



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

January 30, 2024

**-VIA ELECTRONIC FILING-**

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

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

Dear Mr. Teitzman:

Please find attached Florida Power & Light Company's 2023 Public Electric Vehicle (EV) Optional Pilot Tariffs Report and EVolution Pilot Program Summary.

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

Sincerely,

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

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



2023

# Public Electric Vehicle (EV) Optional Pilot Tariffs Report and FPL EVolution<sup>®</sup> Pilot Summary

Jan. 30, 2024



Contents

I. BACKGROUND ..... 3

II. FPL EVOLUTION ..... 4

    A. FPL EVolution Public ..... 4

        i. Rate Schedule UEV ..... 6

    B. FPL EVolution Residential ..... 8

    C. FPL EVolution Fleet ..... 10

III. Rate Schedules GSD-1EV and GSLD-1EV ..... 11

## I. BACKGROUND

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

In 2020, the Florida Legislature affirmed the importance of EVs and EV infrastructure to the future of the state, recognizing in Section 339.287, Florida Statutes, the need to “encourage the expansion of electric vehicle use” and establishing that “the prompt installation of adequate, reliable charging stations is in the public interest.” On June 19, 2020, FPL filed a petition, approved in Order No. PSC-2020-0512-TRF-EI (“Order 0512”), for two types of optional EV public charging pilot tariffs under its EVOlution Program for the purpose of studying and supporting the development of EV public fast charging infrastructure in FPL’s service area. The tariffs are as follows:

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

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

- **EVOlution** – A pilot program that supports the growth of electric vehicles with the primary objective being to gather data and learnings ahead of mass EV adoption to better plan for and design possible future EV investments, focusing on infrastructure build-out impacts of EV adoption rates, rate structures and demand models, and grid impacts of fast charging.
- **Public Fast Charging Program** – A pilot program that expands access to public fast charging, including access in underserved areas and evacuation routes. The total investment in the Public Fast Charging Program is forecast to be approximately \$100 million over the four-year period 2022-2025, the revenue requirements of which will be partially offset by revenue received under FPL’s UEV pilot tariff approved in Docket 20200170-EI, which established a rate for utility-owned public EV fast charging stations.
- **Residential EV Charging Services Pilot** – A voluntary tariff for residential customers who desire EV charging service, for a fixed rate, through the installation of a Level 2 EV charger that is owned, operated and maintained by FPL. The subscription includes unlimited off-peak charging and flexibility to charge during on-peak periods, if needed, at the on-peak TOU rate. FPL provides full installation and equipment-only installation options.
- **Commercial EV Charging Services Pilot** – A voluntary tariff for Commercial customers who desire EV charging services for fleet vehicles through the installation of FPL-owned, operated, and maintained EV supply equipment on a customer’s premise. Under the tariff, the customer will pay a fixed monthly charge, established via a formula-based rate to allow

for individual customer pricing designed to recover all costs and expenses over the life of the assets and be Cumulative Present Value Revenue Requirements (“CPVRR”) neutral to the general body of customers over the applicable term.

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

Ultimately, the Optional Electric Vehicle Infrastructure Riders and all pilot programs under FPL’s EVolution Program serve to enable electric vehicle charging across the state of Florida. Florida continues to rank second in the nation for EV adoption with an estimated 252,000 registered electric vehicles as of September 30, 2023.<sup>1</sup> FPL estimates that there are 166,000 EVs in FPL’s service area as of September 30, 2023, and forecasts this amount to exceed 1 million by 2029.<sup>2</sup>

## II. FPL EVOLUTION

The FPL EVolution strategy is to ensure a more comprehensive approach to EV charging to enable electrification across the Company’s service area. Enrollment in the initial pilot has now closed. In 2022, FPL began execution of the public fast charging, residential EV charging services and commercial EV charging services (“fleet”) pilot programs approved in Order 0446. The key objectives of each segment of FPL EVolution are to gather data and learnings ahead of mass EV adoption, advance future EV charging investments, enhance service, reduce costs, and enable electrification throughout the state.

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

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

### A. FPL EVolution Public

FPL EVolution’s public charging programs began in 2019 with a pilot for destination and workplace Level 2 charging and limited public fast charging. Enrollments in the Level 2 programs have now ended. Insights on the Level 2 installations may be found in the below tables and charts. The EVolution public fast charging strategy goes beyond providing access in busy urban and highway locations, extending its reach into the untapped potential of rural areas and less traveled roads, creating a network with chargers placed within 25 miles apart, increasing driver confidence that EVs can easily be repowered along their route. The deployments aim to increase the availability of public charging for EVs in Florida through investments in infrastructure required to increase driver confidence and spark adoption in

---

<sup>1</sup> IHS Markit dba RL Polk. Vehicles in Operation as of 9/30/2023. Includes Battery Electric Vehicles (BEV) and Plug-in Hybrid Vehicles (PHEV) excluding golf carts.

<sup>2</sup> FPL 2023 Ten-Year Site Plan. Response to Staff’s 1<sup>st</sup> DR No. 22.

locations that are unlikely to be served by the competitive market – including low- and moderate-income and rural areas.<sup>3</sup>

Deployments

As of December 31, 2023, FPL EVolution Public has installed 878 Level 2 charging ports and 146 fast charging ports.

