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-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 2025 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:cw
Attachment
cc: Shaw Stiller, Senior Attorney (sstiller@psc.state.fl.us)



2025 Public Electric Vehicle (EV) Optional Pilot Tariffs Report and FPL EVolution[®] Pilot Summary

Jan. 30, 2026



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I. BACKGROUND

Florida Power & Light Company (“FPL” or the “Company”) began implementation of FPL EVolution in 2019 with the goal of installing more than 1,000 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 EVs 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 was forecasted to be approximately \$100 million over the four-year period 2022-2025, with the majority of the investment deployed. The expected revenues received under FPL’s UEV pilot tariff approved in Docket 20200170-EI, which established a rate for utility-owned public EV fast charging stations, are expected to exceed revenue requirements over the useful life of the 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 time of use (“TOU”) rate. FPL provides full installation and equipment-only installation options. Enrollment in the pilot is now closed to new customers.
- **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 charging 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.

Order 0512 issued December 21, 2020, required FPL to provide an 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. This is the final annual report that will be submitted to the Commission pursuant to these orders.

Ultimately, the Optional Electric Vehicle Infrastructure Riders and all pilot programs under FPL's EVolution Program serve to enable EV charging across the state of Florida. Florida continues to rank second in the nation for EV adoption with an estimated 525,000 registered EVs as of October 2025.¹ FPL estimates that there are 340,000 EVs in FPL's service area as of December 2025, and FPL forecasts this amount to exceed 1,000,000 by 2030.

II. FPL EVOLUTION

The FPL EVolution strategy is to ensure a comprehensive approach to EV charging to enable electrification across the Company's service area. Enrollment in the initial pilot is now closed due to the exhaustion of the limited funding allocated for the program. 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 providing destination and workplace Level 2 charging and limited public fast charging. While enrollments in the Level 2 program have ended due to the conclusion of the EVolution pilot outlined above, the Public DC Fast Charging Program continues through the ongoing installation of fast chargers throughout the state. Insights into the Level 2 installations can be found in the tables and charts below. The EVolution public fast charging strategy goes beyond providing access in

¹ IHS Markit sourced from Atlas EV Hub. Vehicles in Operation as of December 2025. Includes Battery Electric Vehicles (BEV) and Plug-in Hybrid Vehicles (PHEV).

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 of each other and 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 that will increase driver confidence and spark adoption in locations that are unlikely to be served by the competitive EV charging market – including low- and moderate-income and rural areas.

Deployments

As of December 31, 2025, FPL EVolution Public has installed 912 Level 2 charging ports and 459 fast charging ports.

Sessions and Energy Dispensed

FPL EVolution Public has dispensed 76,130 MWh over 2,691,187 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 in 2025.

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

Charger Type	Charger Segment	2025	% of 2025 Total
Level 2	Workplace & Destination	9,758	23.4%
Fast Charge ²	Public	31,938	76.6%
Total		41,696	100%

Table 2: Charging Sessions by Segment

Charger Type	Charger Segment	2025	% of 2025 Total
Level 2	Workplace & Destination	522,365	39%
Fast Charge	Public	818,457	61%
Total		1,340,822	100%

