



Dianne M. Triplett  
DEPUTY GENERAL COUNSEL

April 20, 2021

**VIA ELECTRONIC FILING**

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

Re: *Duke Energy Florida, LLC's Petition for Limited Proceeding to Approve  
2021 Settlement Agreement, Including General Base Rate Increases;*  
Docket No. 20210016-EI

Dear Mr. Teitzman:

Enclosed for filing on behalf of Duke Energy Florida, LLC ("DEF") is DEF's Response to Staff's Fourth Data Request.

Thank you for your assistance in this matter. Please feel free to call me at (727) 820-4692 should you have any questions concerning this filing.

Sincerely,

*/s/ Dianne M. Triplett*

Dianne M. Triplett

DMT/cmk  
Enclosure

**CERTIFICATE OF SERVICE**

Docket No. 20210016-EI

I HEREBY CERTIFY that a true and correct copy of the foregoing has been furnished via electronic mail to the following this 20<sup>th</sup> day of April, 2021.

/s/ Dianne M. Triplett

Attorney

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**Duke Energy Florida, LLC's (DEF) Response to  
Staff's Fourth Data Request re. DEF's Petition for Limited Proceeding  
to Approve 2021 Settlement Agreement, Including General Base Rate Increases**

**Docket No. 20210016-EI**

Please refer to the Duke Energy Florida (DEF) 2021 Settlement Agreement for the following questions:

1. Please refer to paragraph 17a.
  - a. Please provide any information DEF possesses regarding the Electric Vehicle (EV) Non-Time of Use (TOU) program (e.g. eligibility, terms and conditions, technical details, equipment information, customer communication, etc.) other than what appears in this subsection, Paragraph 17a, and revised Tariff 6.120.

**Response:**

- a. Please see below for additional proposed terms and conditions for the EV Off-Peak Credit program:
  - Eligible customers: all residential customers on RS-1, RSL-1, RSL-2, and FB-1.
  - \$10/mo credit per car, up to 2 cars per account, for charging off-peak and avoiding on-peak periods.
  - Off-peak periods: M-F non holidays, 9pm-5am, 10am-6pm.
  - “Opt out” charging event is defined as charging outside of off-peak periods for 15 minutes or more at 3kW capacity or above.
  - Up to 2 “opt outs” allowed per month; 3 or more results in loss of credit.
  - Requires installation of Level 2 EVSE, unlimited customer choice of EVSE hardware.
  - Requires proof of EV ownership or operation, via a copy of EV registration.
  - Upon enrollment in program, customer is required to submit a picture of car display showing charging timer set to off-peak period.
  - Technology platform: AMI disaggregation or vehicle telematics data used to gather data and determine compliance of participant charging habits with program requirements.
  - Customer will be removed from program if they no longer own or operate an EV. Accounts will be flagged for review if no residential EV charging is detected for more than 30 days.
  - Annual cap of 1,000 new customers for budgeting purposes.
- b. Please indicate how DEF intends to determine whether or not a customer has observed off-peak charging in order to be eligible to receive the \$10 credit for the EV Non-TOU program.

**Response:**

DEF will use a technology platform such as AMI disaggregation or vehicle telematics to determine if customers maintain in compliance to receive the monthly credit. The specific vendor solution will be selected by competitive bid prior to the program deployment.

- c. Specify whether or not residential customers who have EV charging stations located at their residence that are unused (e.g. no electric vehicle is charged at the station) would be eligible for the \$10 credit.

**Response:**

Customers who no longer own or operate an EV will be removed from the program. Customer accounts will be flagged for review if no EV charging is detected within a 30-day period.

- d. Please identify the estimated amount of savings a residential customer with EV charging stations located at their residence on a whole home TOU rate would save compared to the DEF's normal rates without the EV Non-TOU program. As part of your response, please specify whether or not the \$10 credit for the EV Non-TOU program is supposed to be indicative of anticipated customer savings.

**Response:**

The Off-Peak Charging Credit and savings from charging an EV on RST-1 are intended to be roughly comparable. TOU rates are estimated to save a customer approximately \$108 per year compared to the \$120 in the Off-Peak Charging program. While the TOU savings are estimated to be slightly lower initially, the rates in RST-1 are expected to change much more frequently due to changes in base rates, the fuel clause, and riders. Additionally, as more customers charge multiple EVs at one residence, the total kWh's will increase, resulting in higher TOU savings. Therefore, over time, there is an expectation that the TOU savings may exceed the credit from the Off-Peak Charging Program. Please see the "OPC vs TOU Analysis.xlsx" file attached.