Sessions and Energy Dispensed

FPL EVolution Public has dispensed 13,857 MWh over 643,030 charging sessions since launching in 2019. Refer to Table 1 for energy (MWh) dispensed by segment and Table 2 for a breakdown of charging sessions by segment.

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

Charger Type	Charger Segment	2023	% of 2023 Total
Level 2	Workplace & Destination	5,068	56.4%
Fast Charge	Public	3,914	43.6%
<b>Total</b>		<b>8,982</b>	<b>100%</b>

**Table 2: Charging Sessions by Segment**

Charger Type	Charger Segment	2023	% of 2023 Total
Level 2	Workplace & Destination	270,142	70.0%
Fast Charge	Public	115,978	30.0%
<b>Total</b>		<b>386,120</b>	<b>100%</b>

Session Length and Energy (kWh) Dispensed per Session

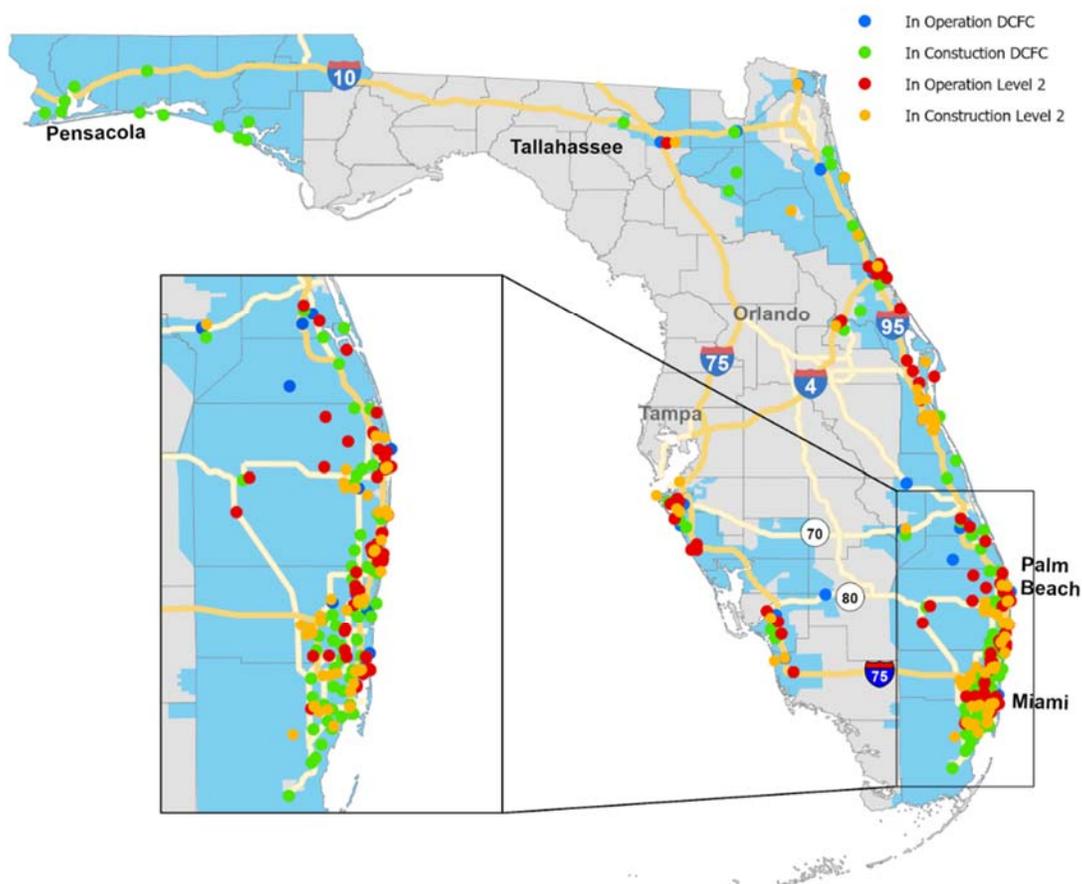
*Session Length:* Session length for Level 2 chargers averaged 4 hours and 56 minutes, and session length at DC fast chargers averaged 37 minutes in 2023.

*Energy (kWh) Dispensed per Session:* The average kWh per session at a Level 2 station was 18.8 kWh in 2023. The average kWh per session dispensed at a public fast charging station was 33.7 kWh in 2023.

Map of installed locations: Figure 1 shows the location of all FPL EVolution Public installations, including those taking service under the UEV tariff described in Section II and those taking service under GSD-1EV in Section II of this report, as of December 31, 2023.

<sup>3</sup> The information provided for the FPL EVolution public fast charging stations includes those stations under the UEV tariff and 10 accounts under the GSD-1EV tariff.

Figure 1: Map of FPL EVolution Public Locations as of Dec. 31, 2023



i. Rate Schedule UEV

Rate Schedule UEV was developed to enable FPL to charge drivers for electricity. As of December 31, 2023, 23 FPL EVolution fast charging sites are operating under the UEV rate schedule.

Costs, Revenues, and Energy Sales

Attachment 1 provides specific information regarding capital and operating costs, revenue requirements, and revenues collected. As reflected on Attachment 1, the 2023 revenue requirement for the UEV program is \$1.6 million which will be met by higher utilization as the nascent market grows compared to the cost of installation and technology.

