFID Reader.

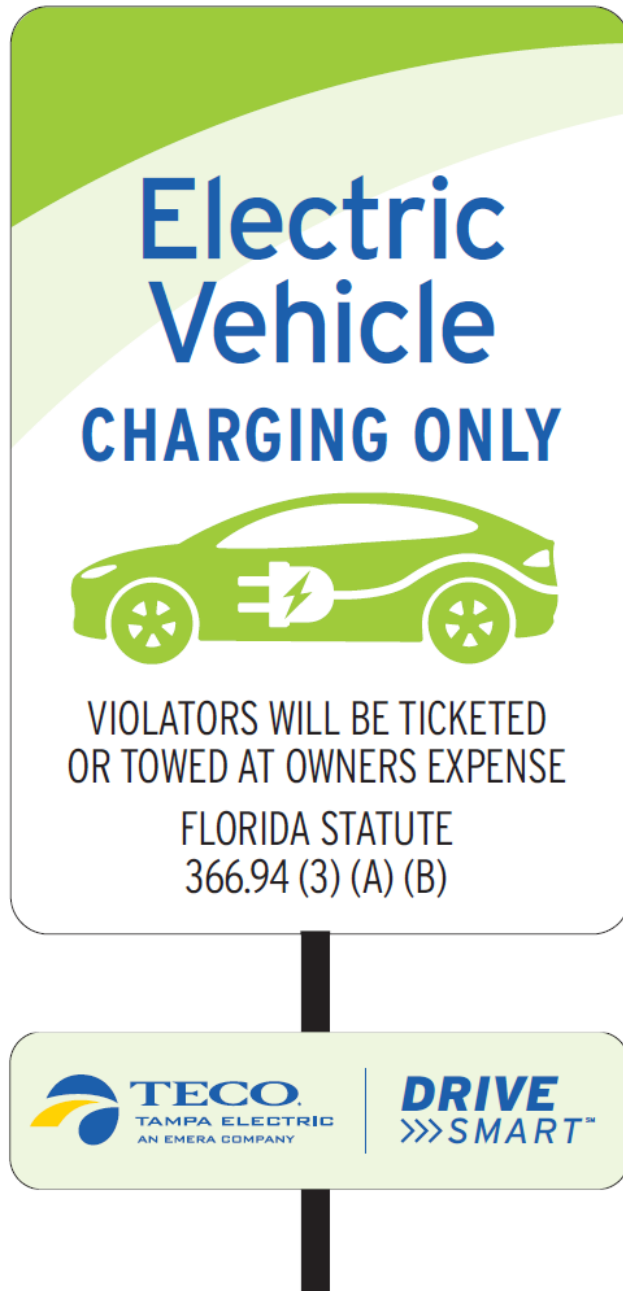
No Key Fob? Follow these instructions:

1. Download and open the free ChargeUP Driver App  on your iOS or Android Device
2. Plug the connector into your car
3. Select the Charge Icon on the App and scan the QR code
4. Press Pricing Option under Start Confirmation, to start charging



**For assistance, call: 833-789-1400**

Vendor to place QR code here



**CERTIFICATE OF SERVICE**

I HEREBY CERTIFY that a true and correct copy of the foregoing Status Report, filed on behalf of Tampa Electric Company, has been furnished by electronic mail on this 18th day of May 2022 to the following:

Mr. Shaw Stiller  
Stefanie-Jo Osborn  
Office of the General Counsel  
Florida Public Service Commission  
2540 Shumard Oak Boulevard  
Tallahassee, FL 32399-0850  
[ssiller@psc.state.fl.us](mailto:ssiller@psc.state.fl.us)  
[sosborn@psc.state.fl.us](mailto:sosborn@psc.state.fl.us)

Mr. Richard Gentry  
Ms. Patricia A. Christensen  
Office of Public Counsel  
111 West Madison Street – Room 812  
Tallahassee, FL 32399-1400  
[gentry.richard@leg.state.fl.us](mailto:gentry.richard@leg.state.fl.us)  
[christensen.patty@leg.state.fl.us](mailto:christensen.patty@leg.state.fl.us)

**Southern Alliance for Clean Energy**  
George Cavros  
120 E. Oakland Park Blvd.  
Fort Lauderdale, FL 33334  
[george@cavros-law.com](mailto:george@cavros-law.com)

**ChargePoint**  
Justin Wilson  
[Justin.wilson@chargePoint.com](mailto:Justin.wilson@chargePoint.com)

**Greenlots**  
Joshua Cohen  
[jcohen@greenlots.com](mailto:jcohen@greenlots.com)

**Sierra Club**  
Nathaniel Shoaff  
[Nathaniel.Shoaff@sierraclub.org](mailto:Nathaniel.Shoaff@sierraclub.org)

**Tesla, Inc.**  
Kevin Auerbacher  
Patrick Bean  
Bill Ehrlich  
Noelani Derrickson  
[Kauerbacher@tesla.com](mailto:Kauerbacher@tesla.com)  
[Pbean@tesla.com](mailto:Pbean@tesla.com)  
[Wehrlich@tesla.com](mailto>Wehrlich@tesla.com)  
[nderrickson@tesla.com](mailto:nderrickson@tesla.com)

**Walmart, Inc.**  
Stephanie U. Eaton  
Derrick Price Williamson  
[seaton@spilmanlaw.com](mailto:seaton@spilmanlaw.com)  
[dwilliamson@spilmanlaw.com](mailto:dwilliamson@spilmanlaw.com)



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ATTORNEY



Attorneys and Counselors at Law  
123 South Calhoun Street  
P.O. Box 391 32302  
Tallahassee, FL 32301  
P: (850) 224-9115  
F: (850) 222-7560  
[ausley.com](http://ausley.com)

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,

A handwritten signature in blue ink that reads 'Malcolm N. Means'.

Malcolm N. Means

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

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

In re: Petition of Tampa Electric Company ) DOCKET NO. 20200220-EI  
for Approval of Electric Vehicle Charging )  
Pilot Program )  
\_\_\_\_\_ ) 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 21<sup>st</sup> Order”) in the above-captioned docket. The April 21<sup>st</sup> 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 21<sup>st</sup> Order final and effective.

6. Pursuant to the April 21<sup>st</sup> 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 Engagement, 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.<sup>1</sup> 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

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<sup>1</sup> 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 multiple 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 depicting 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 18<sup>th</sup> day of May, 2023.

Respectfully submitted,



---

J. JEFFRY WAHLEN  
[jwahlen@ausley.com](mailto:jwahlen@ausley.com)  
MALCOLM N. MEANS  
[mmeans@ausley.com](mailto:mmeans@ausley.com)  
VIRGINIA PONDER  
[vponder@ausley.com](mailto:vponder@ausley.com)  
Ausley McMullen  
Post Office Box 391  
Tallahassee, FL 32302  
(850) 224-9115

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.