- e. Please provide a copy of all cost-effectiveness analyses conducted, as well as a summary of the results of these analyses, for the EV Non-TOU program.

**Response:**

Please see the cost-effectiveness analysis contained in the attached file ("Residential Off-Peak Credit" tab within the "EV Program Cost-Benefit Analysis.xlsx"). Below is a summary of the results.

10-Year NPV Cost and Benefit	
NPV Program Cost	\$ 8,167,703
NPV Load Shift Benefit	\$ 8,652,396

NPV Net Benefit	\$ 484,692
Benefit Cost Ratio	1.06

- f. Please provide a comparison between estimated program costs and anticipated revenue associated with residential EV ownership for the EV Non-TOU program.

**Response:**

Below is a comparison of estimated program costs and anticipated revenue over the four-year planning period associated with residential EV ownership for the Residential Off-Peak Credit Program:

	Total Program Costs	Estimated Additional Base Rate Revenue
2022	\$ 220,000	\$ 258,587
2023	\$ 309,000	\$ 504,244
2024	\$ 429,000	\$ 762,830
2025	\$ 549,000	\$ 1,021,417
<b>Total</b>	<b>\$ 1,507,000</b>	<b>\$ 2,547,078</b>

2. Please refer to paragraph 17b.

- a. Please provide a copy of all cost-effectiveness analyses conducted, as well as a summary of the results of these analyses, for the Commercial and Industrial (C&I) Rebate EV program.

**Response:**

Please see the cost-effectiveness analysis contained in the attached file (“C&I Rebate Tracker – DR4.xlsx”). Rebate values were first calculated to achieve a 1.5 RIM benefit ratio based on the NPV of the net revenue produced over the life of each charger segment. Rebate values were then adjusted to be the lesser of the value calculated for a 1.5 RIM benefit or 80% of estimated participant costs. Below is a summary of the results:

NPV Incremental Revenue	NPV Incremental Cost to Serve	Total Program Incentives	Total Gross Program Benefit
\$ 159,625,765	\$ 76,962,862	\$ 28,413,141	\$ 54,249,763

- b. Please provide a comparison between estimated program costs and anticipated revenue for the C&I Rebate EV program associated with EV usage.

**Response:**

Please also see the analysis contained in the attached file “C&I Rebate Program” tab within the “EV Program Cost-Benefit Analysis.xlsx.

Total NPV Net Revenue	\$	82,662,904
Total Program Costs (Rebates + Other Program O&M Costs)	\$	29,286,039
<b>Total Net Program Benefit</b>	<b>\$</b>	<b>53,376,865</b>

3. Please refer to paragraph 17c.
- a. Please provide a comparison between estimated program costs and anticipated revenue for the DC Fast Charge EV program. As part of this response, please indicate whether or not DEF anticipates that the new Fast Charge Fee tariff will offset the costs associated with the installation of new DC Fast Charge stations. If not, please explain.

**Response:**

Please see the analysis contained in the attached file (“Fast Charge Program” tab within the “ -Benefit Analysis.xlsx”). Over the expected 10-year life of the Fast Charge assets, the NPV of the net revenue from charging is expected to exceed the costs associated with installation and ongoing operation of the new Fast Charge stations by approximately \$1M.

- b. Please provide a copy of all cost-effectiveness analyses conducted, as well as a summary of the results of these analyses, for the DC Fast Charge EV program.

**Response:**

Please see response to question 3a and the attached file (“Fast Charge Program” tab within the “EV Program Cost-Benefit Analysis.xlsx”).

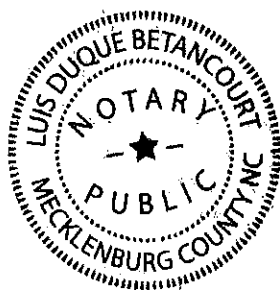
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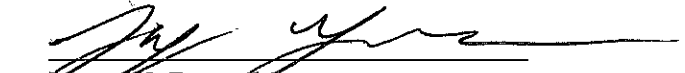
STATE OF NORTH CAROLINA


COUNTY OF MECKLENBURG

I hereby certify that on this 19 day of April, 2021, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared **LANG W. REYNOLDS**, who is personally known to me, and he acknowledged before me that he provided the answers to data request numbers 1a through 1f, 2a, 2b, 3a and 3b, from STAFF'S FOURTH DATA REQUEST FOR DUKE ENERGY FLORIDA, LLC dba DUKE ENERGY in Docket No. 20210016-EI, and that the responses are true and correct based on his personal knowledge.