Updated Market Rates

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

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

- **Tesla:** Pricing varies by station within the state ranging from approximately \$0.19/kWh to \$0.44/kWh. Specific pricing by station is shared with Tesla drivers via the vehicle's onboard infotainment system and the Tesla app. Some stations charge users a flat \$/kWh rate while other stations charge TOU pricing. Idle fees of up to \$1.00 per minute may apply.<sup>4</sup>
- **Electrify America:** Advertises guest and pass member pricing of \$0.48/kWh. A Pass+ Member option is available at \$0.36/kWh plus a \$7 monthly fee. Station users are subject to idle fees of \$0.40 per minute after a 10-minute grace period.<sup>4</sup>
- **EVgo:** Advertises four per kWh pricing plans in Florida. Pricing is determined by the plan, location, and TOU with prices ranging from \$0.20/kWh to \$0.57/kWh. The "Pay as You Go" program provides charging rates from \$0.29-\$0.35/kWh with a \$3.00 pre-paid reservation fee and a session fee of \$0.99, with no subscription fee. The "EVgo Basic" program offers rates of \$0.27-\$0.32/kWh with a required monthly subscription fee of \$0.99. The "EVgo Plus" program has rates ranging from \$0.22-\$0.28 per minute and requires a monthly subscription payment of \$6.99. Lastly, the "EVgo PlusMax" has rates of \$0.20-\$0.26/kWh and requires a monthly subscription payment of \$12.99.<sup>4</sup>

Non-utility EV charging providers are not required to apply taxes to station end-users for charging services.<sup>5</sup> Accordingly, EV charging providers do not have tax applications for rendered services versus for the resale of electricity.

Under FPL's UEV tariff, participating customers pay \$0.30/kWh plus applicable taxes and fees.<sup>6</sup> Because local utility taxes and fees vary by location, the effective after-tax rate in 2023 under the UEV tariff ranged from \$0.33/kWh - \$0.39/kWh, averaging \$0.37/kWh.

### Charging Times

Chart 1 illustrates total hourly load<sup>7</sup> for the 23 FPL EVolution fast charging locations that operated under the UEV tariff in 2023. Public fast charging utilization varies throughout the day, with the greatest utilization occurring between the hours of 9 am and 10 pm ET.

---

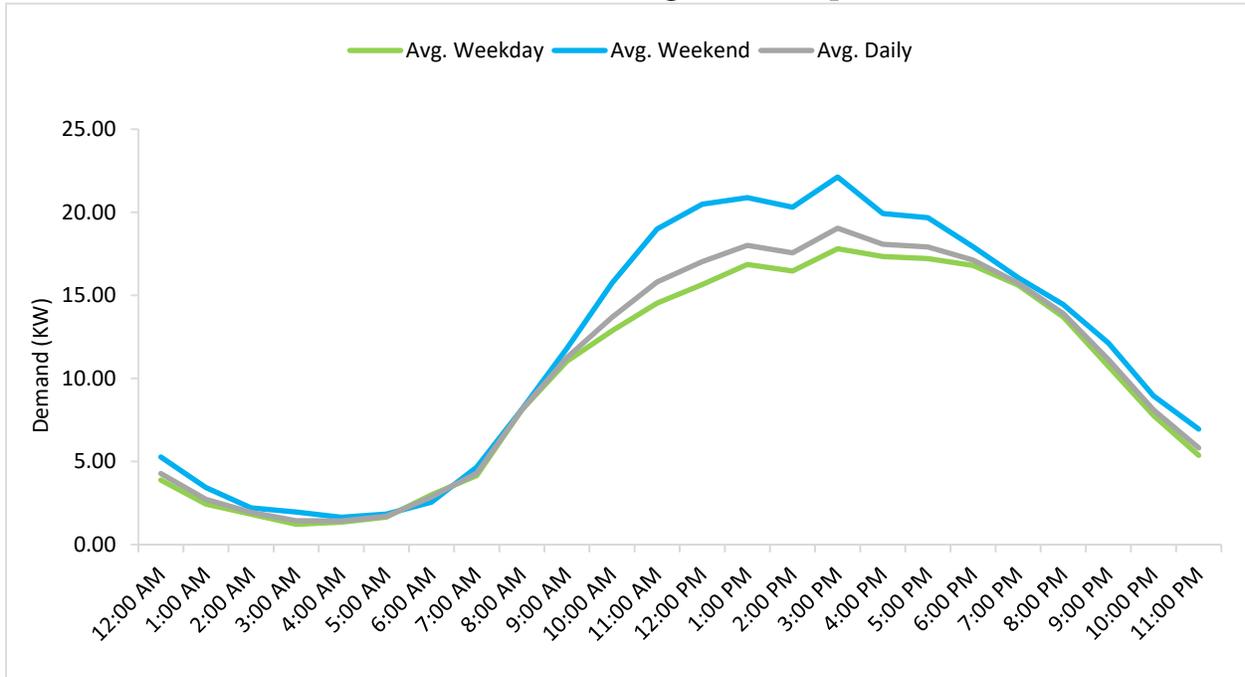
<sup>4</sup> Electrify America Fast Charging Pricing, Florida. <https://www.electrifyamerica.com/pricing/> Verified as of Jan 16, 2024. Tesla and EVgo pricing verified as of Jan. 16, 2024, using the Tesla app and the EVgo app.