Session Length and Energy (kWh) Dispensed per Session

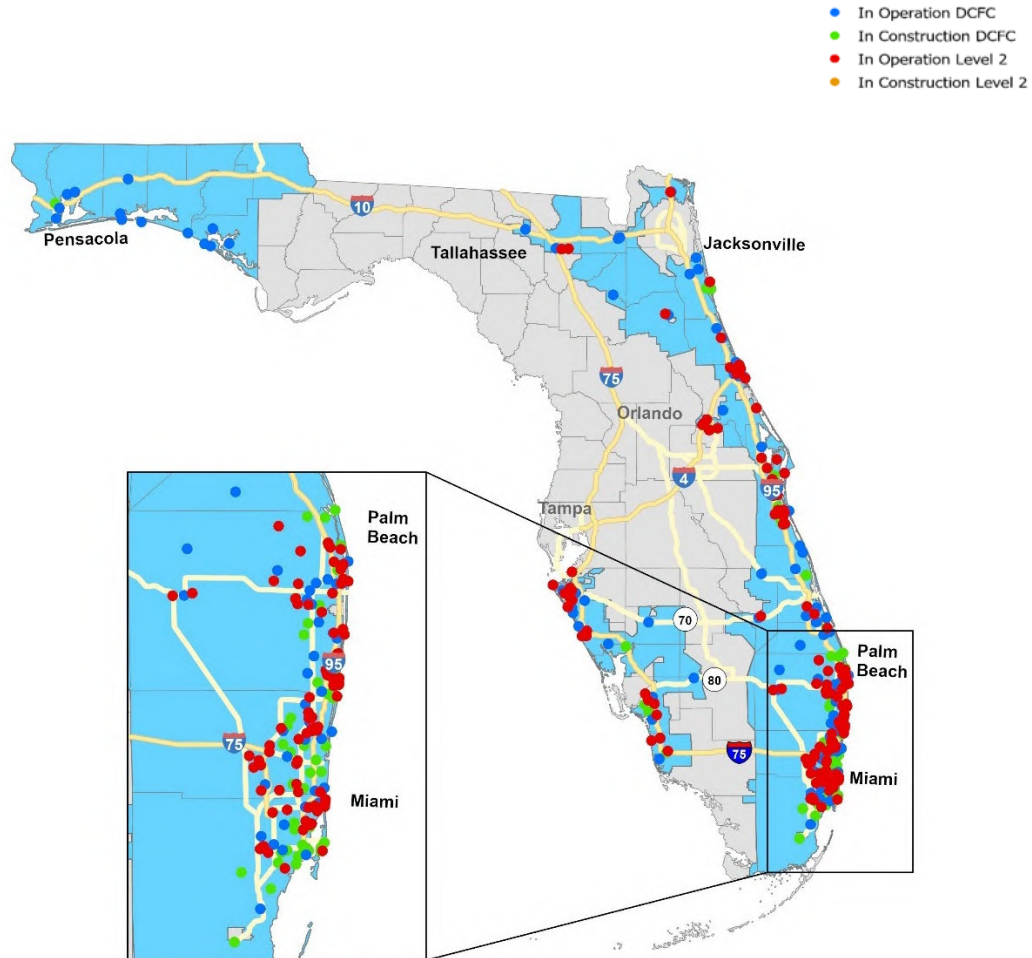
Session Length: Session length for Level 2 chargers averaged 3 hours and 50 minutes, and session length at DC fast chargers averaged 25 minutes in 2025.

Energy (kWh) Dispensed per Session: The average kWh per session at a Level 2 station was 18.7 kWh in 2025. The average kWh per session dispensed at a public fast charging station was 39 kWh in 2025.

² The information provided for the FPL EVolution public fast charging stations includes those stations under the UEV tariff and 30 accounts under the GSD-1EV tariff.

Map of installed locations: Figure 1 shows the location of all FPL EVolution Public installations, including those taking service under the UEV tariff and GSD-1EV described in Section II of this report, as of December 31, 2025.

Figure 1: Map of FPL EVolution Public Locations as of Dec. 31, 2025



i. Rate Schedule UEV

Rate Schedule UEV was developed to enable FPL to charge drivers for electricity at Company-owned stations. As of December 31, 2025, 114 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 in Attachment 1, the 2025 revenue

requirement for the UEV program is \$15.8 million, which will be increasingly offset by higher revenues as utilization grows.

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.

- Electrify America: Advertises guest and pass member pricing of \$0.56/kWh. A Pass+ Member option is available at a \$7 monthly fee for a \$0.42/kWh rate. Station users are subject to idle fees of \$0.40 per minute after a 10-minute grace period.³
- Tesla: Pricing varies by station within the state ranging from approximately \$0.25/kWh to \$0.55/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.³
- EVgo: Pricing is determined by the plan, location, and TOU with prices ranging from \$0.35/kWh to \$0.60/kWh.³

Under FPL's UEV tariff in 2025, participating customers paid \$0.30/kWh plus applicable taxes and fees. Because local utility taxes and fees vary by location, the effective after-tax rate in 2025 under the UEV tariff ranged from \$0.33/kWh to \$0.39/kWh, averaging \$0.37/kWh.