In Witness Whereof, I have hereunto set my hand and seal in the State and County aforesaid as of this 19 day of April, 2021.



  
Lang W. Reynolds

  
Notary Public  
State of North Carolina

My Commission Expires:

09/20/2025

DEF Potential EV Electrification Programs  
 RIM Analysis  
 2020 TYSP Avoided Cost from EE/DSM

Outputs					
CHARGER	NPV Incremental Revenue	Total Program Incentives	NPV Incremental Cost to Serve	Potential Per Participant Incentives (1.5)	Final Per Participant Incentive
DCFC	\$ 22,099,555	\$ 1,258,475	\$ 13,762,910	\$ 4,195	\$ 4,195
eTRU	\$ 10,441,783	\$ 765,554	\$ 6,377,941	\$ 1,531	\$ 1,531
Fleet Level 2	\$ 3,131,056	\$ 822,628	\$ 1,457,461	\$ 1,175	\$ 1,175
Forklift	\$ 6,804,277	\$ 1,600,000	\$ 3,139,706	\$ 3,666	\$ 3,200
MUD Level 2	\$ 1,167,416	\$ 212,603	\$ 615,481	\$ 304	\$ 304
Transit Bus	\$ 19,696,419	\$ 2,808,668	\$ 8,941,819	\$ 47,798	\$ 24,423
Public Level 2	\$ 2,552,673	\$ 439,087	\$ 1,365,561	\$ 627	\$ 627
School Bus	\$ 5,113,036	\$ 2,402,289	\$ 1,577,894	\$ 20,889	\$ 20,889
Fleet DCFC	\$ 86,618,131	\$ 17,800,000	\$ 38,622,469	\$ 50,200	\$ 35,600
Workplace Level 2	\$ 2,001,417	\$ 303,837	\$ 1,101,621	\$ 434	\$ 434
	<b>NPV Incremental Revenue</b>	<b>Total Program Incentives</b>	<b>NPV Incremental Cost to Serve</b>	<b>Total Gross Program Benefit</b>	
	\$ 159,625,765	\$ 28,413,141	\$ 76,962,862	\$ 54,249,763	



	RIM	Net Benefit	NPV Avoided Costs	NPV Net Lost Rev Elec	Incentive for 1.5	Calculated Per-Participant Incentive for 1.5 RIM	Estimated Participant Cost	80% of Participant Cost	Per-Participant - Final Incentive Level	Final Incentive Level - % of Participant Cost	Total Participants
DEF NonRes EE EV DCFC - 2020 TYSP - With TOU	1.61	\$ 8,336,645	\$ 13,762,910	\$ 22,099,555	\$ 970,127	\$ 4,195	\$ 44,500	\$ 35,600	\$ 4,195	9%	300
DEF NonRes EE EV eTRU - 2020 TYSP - With TOU	1.64	\$ 4,063,843	\$ 6,377,941	\$ 10,441,783	\$ 583,248	\$ 1,531	\$ 7,878	\$ 6,302	\$ 1,531	19%	500
DEF NonRes EE EV Fleet Level 2 - 2020 TYSP - With TOU	2.15	\$ 1,673,596	\$ 1,457,461	\$ 3,131,056	\$ 629,910	\$ 1,175	\$ 5,646	\$ 4,517	\$ 1,175	21%	700
DEF NonRes EE EV Forklift - 2020 TYSP - With TOU	2.17	\$ 3,664,571	\$ 3,139,706	\$ 6,804,277	\$ 1,396,479	\$ 3,666	\$ 4,000	\$ 3,200	\$ 3,200	80%	500
DEF NonRes EE EV MUD L2 - 2020 TYSP - With TOU	1.90	\$ 551,935	\$ 615,481	\$ 1,167,416	\$ 162,796	\$ 304	\$ 5,405	\$ 4,324	\$ 304	6%	700
DEF NonRes EE EV Transit Bus - 2020 TYSP - With TOU	2.20	\$ 10,754,600	\$ 8,941,819	\$ 19,696,419	\$ 4,189,127	\$ 47,798	\$ 30,529	\$ 24,423	\$ 24,423	80%	115
DEF NonRes EE EV Public L2 - 2020 TYSP - With TOU	1.87	\$ 1,187,113	\$ 1,365,561	\$ 2,552,673	\$ 336,222	\$ 627	\$ 5,926	\$ 4,741	\$ 627	11%	700
DEF NonRes EE EV School Bus - 2020 TYSP - With TOU	3.24	\$ 3,535,142	\$ 1,577,894	\$ 5,113,036	\$ 1,830,797	\$ 20,889	\$ 107,500	\$ 86,000	\$ 20,889	19%	115
DEF NonRes EE EV Fleet DCFC - 2020 TYSP - With TOU	2.24	\$ 47,995,663	\$ 38,622,469	\$ 86,618,131	\$ 19,122,952	\$ 50,200	\$ 44,500	\$ 35,600	\$ 35,600	80%	500
DEF NonRes EE EV WPC - 2020 TYSP - With TOU	1.82	\$ 899,796	\$ 1,101,621	\$ 2,001,417	\$ 232,657	\$ 434	\$ 5,609	\$ 4,487	\$ 434	8%	700