<sup>5</sup> Florida Statute 366.94

<sup>6</sup> Includes gross receipts tax, sales tax, local option tax, municipal utility tax and franchise fees were applicable.

<sup>7</sup> Load Charts for UEV, RS-1EV, and GSD-1EV/GSLD-1EV include data from December 1, 2022 through November 30, 2023.

**Chart 1: UEV Average Load Shape**



**B. FPL EVolution Residential**

Enrollments in the Residential Electric Vehicle Services Rider Pilot (RS-1EV) began in July 2022. As of December 31, 2023, 3,556 Level-2 chargers in single family homes are operational and the corresponding customers are being billed under RS-1EV. The average cost per port was \$1,435<sup>8</sup> in 2023. The marketing campaign was fully launched in Q2 2023, after increasing FPL's electrical subcontractor network, and it successfully achieved nearly meeting the enrollment target of 4,000 customers by year-end 2023 across the FPL service area.

Costs, Revenues, and Energy Sales

Attachment 2 provides specific information regarding capital and operating costs, revenue requirements, and revenues collected. As reflected on Attachment 2, the 2023 revenue requirement for the FPL EVolution Residential program is \$2.1 million due to program start-up costs.

Sessions and Energy (kWh) by Month

Table 3 includes information on monthly total charging sessions and energy (kWh) Charts 2 and 3 illustrate monthly average 24-hour load shapes.<sup>7</sup>

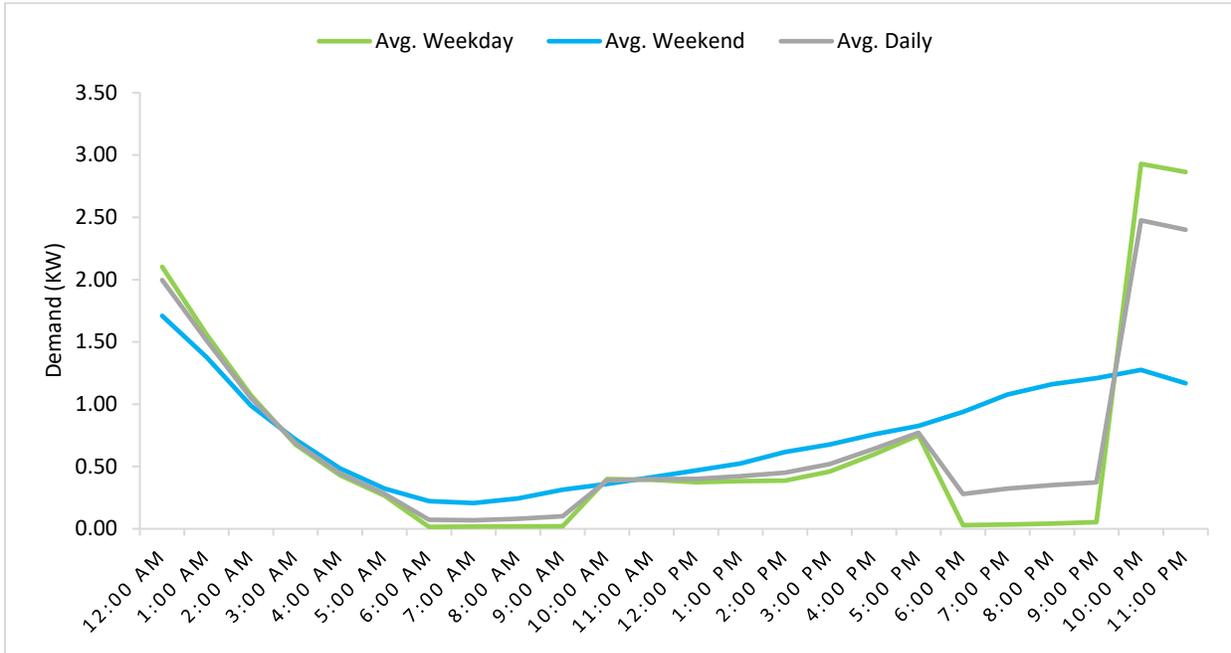
<sup>8</sup> \$1,435 cost per port is an average across all electrical installers and a 50/50 average between full and equipment only installations.