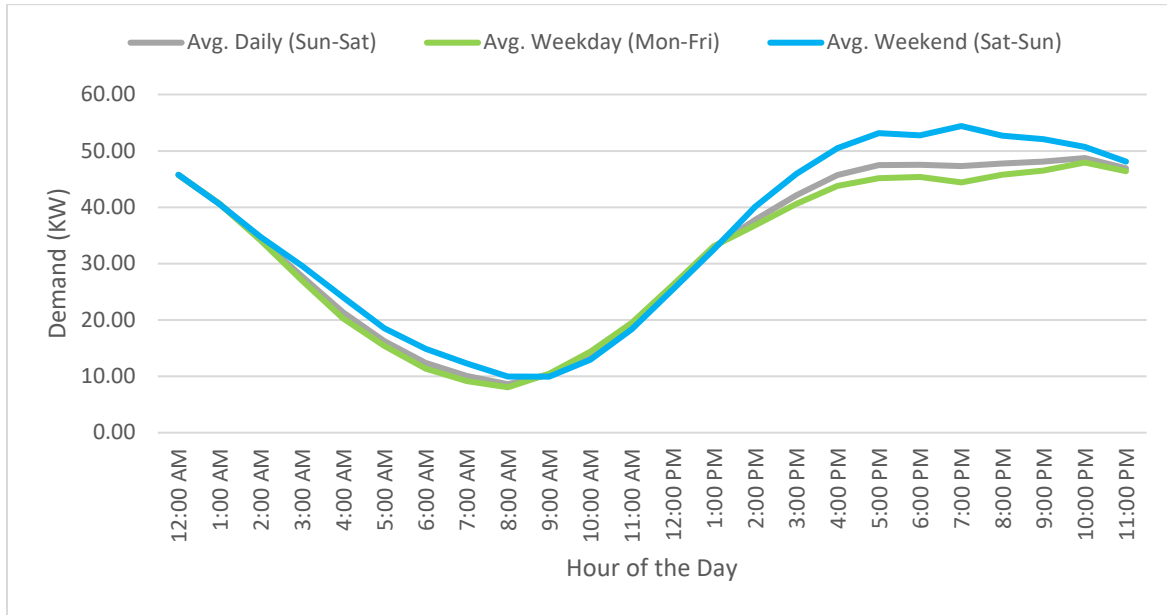
Charging Times

Chart 1 illustrates total hourly load⁴ for the 114 FPL EVolution fast charging locations that operated under the UEV tariff in 2025. Public fast charging utilization varies throughout the day, with the greatest utilization occurring between the hours of 2 pm and 1 am ET.

³ Electrify America Fast Charging Pricing, Florida. <https://www.electrifyamerica.com/pricing/> Verified as of Jan 16, 2025. Tesla and EVgo pricing verified as of Jan. 16, 2026, using the Tesla app and the EVgo app.

⁴ Load Charts for UEV, RS-1EV, and GSD-1EV/GSLD-1EV include data from December 1, 2024 through November 30, 2025.

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, 2025, 14,191 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 \$1,556⁵ in 2025.

Costs, Revenues, and Energy Sales

Attachment 2 provides specific information regarding capital and operating costs, revenue requirements, and revenues collected. As reflected in Attachment 2, the 2025 revenue requirement for the FPL EVolution Residential program is \$9.9 million.

Sessions and Energy (kWh) by Month

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

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

Category	Jan	Feb	Mar	Apr	May	June	July
Sessions	187,298	182,083	206,524	220,577	234,359	214,063	226,605
Energy On-Peak (kWh)	97,753	118,979	115,363	108,788	115,283	125,583	121,020
Energy Off-Peak (kWh)	4,289,270	4,682,310	4,633,041	5,174,129	5,840,911	5,838,281	5,657,510

⁵ \$1,556 cost per port is an average across all electrical installers and a 60/40 split between full and equipment only installations.

Category	Aug	Sep	Oct	Nov	Dec	Total
Sessions	255,012	256,520	277,887	273,091	285,932	2,819,951
Energy On-Peak (kWh)	140,878	139,962	139,979	153,270	155,988	1,532,576
Energy Off-Peak (kWh)	6,291,946	6,697,472	6,775,323	6,505,880	6,259,226	68,645,299

