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July 14, 2026

-VIA ELECTRONIC FILING-

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

RE: Docket No. 20260000-OT
Florida Power & Light Company's 2026-2035 Ten Year Power Plant Site Plan

Dear Mr. Teitzman:

Please find attached Florida Power & Light Company's responses to Staff's Second Data Request (Nos. 1-8).

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

Sincerely,

/s/ William P. Cox
William P. Cox
Senior Counsel
Fla. Bar No. 00093531

WPC:ec
Enclosures
cc: Philip Ellis, Division of Engineering (via electronic mail *pellis@psc.state.fl.us*)
Segundo Sanchez, Division of Engineering (via electronic mail *SSanchez@psc.state.fl.us*)

QUESTION:
Please identify and list any Department of Energy orders issued since 2023 that the Utility has been subject to. As part of this response, explain how these orders have impacted the Utility's planning or operations, and state whether these impacts are contained within the Utility's 2026 Ten-Year Site Plan (TYSP).

RESPONSE:
FPL has not been subject to any U.S. Department of Energy orders issued since 2023.

QUESTION:
Please refer to FPL's 2026 TYSP, Schedule 2.2, Column (16), "Sales to Ultimate Customers" and Schedule 2.3, Column (21), "Total Average Number of Customers" and Table 1 below for the following questions:

Table 1. FPL's Projected Growth in Sales & Customer Numbers

	Sales to Ultimate Consumers	Annual Increase	Total Average Number of Customers	Annual Increase
	(GWh)	(%)		(%)
Year	Sch. 2.2 (16)	Staff Calculated	Sch. 2.3 (6)	Staff Calculated
2021	122,908		5,691,932	
2022	126,450	2.88%	5,775,844	1.47%
2023	127,904	1.15%	5,845,160	1.20%
2024	129,386	1.16%	5,959,750	1.96%
2025	129,471	0.07%	6,059,632	1.68%
2026	130,625	0.89%	6,151,827	1.52%
2027	131,352	0.56%	6,234,296	1.34%
2028	134,327	2.26%	6,311,776	1.24%
2029	138,608	3.19%	6,387,202	1.20%
2030	142,854	3.06%	6,462,222	1.17%
2031	147,354	3.15%	6,535,513	1.13%
2032	151,954	3.12%	6,606,527	1.09%
2033	156,334	2.88%	6,675,970	1.05%
2034	160,754	2.83%	6,745,759	1.05%
2035	165,393	2.89%	6,817,311	1.06%

a. In 2025, FPL achieved an annual growth rate of 0.07 percent in "Sales to Ultimate Customers" which is relatively lower than what the Utility has achieved in previous years. Please explain the reason(s) behind the lower growth rate for 2025, given that the annual growth rate in "Total Average Number of Customers" for 2025 is not significantly decreased compared to other years.

b. Please explain why the Utility expects it will have a much lower annual growth rate of sales in 2027 relative to the growth rate in 2026 and 2028, given that the annual growth rate in "Total Average Number of Customers" for 2027 is not significantly decreased compared to other years.

RESPONSE:

a. The lower 2025 annual growth rate in "Sales to Ultimate Customers" is attributable to the fewer bill days . Bill days are the days of customer usage included in billing periods and reflected in billed sales.
The table below shows the sum of bill days for 2025 through 2035:

Year	Sum of Avg Bill Days
2025	363.57
2026	366.24
2027	365.26
2028	365.26
2029	365.26
2030	365.26
2031	365.26
2032	365.26
2033	365.26
2034	365.26
2035	365.26

2025 has fewer bill days because the timing of weekends and holidays shifted certain meter reads, shortening billing periods. As a result, fewer days of usage were reflected in 2025 billed sales, lowering the annual growth rate.

b. The lower annual growth rate in 2027 is also attributable to bill days. As shown in the table above, 2026 has more bill days than the remaining forecast period because the shorter billing periods in 2025 shifted some bill days into 2026. In addition, 2026 reflects an approved actual operational meter-read calendar, while the 2027–2035 period is based on a 20-year average. The lower annual percent change in 2027 can therefore be explained by the approved operational calendar being higher than the 20-year bill-day average.

QUESTION:
Please refer to FPL's response to Staff's Data Request #1, No. 15. Is it correct that the "large customers" indicated in response to sub-question, (a) along with the "large load customers" indicated in response to sub-question; (b) and "large loads" indicated in response to sub-question; (c) are mainly referring to the data center-related customers/ loads? If not, please explain.

RESPONSE:
The referenced large load customers refer to customers served under Rate Schedules LLCS-1 and LLCS-2. These customers have a projected new or incremental electricity demand of 50 MW or more at a single location and a projected load factor of at least 85%. Large use/high load factor data center-related customers would meet these criteria.

QUESTION:
In its response to Staff's Data Request #1, No. 16, FPL indicated that open Docket No. 20260010-EI, *In re: Storm protection plan cost recovery clause*, is currently based on FPL's load forecast from the 2026 TYSP. Please explain whether or not open Docket No. 20260001-EI, *In re: Fuel and purchased power cost recovery clause*, with generating performance incentive factor. is also based on FPL's load forecast from the 2026 TYSP.