0.8

**Residential EV Charging Off-Peak Credit Program**

**Assumptions**

Benefit Per EV	\$ 140	\$/Yr
Max Annual Incentive	\$ 120	
Monthly Incentive	\$ 10.00	
Initial Participation Growth Per Year	50%	
Mature Participation Growth Per Year	10%	
Attrition Rate	5%	
Total EVs in DEF (Q3 2019)	10,140	
Annual EV Registrations (2019)	3,000	
Cost Inflation	2.00%	
Discount Rate	7.10%	
Check Mailing Fee	\$ 1.50	
PM cost (fully loaded)	\$ 115,000	
% FTE	25%	
Annual Marketing Spend	\$ 50,000	
Technology Platform Annual License	\$ 25,000	Per RFP

**Budget**

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046
New Participants	1,000	1,000	1,000	1,000	1,500	2,250	3,375	5,063	7,594	8,353	9,188	10,107	11,118	12,230	13,453	14,798	16,278	17,906	19,696	21,666	23,832	26,216	28,837	31,721	34,893
Total Participants	1,000	1,950	2,950	3,950	5,253	7,240	10,253	14,803	21,656	28,927	36,669	44,943	53,813	63,353	73,638	84,754	96,794	109,860	124,063	139,526	156,382	174,779	194,877	216,854	240,905
Annual Incentive Payments	\$ 120,000	\$ 234,000	\$ 354,000	\$ 474,000	\$ 630,300	\$ 868,785	\$ 1,230,346	\$ 1,776,328	\$ 2,598,762	\$ 3,471,199	\$ 4,400,251	\$ 5,393,113	\$ 6,457,618	\$ 7,602,314	\$ 8,836,534	\$ 10,170,475	\$ 11,615,297	\$ 13,183,212	\$ 14,887,599	\$ 16,743,122	\$ 18,765,859	\$ 20,973,448	\$ 23,385,246	\$ 26,022,501	\$ 28,908,545
Technology Platform Cost	\$ 25,000	\$ 25,500	\$ 26,010	\$ 26,530	\$ 27,061	\$ 27,602	\$ 28,154	\$ 28,717	\$ 29,291	\$ 29,877	\$ 30,475	\$ 31,084	\$ 31,706	\$ 32,340	\$ 32,987	\$ 33,647	\$ 34,320	\$ 35,006	\$ 35,706	\$ 36,420	\$ 37,149	\$ 37,892	\$ 38,649	\$ 39,422	\$ 40,211
Program Management	\$ 25,000	\$ 20,000	\$ 20,000	\$ 20,400	\$ 31,120	\$ 31,742	\$ 32,377	\$ 33,025	\$ 33,685	\$ 34,359	\$ 35,046	\$ 35,747	\$ 36,462	\$ 37,191	\$ 37,935	\$ 38,694	\$ 39,468	\$ 40,257	\$ 41,062	\$ 41,883	\$ 42,721	\$ 43,575	\$ 44,447	\$ 45,336	\$ 46,243
Marketing	\$ 50,000	\$ 29,500	\$ 28,990	\$ 28,070	\$ 54,122	\$ 55,204	\$ 56,308	\$ 57,434	\$ 58,583	\$ 59,755	\$ 60,950	\$ 62,169	\$ 63,412	\$ 64,680	\$ 65,974	\$ 67,293	\$ 68,639	\$ 70,012	\$ 71,412	\$ 72,841	\$ 74,297	\$ 75,783	\$ 77,299	\$ 78,845	\$ 80,422
Total Cost	220,000	309,000	429,000	549,000	742,602	983,333	1,347,185	1,895,505	2,720,322	3,595,190	4,526,722	5,522,113	6,589,198	7,736,526	8,973,430	10,310,109	11,757,724	13,328,487	15,035,780	16,894,266	18,920,026	21,130,698	23,545,641	26,186,104	29,075,420