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

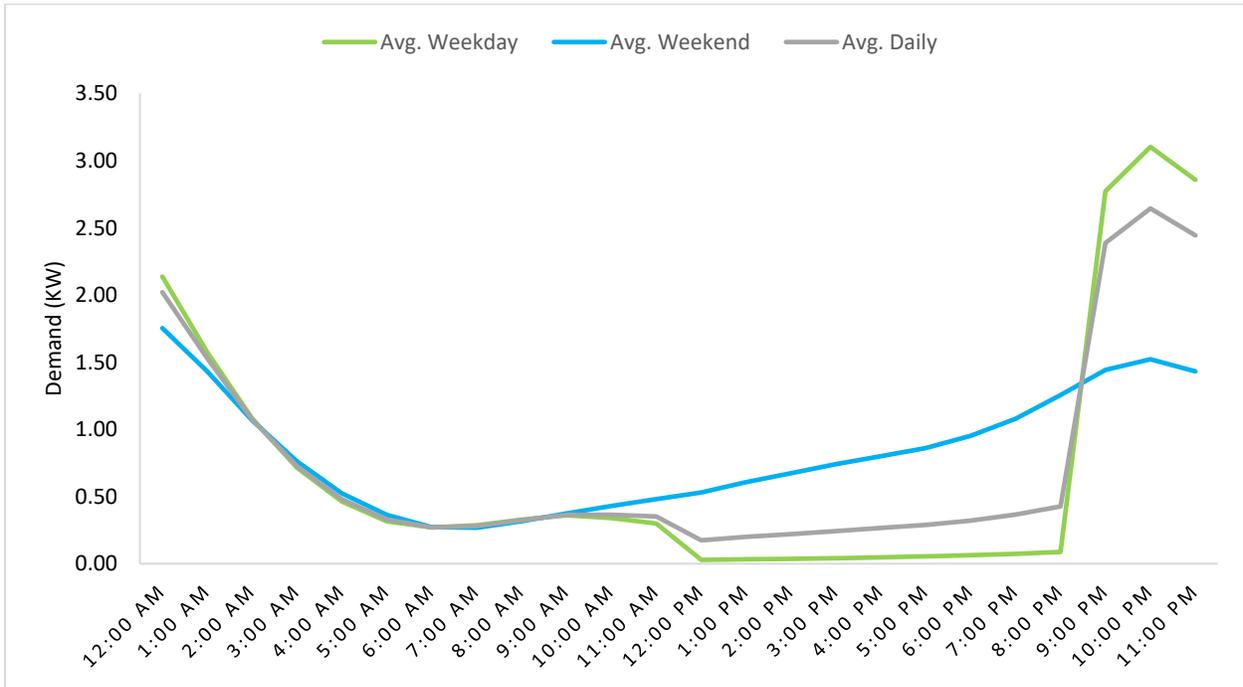
Category	Jan	Feb	Mar	Apr	May	June	July
Sessions	13,840	67,504	35,203	42,313	63,314	87,652	51,491
Energy On-Peak (kWh)	1,074	1,372	2,226	3,918	5,943	13,818	10,600
Energy Off-Peak (kWh)	149,244	216,653	316,170	437,849	522,753	607,227	676,080

Category	Aug	Sep	Oct	Nov	Dec	Total
Sessions	110,837	126,573	122,228	123,471	173,340	1,017,766
Energy On-Peak (kWh)	11,489	5,467	7,474	18,095	23,637	105,113
Energy Off-Peak (kWh)	840,738	1,084,319	1,225,176	1,363,693	1,425,954	8,865,856

**Chart 2: RS-1EV Average Load Shapes: Jan. – Mar. and Nov. 2023**



**Chart 3: RS-1EV Average Load Shapes: Apr. – Oct. 2023**



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

**C. FPL EVolution Fleet**

The FPL EVolution Fleet program includes a subset of the initial EVolution pilot and the Commercial EV Charging Services pilot. Program uptake of the initial fleet pilot was delayed due to a variety of factors including technical, economic, and operational feasibility of electrification by fleet operators and vehicle availability. As of December 31, 2023, 11 fleet customers including five school districts were enrolled. Of the 11 customers participating in the pilot, thirteen sites were placed in-service in 2023. Customer enrollments in the initial pilot ceased in 2022, and charging stations are expected to be in-service by the end of 2024. Table 4 includes a summary of installed and planned ports by charger type for the initial fleet pilot.

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

Charger Type	Ports			Average Port per Site	Average Cost per Installed Port
	Installed	In Progress	Total		
Level 2	94	0	94	10	22,500
Fast Charge	70	120	190	10	74,750

In 2022, FPL launched the Commercial EV Charging Services Pilot, a voluntary tariff for Commercial customers who desire EV charging services for fleet through the installation of FPL-owned, operated, and maintained electric vehicle supply equipment on a customer’s premise, which was approved by the FPSC under Order 0446. Under the tariff, customers will pay a fixed monthly charge, established via a formula-based rate to allow for individual customer pricing designed to recover all costs and expenses over the life of the assets and be CPVRR-neutral to the general body of customers over the applicable term. Program participation depends on technical, economic, and operational feasibility of electrification and fleet vehicle availability among other factors. Given the nascent stage of fleet electrification, the CEVCS-1 tariff enrolled one customer as of December 31, 2023. The charging stations for the initial customer enrollment are expected to be in-service in late 2024. Early learnings from this pilot indicate that fleet customers need long lead times to transition their fleets and initial adoption will require significant utility support. FPL incurred approximately \$201 thousand in customer outreach and origination related O&M expenses in 2023 associated with the Commercial EV Charging Services Pilot.

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

As of December 31, 2023, there are 59 active customer accounts taking service under FPL’s GSD-1EV rate schedule and GSLD-1EV rate schedule. The rates were specifically designed to incentivize and support third-party customers in developing charging infrastructure, recognizing that minimal utilization can discourage private investment because it can make the chargers cost prohibitive due to long payback periods. The Company provides this rate as an incentive to promote infrastructure development. This offer aims to assist until utilization increases and the overall load factor improves.

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

Table 5 provides the number of enrolled customer accounts by month during 2023. The reduction in customer accounts taking service under rate schedule GSD-1EV is a direct result of customers switching from GSD-1EV to the GSLD-1EV rate schedule.