Chart 2: RS-1EV Average Load Shapes: Dec. 2024 – Mar. 2025 and Nov. 2025

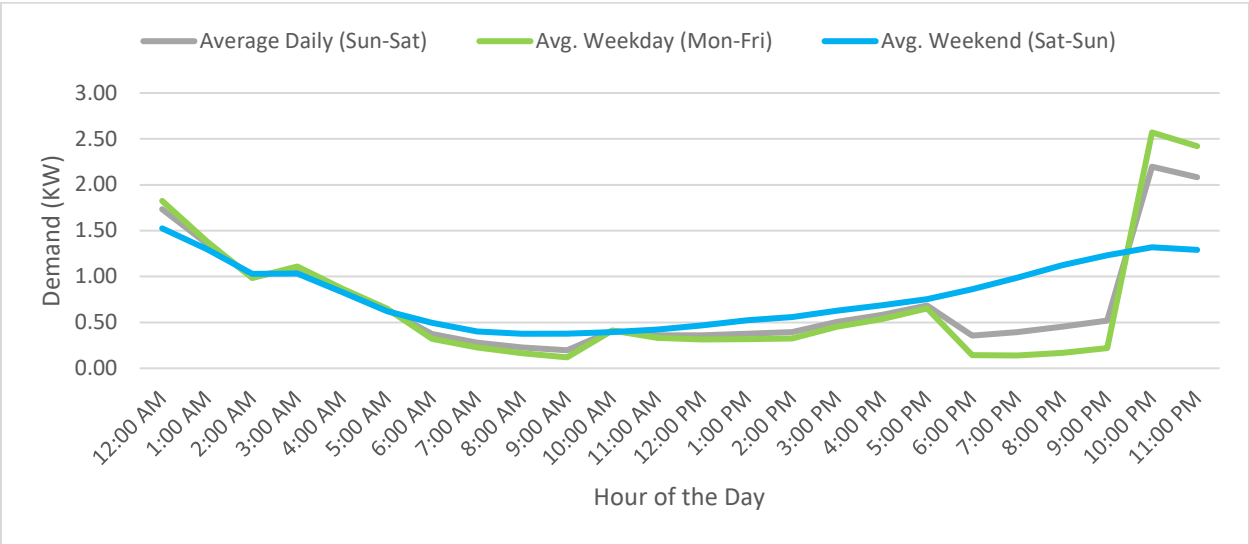
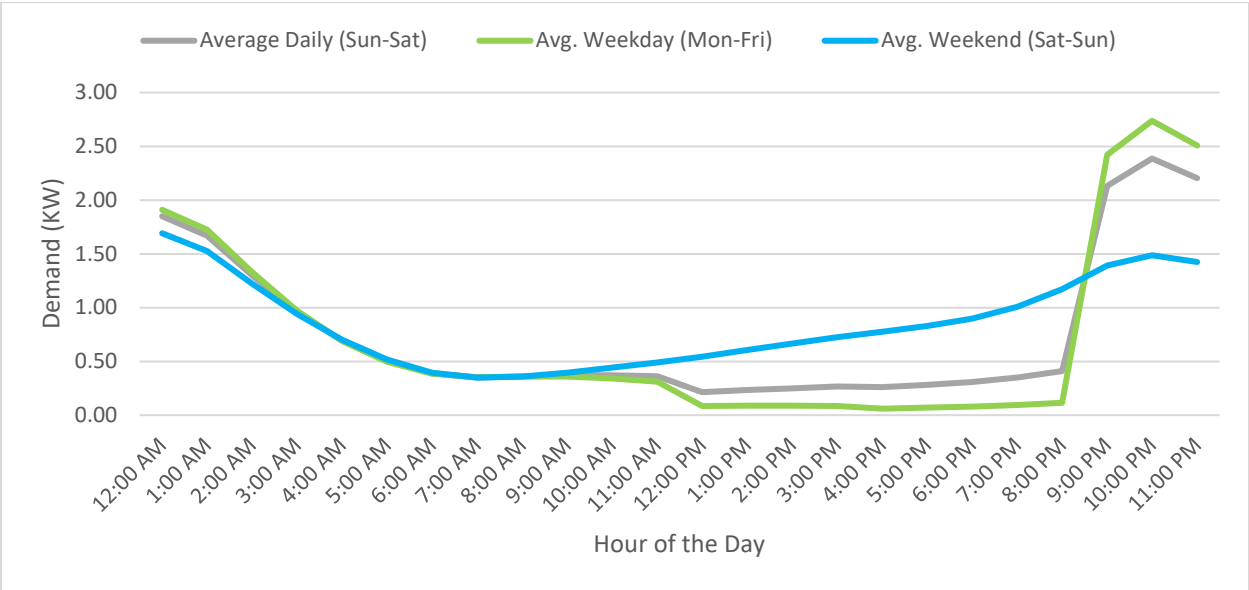


Chart 3: RS-1EV Average Load Shapes: Apr. – Oct. 2025



Participating Customer Energy Cost Savings Compared to a Traditional TOU 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, 2025, 11 fleet customers, including five school districts, were enrolled under the EVolution pilot (not under the Commercial EV Charging Services pilot). 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	180	10	190	10	63,407