**Cost-Benefit**

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046
Program Cost	220,000	309,000	429,000	549,000	742,602	983,333	1,347,185	1,895,505	2,720,322	3,595,190	4,526,722	5,522,113	6,589,198	7,736,526	8,973,430	10,310,109	11,757,724	13,328,487	15,035,780	16,894,266	18,920,026	21,130,698	23,545,641	26,186,104	29,075,420
Load Shift Benefit	\$ 140,000	\$ 273,000	\$ 413,000	\$ 553,000	\$ 735,350	\$ 1,013,583	\$ 1,435,403	\$ 2,072,383	\$ 3,031,889	\$ 4,049,732	\$ 5,133,627	\$ 6,291,965	\$ 7,533,888	\$ 8,869,367	\$ 10,309,289	\$ 11,865,555	\$ 13,551,180	\$ 15,380,414	\$ 17,368,866	\$ 19,533,642	\$ 21,893,502	\$ 24,469,022	\$ 27,282,787	\$ 30,359,584	\$ 33,726,636
Net Benefit	(80,000)	(36,000)	(16,000)	4,000	(7,252)	30,249	88,218	176,879	311,567	454,542	606,905	769,852	944,690	1,132,841	1,335,860	1,555,445	1,793,456	2,051,927	2,333,086	2,639,376	2,973,476	3,338,324	3,737,146	4,173,480	4,651,215

**10-Year Net Present Value Cost-Benefit**

NPV Program Cost	\$ 8,167,703
NPV Load Shift Benefit	\$ 8,652,396
NPV Net Benefit	\$ 484,692
Benefit Cost Ratio	1.06

**C&I EVSE Rebate**

<b>Segment</b>	<b>Incremental Revenue NPV over Measure Life</b>	<b>Total Program Rebates Full Participation</b>	<b>Incremental Cost to Serve NPV Over Measure Life</b>	<b>Potential Per Participant Incentives (1.5 RIM)</b>	<b>Final Per Participant Incentive</b>
DCFC	\$ 22,099,555	\$ 1,258,475	\$ 13,762,910	\$ 4,195	\$ 4,195
eTRU	\$ 10,441,783	\$ 765,554	\$ 6,377,941	\$ 1,531	\$ 1,531
Fleet Level 2	\$ 3,131,056	\$ 822,628	\$ 1,457,461	\$ 1,175	\$ 1,175
Forklift	\$ 6,804,277	\$ 1,600,000	\$ 3,139,706	\$ 3,666	\$ 3,200
MUD Level 2	\$ 1,167,416	\$ 212,603	\$ 615,481	\$ 304	\$ 304
Transit Bus	\$ 19,696,419	\$ 2,808,668	\$ 8,941,819	\$ 47,798	\$ 24,423
Public Level 2	\$ 2,552,673	\$ 439,087	\$ 1,365,561	\$ 627	\$ 627
School Bus	\$ 5,113,036	\$ 2,402,289	\$ 1,577,894	\$ 20,889	\$ 20,889
Fleet DCFC	\$ 86,618,131	\$ 17,800,000	\$ 38,622,469	\$ 50,200	\$ 35,600
Workplace Level 2	\$ 2,001,417	\$ 303,837	\$ 1,101,621	\$ 434	\$ 434
<b>Total</b>	<b>\$ 159,625,765</b>	<b>\$ 28,413,141</b>	<b>\$ 76,962,862</b>		
Total NPV Net Revenue	\$ 82,662,904				

**Program Costs - 2022-2025**

Rebates - Full Participation	\$ 28,413,141
	+
Total Other Program Costs - O&M	\$ 872,898
	=
Total Program Costs	\$ 29,286,039
Total NPV Net Revenue	\$ 82,662,904
	-
Total Program Costs (Rebates + Other Program O&M Costs)	\$ 29,286,039
	=
<b>Total Program Benefit</b>	<b>\$ 53,376,865</b>

**Fast Charge Program**

Assumptions			Upgraded		Total Annual Sites	Total Cumulative Sites
			New Sites	Existing Park & Plug Sites		
		2022	15	10	25	25
Power Output - Avg 2022-25	100	2023	15	10	25	50
Power Output - Avg 2026+	150	2024	10	15	25	75
Chargers Per Site	2	2025	10	15	25	100
Inflation	3.0%	Total	50	50	100	
Discount Rate	7.1%					