**Table 5: Enrolled Customer Accounts by Month**

Rate Schedule	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
GSD-1EV	49	49	48	49	49	49	50	50	51	52	50	49
GSLD-1EV	5	5	6	6	6	7	7	7	7	7	9	10
<b>Total</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>55</b>	<b>55</b>	<b>56</b>	<b>57</b>	<b>57</b>	<b>58</b>	<b>59</b>	<b>59</b>	<b>59</b>

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

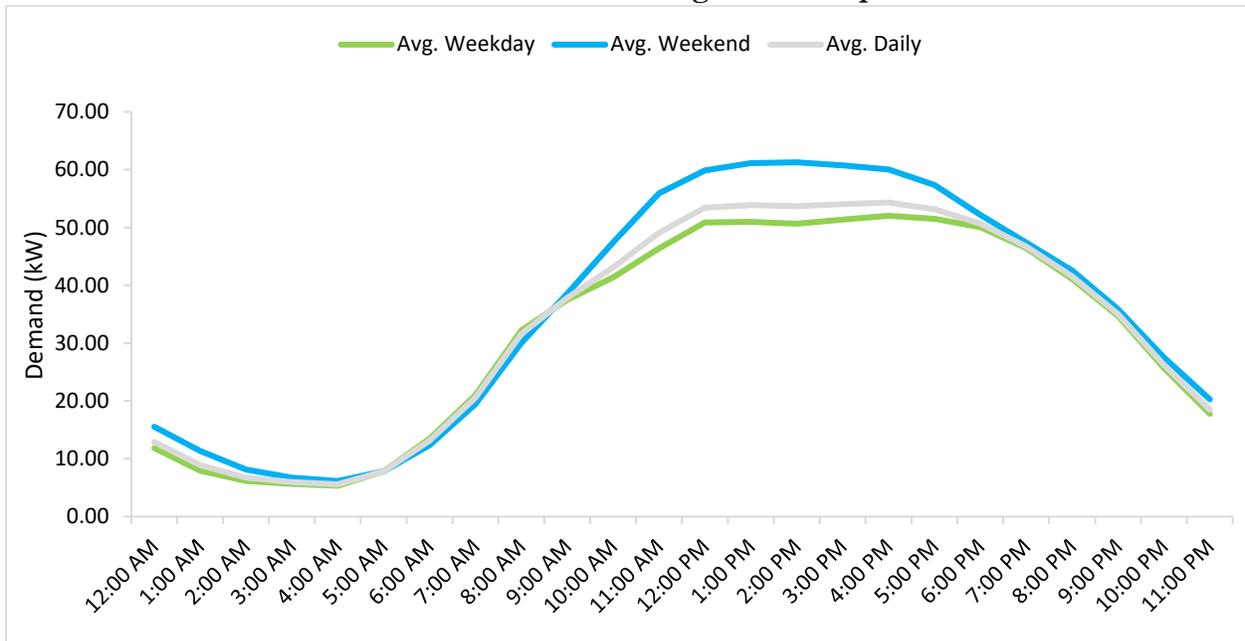
Forty stations enrolled in GSD-1EV and GSLD-1EV received the benefit of the demand limiter. The stations that did not receive the benefit had load factors greater than 10% for all months enrolled in the rate.

#### Charging Times

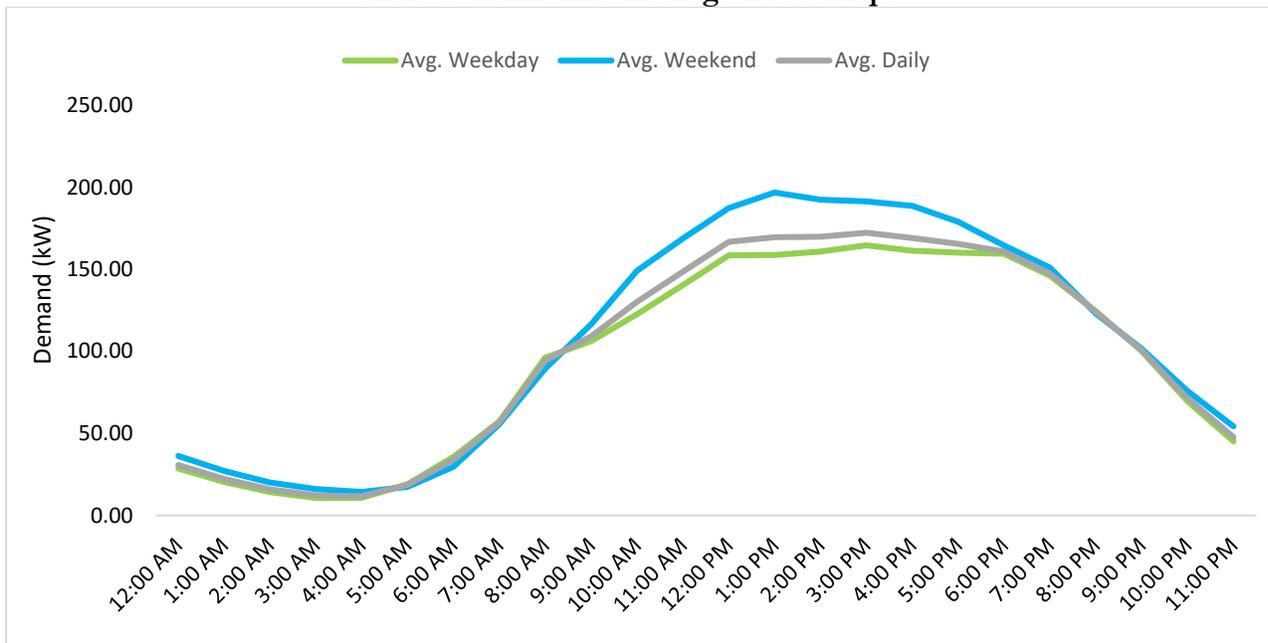
Charts 4 and 5 illustrate average hourly load for 59 fast charging locations that operated under the GSD-1EV and GSLD-1EV rate schedules.<sup>7</sup> The load shapes from the stations taking service under

the GSD-1EV and GSLD-1EV rate schedules illustrate that public fast charging utilization varies throughout the day, with the greatest utilization occurring between the hours of 8 am and 10 pm ET.