In 2022, FPL launched the Commercial EV Charging Services Pilot, which was approved by the FPSC under Order 0446. This is a voluntary tariff for Commercial customers who desire charging services for their EV fleets through the installation of FPL-owned, operated and maintained EV charging equipment on a customer's premise. Under the tariff, customers 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 Commercial EV Charging Services pilot (CEVCS-1 tariff) enrolled two customers as of December 31, 2025. 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 \$35,000 in customer outreach and origination related O&M expenses in 2025 associated with the Commercial EV Charging Services Pilot. Attachment 4 provides specific information regarding capital and operating costs, revenue requirements, and revenues collected.

III. RATE SCHEDULES GSD-1EV AND GSLD-1EV

As of December 31, 2025, there are 41 active customer accounts taking service under FPL's GSD-1EV and GSLD-1EV rate schedules. 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. This offering aims to assist customers until utilization increases and 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 2025.

Table 5: Enrolled Customer Accounts by Month

Rate Schedule	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
GSD-1EV	34	33	33	33	28	27	29	31	31	31	31	30
GSLD-1EV	7	7	7	8	9	8	8	8	9	10	10	11
Total	41	40	40	41	37	35	37	39	40	41	41	41

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

As of December 31, 2025, there are 30 customers on GSD-1EV and 11 customers on GSLD-1EV, for a total of 41 enrolled accounts. Of these 41 accounts, 11 have already grown their utilization substantially enough to transition to regular rates, reflecting the effectiveness of the program. Stations that did not receive the benefit for 12 consecutive months had load factors above 10% and are moved to the applicable standard rate.

Charging Times

Charts 4 and 5 illustrate average hourly load for 41 fast charging locations that operated under the GSD-1EV and GSLD-1EV rate schedules.⁶ 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.

⁶ Totals may not add due to rounding.

Chart 4: GSD-1EV Average Load Shape

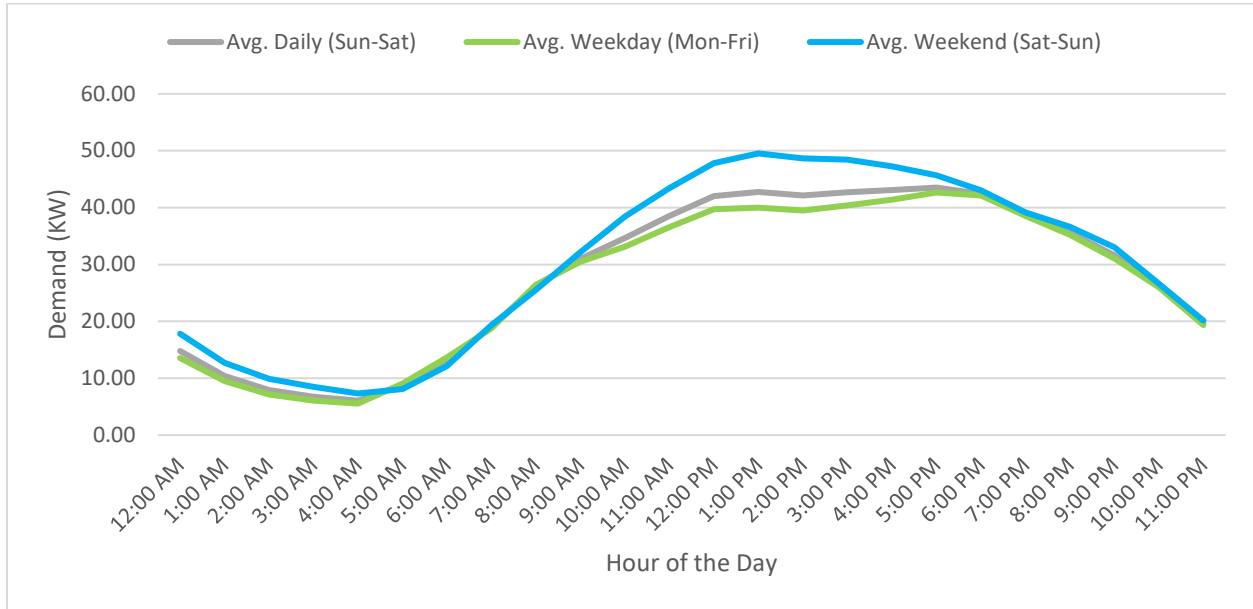
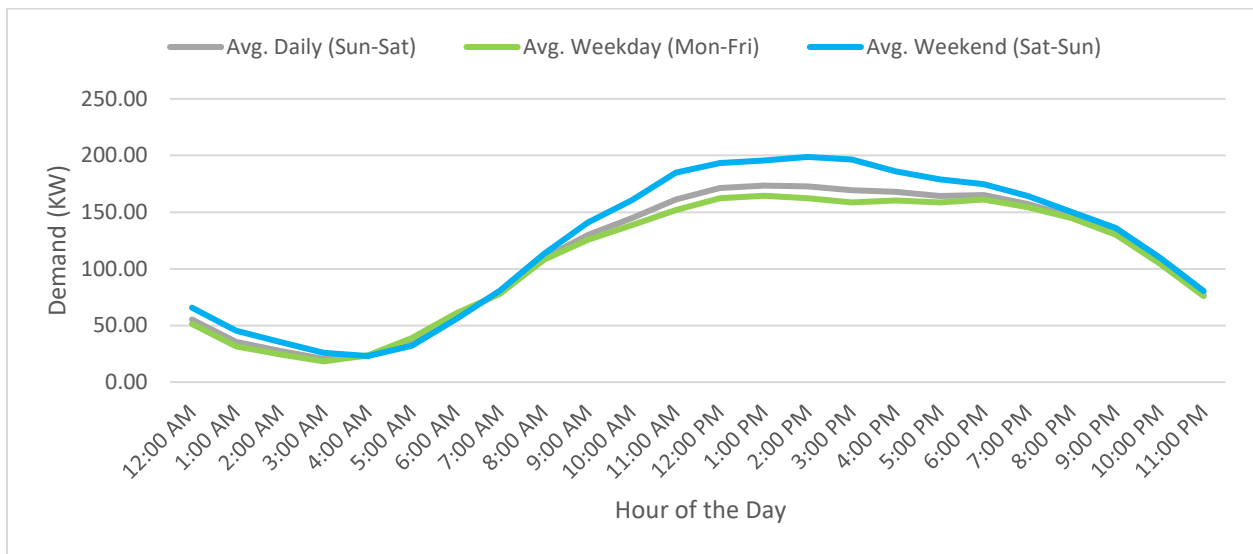