RESPONSE:
In addition to Docket No. 20260010-EI, FPL's upcoming actual/estimated and projection filings in Docket Nos. 20260001-EI, 20260002-EG, 20260007-EI will also use the 2026 TYSP forecast for ratemaking and planning purposes.

QUESTION:
Please refer to FPL's response to Staff's Data Request #1, No. 40, and its associated Excel Table File (Data Centers), for the questions below:

a. Please explain how the 32 active customer accounts associated with data center loads were identified.

b. Please explain how the projected 2 customer accounts with data center loads were determined.

RESPONSE:

a. The 32 active data center customer accounts were identified through a monthly query of customer billing records for data center usage profiles. Results were grouped by unique account number and customer or company name, then reviewed to identify data center accounts. Education, government, healthcare, other business, and telecommunications accounts were excluded based on customer or company identity.

b. The two projected data center customer accounts were based on discussions with potential large power users and FPL's assessment that customers with significant load requirements are highly likely to begin service on FPL's system in 2028.

QUESTION:
Please refer to the table below. Please explain and elaborate on the drivers for the reduction in FPL's PEV count forecast over the planning period from its 2025 TYSP and 2026 TYSP.

	2025 TYSP PEVs	2026 TYSP PEVs	Difference	% Difference
2026	532,485	441,331	-91,154	-17.12%
2027	712,858	549,972	-162,886	-22.85%
2028	928,814	679,245	-249,569	-26.87%
2029	1,183,054	832,314	-350,740	-29.65%
2030	1,471,933	1,012,577	-459,356	-31.21%
2031	1,802,084	1,222,186	-579,898	-32.18%
2032	2,165,993	1,458,434	-707,559	-32.67%
2033	2,556,410	1,716,472	-839,938	-32.86%
2034	2,965,733	1,992,734	-972,999	-32.81%

Source: FPL's response to Staff Data Request #1, Question 31; FPL's response to similar staff question in 2025.

RESPONSE:
The Company uses third-party sources (Bloomberg and Wood Mackenzie) as the basis for its EV forecasts. Based on trends identified in these forecasts, forecasted annual PEV additions are projected to decrease from 2025 to 2026. This moderation reflects forecast assumptions regarding the reduction or elimination of EV purchase incentives, evolving trade and tariff policies that may increase vehicle costs, affordability pressures on consumers, and broader economic uncertainty that may impact new vehicle purchases. Additionally, the forecasts reflect a more gradual pace of EV adoption growth than previously anticipated as the market continues to develop.

QUESTION:
Please refer to the table below. Please explain and elaborate on the drivers for the reduction in FPL's public PEV charging station forecast over the planning period from its 2025 TYSP and 2026 TYSP.

	2025 TYSP PEV Charging Stations	2026 TYSP PEV Charging Stations	Difference	% Difference
2026	31,295	23,418	-7,877	-25.17%
2027	41,894	29,182	-12,712	-30.34%
2028	54,579	36,040	-18,539	-33.97%
2029	69,526	44,163	-25,363	-36.48%
2030	79,859	53,723	-26,136	-32.73%
2031	97,778	64,847	-32,931	-33.68%
2032	111,946	73,064	-38,882	-34.73%
2033	132,124	85,992	-46,132	-34.92%
2034	153,282	99,831	-53,451	-34.87%

Source: FPL's Response to Staff Data Request #1, Question 31; FPL's response to similar staff question in 2025.

RESPONSE:
The Company uses third-party sources (Bloomberg and Wood Mackenzie) as the basis for its EV and charging infrastructure forecasts. Based on trends reflected in these forecasts, annual charging infrastructure additions are projected to moderate from 2025 to 2026. This moderation reflects forecast assumptions regarding slower projected EV adoption, changes in EV incentive programs, evolving trade and tariff policies that may affect vehicle and charging equipment costs, affordability pressures on consumers, and broader economic uncertainty impacting demand for electric vehicles and associated charging infrastructure. Additionally, industry focus is increasingly directed toward improving the reliability, utilization, resiliency, and overall customer experience of existing charging assets. As a result, investment priorities may increasingly emphasize enhancing the performance and capacity of existing charging infrastructure in addition to deploying new charging stations.

QUESTION:
Please refer to Schedule 3.2 of FPL's 2026 TYSP, which details FPL's history and forecast of Winter Peak Demand. Please explain the reasons behind FPL's forecasted increase in Total Winter Demand over the forecast period relative to the historical period, most notably the increase from 21,502 MW in 2025 to a forecasted 23,478 MW in 2026.

RESPONSE:
FPL's forecasted increase in Total Winter Demand is primarily driven by weather normalization and customer growth. The 2025 actual winter peak occurred under warmer-than-normal conditions, while the 2026 forecast reflects a normalized planning assumption that includes a true cold-weather peak and the associated heating load. Because winter demand increases as temperatures decline, this shift from warmer recent actuals to colder normalized weather produces a higher forecasted peak. Actual Winter peak in 2026 was 27,766, which occurred on February 2 at 8 a.m.