**Chart 4: GSD-1EV Average Load Shape**



**Chart 5: GSLD-1EV Average Load Shape**



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

Table 6 summarizes energy sales, revenue billed, and demand limiter offset<sup>9</sup> by rate schedule as of December 31, 2023.

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

<b>Rate Schedule</b>	<b>Energy Sales (MWh)</b>	<b>Base Revenue Billed</b>	<b>Clause Revenue Billed</b>	<b>Total Revenue Billed</b>	<b>Demand Limiter Offset</b>
GSD-1EV	14,023	\$1,653,843	\$805,742	\$3,008,992	\$159,968
GSLD-1EV	6,045	\$694,072	\$339,753	\$1,249,889	\$1,403
Total <sup>10</sup>	20,068	\$2,347,915	\$1,145,494	\$4,258,880	\$161,371

---

<sup>9</sup> Demand limiter offset represents additional revenue that would have been collected, had the charging locations been billed under GSD-1 and GSLD-1, instead of GSD-1EV and GSLD-1EV, respectively; assuming that the charging locations were still constructed and operated the same.

<sup>10</sup> Totals may not add due to rounding.

ANNUAL REPORT <sup>(1)</sup>	
UTILITY OWNED FAST CHARGING STATIONS - UEV PILOT TARIFF	
FOR THE PERIOD: JANUARY THROUGH DECEMBER 2023	
(\$000)	
	Actual <u>2023</u>
1 Energy Sales (kWh)	1,782,673
2 Capital Expenditures <sup>(2)</sup>	\$ 29,220
3	
4 <b><u>Charging Station Revenue Requirements</u></b>	
5 <u>Operating Costs</u>	
6 Depreciation Expense	\$ 437
7 Operating and Maintenance Expenses	219
8 Taxes Other Than Income Taxes (Property and Payroll Taxes)	87
9 Total Operating Costs	<u>\$ 744</u>
10	
11 <u>Capital Costs</u>	
12 Rate Base <sup>(3)</sup>	\$ 6,203
13 Pre Tax Rate of Return <sup>(4)</sup>	8.69%
14 Return on Rate Base	Line 12 x Line 13 \$ 539
15	
16 <b>Charging Station Revenue Requirements</b>	Line 9 + Line 14 <u>\$ 1,283</u>
17	
18 Income Tax Credits <sup>(5)</sup>	<u>\$ -</u>
19	
20 <b>Net Charging Station Revenue Requirements</b>	Line 16 + Line 18 <u>\$ 1,283</u>
21	
22 <b><u>Revenue Requirements for Electricity Sold from Charging Stations</u></b>	
23 Base Revenue Requirements <sup>(6)</sup>	\$ 202
24 Clause Revenue Requirements <sup>(7)</sup>	65
25 <b>Total Rev Req for Electricity Sold from Charging Stations</b>	Line 23 + Line 24 <u>\$ 268</u>
26	
27 <b>Total Revenue Requirements</b>	Line 20 + Line 25 <u>\$ 1,551</u>
28	
29 Revenues Collected	\$ 527
30	
31 <b>Net (Revenues)/Costs for December 2023</b>	Line 27 - Line 29 <u><u>\$ 1,023</u></u>

**Notes:**

- (1) Represents reporting requirements for FPL's utility owned fast charging stations placed in-service through December 2023 under the UEV Tariff as required by Order No. PSC-2020-0512-TRF-EI, Docket No. 20200170-EI.
- (2) Represents total capital expenditures incurred for all utility fast charging stations through December 2023 to be recovered under the UEV tariff rate.
- (3) Represents the December 2023 13-month average of net plant in-service of utility-fast charging stations recovered under the UEV tariff rate.
- (4) Based on FPL's 2023 Forecasted ESR using a ROE of 10.8% as approved in Docket No. 20210015-EI, Order No. PSC-2022-0358-FOF-EI approving FPL's Notice of Triggering Revised Authorized Return on Equity.
- (5) UEVs do not qualify for income tax credits at this time.
- (6) Revenue requirements were calculated using FPSC approved 2023 base rates for the GSD rate schedule and actual kWh billed to UEV customers from Jan 2023 to Dec 2023.
- (7) Revenue requirements were calculated using FPSC approved 2023 clause factors for the GSD rate schedule and actual kWh billed to UEV customers from Jan 2023 to Dec 2023.