Chart 5: GSLD-1EV Average Load Shape



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

Table 6 summarizes energy sales, revenue billed, and demand limiter offset⁷ by rate schedule as of December 31, 2025.

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

Rate Schedule	Energy Sales (MWh)	Base Revenue Billed	Clause Revenue Billed	Total Revenue Billed	Demand Limiter Offset
GSD-1EV	7,325	\$871,280	\$521,845	\$1,393,125	\$224,723
GSLD-1EV	8,134	\$834,458	570,785	\$1,405,242	\$84,030
Total ⁸	15,459	\$1,705,737	1,092,630	\$2,798,367	\$308,754

The EV demand limiter tariffs (GSD-1EV and GSLD-1EV) were designed as a catalyst for EV charging services investments. While FPL shows demand-related revenue loss in these early years, there is also \$2.8 million in revenues collected from customers through these tariffs that may not have otherwise materialized. Further, as these customers transition to a standard rate with increased EV charger utilization, full demand-related revenues are expected from these customers over the long term.

⁷ 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.

⁸ Totals may not add due to rounding.

ANNUAL REPORT ⁽¹⁾		
UTILITY OWNED FAST CHARGING STATIONS - UEV PILOT TARIFF		
FOR THE PERIOD: JANUARY THROUGH DECEMBER 2025		
(\$000)		
		Actual 2025
1 Energy Sales (kWh)		28,906,425
2 Capital Expenditures ⁽²⁾		\$ 73,089
3		
4 <u>Charging Station Revenue Requirements</u>		
5 <u>Operating Costs</u>		
6 Depreciation Expense		\$ 3,575
7 Operating and Maintenance Expenses		880
8 Taxes Other Than Income Taxes (Property and Payroll Taxes)		734
9 Total Operating Costs		\$ 5,189
10		
11 <u>Capital Costs</u>		
12 Rate Base ⁽³⁾		\$ 54,908
13 Pre Tax Rate of Return ⁽⁴⁾		8.88%
14 Return on Rate Base	Line 12 x Line 13	\$ 4,876
15		
16 Charging Station Revenue Requirements	Line 9 + Line 14	\$ 10,065
17		
18 Income Tax Credits ⁽⁵⁾		\$ (307)
19		
20 Net Charging Station Revenue Requirements	Line 16 + Line 18	\$ 9,758
21		
22 <u>Revenue Requirements for Electricity Sold from Charging Stations</u>		
23 Base Revenue Requirements ⁽⁶⁾		\$ 4,474
24 Clause Revenue Requirements ⁽⁷⁾		1,586
25 Total Rev Req for Electricity Sold from Charging Stations	Line 23 + Line 24	\$ 6,061
26		
27 Total Revenue Requirements	Line 20 + Line 25	\$ 15,819
28		
29 Revenues Collected		\$ 8,475
30		
31 Net (Revenues)/Costs for 2025	Line 27 - Line 29	\$ 7,344