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Forecasted Annual Utilization Rate	2.0%	3.0%	5.0%	6.1%	7.5%	9.2%	11.3%	14.0%	17.2%	21.1%
Estimated kWh per Site	35,040	52,560	87,600	106,784	197,017	242,331	298,067	366,623	450,946	554,664
Fast Charge Fee (\$/kWh)	\$ 0.35	\$ 0.33	\$ 0.30	\$ 0.27	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25
Revenue Per Site	\$ 12,264	\$ 17,345	\$ 26,280	\$ 28,832	\$ 49,254	\$ 60,583	\$ 74,517	\$ 91,656	\$ 112,737	\$ 138,666
Incremental Sites	25	25	25	25						
Avg. Sites In Operation	12.5	37.5	62.5	87.5	100	100	100	100	100	100
Annual kWh	438,000	1,971,000	5,475,000	9,343,635	19,701,722	24,233,118	29,806,735	36,662,284	45,094,609	55,466,369
Annual Revenue	\$ 153,300	\$ 650,430	\$ 1,642,500	\$ 2,522,781	\$ 4,925,430	\$ 6,058,279	\$ 7,451,684	\$ 9,165,571	\$ 11,273,652	\$ 13,866,592
Estimated O&M	\$ 612,800	\$ 1,075,600	\$ 1,538,400	\$ 2,001,200	\$ 2,061,236	\$ 2,123,073	\$ 2,186,765	\$ 2,252,368	\$ 2,319,939	\$ 2,389,537
Net Revenue	\$ (459,500)	\$ (425,170)	\$ 104,100	\$ 521,581	\$ 2,864,194	\$ 3,935,206	\$ 5,264,918	\$ 6,913,203	\$ 8,953,713	\$ 11,477,055
Capital Expenditures	\$ 6,750,000	\$ 6,750,000	\$ 5,750,000	\$ 5,750,000						
Net Cash Flows	\$ (7,209,500)	\$ (7,175,170)	\$ (5,645,900)	\$ (5,228,419)	\$ 2,864,194	\$ 3,935,206	\$ 5,264,918	\$ 6,913,203	\$ 8,953,713	\$ 11,477,055
PV Net Cash Flows	\$ (7,209,500)	\$ (6,699,505)	\$ (4,922,143)	\$ (4,256,003)	\$ 2,176,931	\$ 2,792,673	\$ 3,488,629	\$ 4,277,135	\$ 5,172,344	\$ 6,190,493
<b>Total Program Net Benefit</b>	<b>\$ 1,011,054</b>									

3,500 Total At-Home Charging per Year (kWh)

	Uncontrolled Charging				Off-Peak Charging				Est. Fuel Cost Recovery	Other Billing Adjustments	
	Percent	Est. kWh	RST-1 Rate*	Cost	Est. Percent	kWh	RST-1 Rate*	Cost			
Peak	14%	490	0.14807	\$ 72.55	0.3%	10	0.14807	\$ 1.45	Peak	0.03871	0.02118
Off-Peak	69%	2,415	0.12170	\$ 293.91	30%	1,040	0.12170	\$ 126.59	Off-Peak	0.02744	0.02118
Super-Off-Peak	17%	595	0.09099	\$ 54.14	70%	2,450	0.09099	\$ 222.93	Super-Off-Peak	0.02744	0.02118
<b>Total</b>	100%	3,500	0.12017	<b>\$ 420.60</b>	100%	3,500	0.10028	<b>\$ 350.97</b>			
Cost Under RS-1			RS-1 Rate	Cost							
			0.13105	<b>\$ 458.68</b>							
Savings due to TOU				<b>\$ 107.71</b>							
Credit from Off-Peak Charging				<b>\$ 120.00</b>							

notes

\* All rates include adjustments in Rider BA-1. For RST-1, new fuel cost rates will be filed due to the change in rating periods. For simplicity and because of uncertainty in future fuel filings, it was assumed that the peak fuel rate would remain the same, while the off-peak rate was used for the new off-peak and super-off-peak periods.

\*\*all charging is assumed to be incremental to residential homes that use at least 1,000 kWh per month.

\*\*\*Total kWh and percentage consumption estimates is based on data from EV drivers in DEF territory, as well as average Florida driving habits, and mi/kWh for popular electric cars.