ANNUAL REPORT <sup>(1)</sup>	
RESIDENTIAL ELECTRIC VEHICLE SERVICES RIDER PILOT (RS-1EV)	
FOR THE PERIOD: JANUARY THROUGH DECEMBER 2023	
(\$000)	
	Actual 2023
1 Energy Sales (kWh)	8,970,969
2 Capital Expenditures <sup>(2)</sup>	\$ 5,111
3	
4 <b><u>Level 2 Charger Revenue Requirements</u></b>	
5 <u>Operating Costs</u>	
6 Depreciation Expense	\$ 89
7 Operating and Maintenance Expenses	1,185
8 Taxes Other Than Income Taxes (Property and Payroll Taxes)	40
9 Total Operating Costs	<u>\$ 1,314</u>
10	
11 <u>Capital Costs</u>	
12 Rate Base <sup>(3)</sup>	\$ 1,302
13 Pre Tax Rate of Return <sup>(4)</sup>	8.69%
14 Return on Rate Base	Line 12 x Line 13 <u>\$ 113</u>
15	
16 <b>Level 2 Charger Revenue Requirements</b>	Line 9 + Line 14 <u>\$ 1,427</u>
17	
18 Income Tax Credits <sup>(5)</sup>	<u>\$ -</u>
19	
20 <b>Net Level 2 Charger Revenue Requirements</b>	Line 16 + Line 18 <u>\$ 1,427</u>
21	
22 <b><u>Revenue Requirements for Electricity Sold from Level 2 Chargers</u></b>	
23 Base Revenue Requirements <sup>(6)</sup>	\$ 159
24 Clause Revenue Requirements <sup>(7)</sup>	477
25 <b>Total Rev Req for Electricity Sold from Level 2 Chargers</b>	Line 23 + Line 24 <u>\$ 635</u>
26	
27 <b>Total Revenue Requirements</b>	Line 20 + Line 25 <u>\$ 2,063</u>
28	
29 Revenues Collected	\$ 569
30	
31 <b>Net (Revenues)/Costs for 2023</b>	Line 27 - Line 29 <u>\$ 1,494</u>

**Notes:**

- (1) Represents reporting requirements for FPL's RS-1EV level 2 chargers placed in-service through December 2023 under the new voluntary tariff for residential customers as required by Order No. PSC-2021-0446-S-EI in Docket No. 20210015-EI.
- (2) Represents total capital expenditures incurred for all RS-1EV level 2 chargers through December 2023 to be recovered under the new voluntary tariff for residential customers.
- (3) Represents the 2023 December 13-month average of net plant in-service of RS-1EV level 2 chargers recovered under the new voluntary tariff for residential customers.
- (4) Based on FPL's 2023 Forecasted ESR using a ROE of 10.8% as approved in Docket No. 20210015-EI, Order No. PSC-2022-0358-FOF-EI approving FPL's Notice of Triggering Revised Authorized Return on Equity.
- (5) RS-1EV level 2 chargers do not qualify for income tax credits.
- (6) Revenue requirements were calculated using FPSC approved 2023 base rates for the RTR-1 rate schedule and actual kWh billed to RS-EV customers from Jan 2023 to Dec 2023.
- (7) Revenue requirements were calculated using FPSC approved 2023 clause factors for the RTR-1 rate schedule and actual kWh billed to RS-EV customers from Jan 2023 to Dec 2023.

RTR-1 Bill Comparison to RS-1EV				
	Component	December 2023 Actuals	Average RS-1EV Customer <sup>(1)</sup>	
1	Customers	3,234	1	
2	Sales (KWH)	1,449,591	448	
3	First 1000 kWh		448	
4	Over 1000 kWh		0	
5	On-Peak	1.63%	7	
6	Off-Peak	98.37%	441	
7				
8				
9	<b>RTR-1 (TOU)</b>	<b>Unit</b>	<b>Rate<sup>(2)</sup></b>	<b>Amount</b>
10	Customer	1	\$9.48	\$9.48
11	First 1000 kWh	448	\$0.07063	\$31.64
12	Over 1000 kWh	0	\$0.08055	\$0.00
13	On Peak kWh	7	\$0.12697	\$0.89
14	Off Peak kWh	441	-\$0.05552	-\$24.48
15	Fuel <1,000	448	\$0.02839	\$12.72
16	Fuel >1,000	0	\$0.03839	\$0.00
17	On-Peak Fuel	7	\$0.00338	\$0.02
18	Off-Peak-Fuel	441	-\$0.00143	-\$0.63
19	Capacity	448	\$0.00212	\$0.95
20	Conservation	448	\$0.00122	\$0.55
21	Environmental	448	\$0.00312	\$1.40
22	2022 Storm Recovery	448	\$0.01530	\$6.85
23	Storm Protection	448	\$0.00382	\$1.71
24	<b>Total<sup>(3)</sup></b>			<b>\$41.10</b>
25				
26				
27	<b>RS-1EV</b>	<b>Unit</b>	<b>Rate</b>	<b>Amount</b>
28	Monthly Program Charge - Full Installation	1	\$25.57	\$25.57
29	On Peak kWh	7	\$0.23710	\$1.66
30	Off Peak kWh	441	\$12.81	\$12.81
31	<b>Total</b>			<b>\$40.04</b>
32				
33				
34				
35	<b>Difference (RS-1EV Savings)</b>			<b>-\$1.06</b>

**Notes:**

- (1) Average RS1-EV Customer Usage based on FPL's most current analysis.
- (2) Based on FPSC approved rates for December 2023.
- (3) Excludes Transition Rider/Credit and all taxes.