Notes:

- (1) Represents reporting requirements for FPL's utility owned fast charging stations placed in-service through December 2025 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 of FPL's utility fast charging stations through December 2025 to be recovered under the UEV tariff rate.
- (3) Represents the December 2025 13-month average of net plant in-service of utility-fast charging stations recovered under the UEV tariff rate.
- (4) Based on FPL's 2025 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) Represents income tax credits allowed for 6% of the costs of any qualified alternative fuel vehicle refueling property placed in-service in 2025. This income tax credit is limited to \$100,000 per qualified location.
- (6) Revenue requirements were calculated using FPSC approved base rates for the GSD rate schedule and actual kWh billed to UEV customers from Jan 2025 to Dec 2025.
- (7) Revenue requirements were calculated using FPSC approved clause factors for the GSD rate schedule and actual kWh billed to UEV customers from Jan 2025 to Dec 2025.

ANNUAL REPORT ⁽¹⁾		
RESIDENTIAL ELECTRIC VEHICLE SERVICES RIDER PILOT (RS-1EV)		
FOR THE PERIOD: JANUARY THROUGH DECEMBER 2025		
(\$000)		
		Actual 2025
1 Energy Sales (kWh)		70,177,875
2 Capital Expenditures ⁽²⁾		\$ 24,755
3		
4 <u>Level 2 Charger Revenue Requirements</u>		
5 <u>Operating Costs</u>		
6 Depreciation Expense		\$ 1,214
7 Operating and Maintenance Expenses		2,705
8 Taxes Other Than Income Taxes (Property and Payroll Taxes)		320
9 Total Operating Costs		\$ 4,239
10		
11 <u>Capital Costs</u>		
12 Rate Base ⁽³⁾		\$ 18,134
13 Pre Tax Rate of Return ⁽⁴⁾		8.88%
14 Return on Rate Base	Line 12 x Line 13	\$ 1,610
15		
16 Level 2 Charger Revenue Requirements	Line 9 + Line 14	\$ 5,849
17		
18 Income Tax Credits ⁽⁵⁾		\$ -
19		
20 Net Level 2 Charger Revenue Requirements	Line 16 + Line 18	\$ 5,849
21		
22 <u>Revenue Requirements for Electricity Sold from Level 2 Chargers</u>		
23 Base Revenue Requirements ⁽⁶⁾		\$ 1,401
24 Clause Revenue Requirements ⁽⁷⁾		2,625
25 Total Rev Req for Electricity Sold from Level 2 Chargers	Line 23 + Line 24	\$ 4,026
26		
27 Total Revenue Requirements	Line 20 + Line 25	\$ 9,875
28		
29 Revenues Collected		\$ 5,235
30		
31 Net (Revenues)/Costs for 2025	Line 27 - Line 29	\$ 4,641

Notes:

- Represents reporting requirements for FPL's RS-1EV level 2 chargers placed in-service through December 2025 under the new voluntary tariff for residential customers as required by Order No. PSC-2021-0446-S-EI in Docket No. 20210015-EI.
- Represents total capital expenditures incurred for all RS-1EV level 2 chargers through December 2025 to be recovered under the new voluntary tariff for residential customers.
- Represents the 2025 December 13-month average of net plant in-service of RS-1EV level 2 chargers recovered under the new voluntary tariff for residential customers.
- Based on FPL's 2025 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.
- RS-1EV level 2 chargers do not qualify for income tax credits.
- Revenue requirements were calculated using FPSC approved base rates for the RTR-1 rate schedule and actual kWh billed to RS-1EV customers from Jan 2025 to Dec 2025.
- Revenue requirements were calculated using FPSC approved clause factors for the RTR-1 rate schedule and actual kWh billed to RS-1EV customers from Jan 2025 to Dec 2025.

RTR-1 Bill Comparison to RS-1EV				
	Component	December 2025 Actuals	Average RS-1EV Customer ⁽¹⁾	
1	Customers	14,191	1	
2	Sales (KWH)	6,415,214	452	
3	First 1000 kWh		452	
4	Over 1000 kWh		0	
5	On-Peak	2.30%	10	
6	Off-Peak	97.70%	442	
7				
8				
9	RTR-1 (TOU)	Unit	Rate⁽²⁾	Amount
10	First 1000 kWh	452	\$0.07164	\$32.38
11	Over 1000 kWh	0	\$0.08170	\$0.00
12	On Peak kWh	10	\$0.12878	\$1.29
13	Off Peak kWh	442	-\$0.05631	-\$24.89
14	Fuel <1,000	452	\$0.02408	\$10.88
15	Fuel >1,000	0	\$0.03408	\$0.00
16	On-Peak Fuel	10	\$0.00356	\$0.04
17	Off-Peak-Fuel	442	-\$0.00153	-\$0.68
18	Capacity	452	\$0.00103	\$0.47
19	Conservation	452	\$0.00138	\$0.62
20	Environmental	452	\$0.00361	\$1.63
21	Storm Protection	452	\$0.00810	\$3.66
22	Storm Charge	452	\$0.01202	\$5.43
23	Total⁽³⁾			\$30.83
24				
25				
26	RS-1EV	Unit	Rate	Amount
27	On Peak kWh	10	\$0.23710	\$2.37
28	Off Peak kWh	442	\$12.81	\$12.81
29	Total			\$15.18
30				
31				
32				
33	Difference (RS-1EV Savings)			-\$15.65

Notes:

⁽¹⁾ Average RS1-EV Customer Usage based on FPL's most current analysis.

⁽²⁾ Based on FPSC approved rates for December 2025.

⁽³⁾ Excludes Transition Rider/Credit and all taxes.

ANNUAL REPORT ⁽¹⁾			
COMMERCIAL EV CHARGING SERVICES PILOT (CEVCS-1)			
FOR THE PERIOD: JANUARY THROUGH DECEMBER 2025			
(\$000)			
			Actual <u>2025</u>
1 Energy Sales (kWh)			33,600
2 Capital Expenditures ⁽²⁾		\$	658
3			
4 <u>Charging Station Revenue Requirements</u>			
5 <u>Operating Costs</u>			
6 Depreciation Expense		\$	19
7 Operating and Maintenance Expenses			35
8 Taxes Other Than Income Taxes (Property and Payroll Taxes)			0
9 Total Operating Costs		\$	55
10			
11 <u>Capital Costs</u>			
12 Rate Base ⁽³⁾		\$	505
13 Pre Tax Rate of Return ⁽⁴⁾			8.88%
14 Return on Rate Base	Line 12 x Line 13	\$	45
15			
16 Charging Station Revenue Requirements	Line 9 + Line 14	\$	<u>100</u>
17			
18 <u>Revenue Requirements for Electricity Sold from Charging Stations</u>			
19 Base Revenue Requirements ⁽⁵⁾		\$	8
20 Clause Revenue Requirements ⁽⁶⁾			2
21 Total Rev Req for Electricity Sold from Charging Stations	Line 19 + Line 20	\$	<u>10</u>
22			
23 Total Revenue Requirements	Line 16 + Line 21	\$	<u>110</u>
24			
25 Revenues Collected		\$	97
26			
27 Net (Revenues)/Costs for 2025	Line 23 - Line 25	\$	<u><u>14</u></u>

Notes:

- (1) Represents reporting requirements for commercial EV charging stations placed in-service through December 2025 under the CEVCS Tariff as required by Order No. PSC-2020-0512-TRF-EI, Docket No. 20200170-EI.
- (2) Represents total capital expenditures incurred for all of FPL's commercial EV charging stations through December 2025 to be recovered under the CEVCS tariff rate.
- (3) Represents the December 2025 13-month average of net plant in-service of commercial EV charging stations recovered under the CEVCS tariff rate.
- (4) Based on FPL's 2025 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) Revenue requirements were calculated using FPSC approved base rates for the GSD rate schedule and actual kWh billed to CEVCS customers from Jan 2025 to Dec 2025.
- (6) Revenue requirements were calculated using FPSC approved clause factors for the GSD rate schedule and actual kWh billed to CEVCS customers from Jan 2025 to Dec 2025.