

State of Florida



Public Service Commission

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TALLAHASSEE, FLORIDA 32399-0850

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MARCH 1 11:29 AM
REPORTING AND

DATE: MARCH 1, 2001

TO: DIRECTOR, DIVISION OF RECORDS AND REPORTING (BAYO)

FROM: DIVISION OF SAFETY AND ELECTRIC RELIABILITY (COLSON)
DIVISION OF ECONOMIC REGULATION (SPRINGER, WHEELER)
DIVISION OF LEGAL SERVICES (WALKER) *Kew RVE DW*

RE: DOCKET NO. 001466-EI - PETITION FOR APPROVAL OF DEMAND-SIDE MANAGEMENT ADJUSTMENT RIDER BY FLORIDA POWER & LIGHT COMPANY. *73 JDT 188*

AGENDA: MARCH 13, 2001 - REGULAR AGENDA - TARIFF FILING - INTERESTED PERSONS MAY PARTICIPATE

CRITICAL DATES: TARIFF SUSPENDED BY ORDER NO. PSC-00-2269-PCO-EI, ISSUED NOVEMBER 29, 2000, 8-MONTH EFFECTIVE DATE MAY 26, 2001

SPECIAL INSTRUCTIONS: NONE

FILE NAME AND LOCATION: S:\PSC\SER\WP\001466.RCM

CASE BACKGROUND

On September 26, 2000, Florida Power & Light Company (FPL) petitioned the Commission for approval of a Demand Side Management (DSM) Adjustment Rider. The DSM Adjustment Rider would apply to FPL's commercial and industrial (C/I) customers taking service under rate schedules that require customers to have a minimum level of demand. By Order No. PSC-00-2269-PCO-EI, issued November 29, 2000, the Commission suspended FPL's proposed tariffs to allow additional time to review the filing.

FPL asserts that, on occasion, a C/I customer's implementation of a Commission approved DSM measure or research project will have the effect of lowering the customer's demand level below the minimum demand level of the customer's currently effective tariff. Lowering the customer's demand level below the minimum demand level

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FPSC-RECORDS/REPORTING

requirement would, absent the proposed DSM Adjustment Rider, cause the customer to have to change rate schedules. FPL's proposed DSM Adjustment Rider would adjust downward the minimum level of demand required to be eligible for a rate schedule by the amount of demand associated with the installation of Commission approved DSM measures. The customer would need to achieve the demand reduction as described in Tariff Sheet No. 9.680 in order to stay on its existing rate schedule. FPL's proposed Tariff Sheets Nos. 8.810, 9.680, 8.010, and 9.010 are Attachment No. 1 to the Recommendation. The Commission has jurisdiction over this matter pursuant to sections 366.04, 366.05 and 366.06, Florida Statutes.

DISCUSSION OF ISSUES

ISSUE 1: Should the Commission approve Florida Power & Light Company's Petition for a permanent DSM Adjustment Rider?

PRIMARY RECOMMENDATION: Yes. Removing the penalty associated with implementing a DSM program that reduces demand might lead to more customer participation and increase conservation. (COLSON)

ALTERNATE RECOMMENDATION: No. The proposed rider is not equitable, and should not be approved. (SPRINGER, WHEELER)

PRIMARY STAFF ANALYSIS: According to the Petition, FPL states that it has a number of C/I customers taking service under rate schedules that require customers to have minimum levels of demand. Additionally, FPL asserts that on occasion a C/I customer's implementation of a Commission approved DSM measure or research project will have the effect of lowering the customer's demand level below the minimum demand level of the customer's currently effective rate schedule. FPL's proposed DSM Adjustment Rider would adjust downward the minimum level of demand required to be eligible for a rate schedule by the amount of demand associated with that specific customer's installation of an approved DSM measure. FPL argues that given its rate structure, the effect of moving a customer to a rate class with a lower demand level would be to raise the customer's rate per kWh, and potentially increase the customer's total bill even though the customer is using fewer kW, and possibly kWhs as a result of implementing a DSM program.

To illustrate, a General Service Demand (GSD) customer with a maximum monthly demand of 22 kW could utilize an FPL conservation program that results in a reduction in their billing demand by 2 kW. Under FPL's rate structure, customers whose maximum monthly demand is less than 21 kW are required to take service under the General Service (GS) rate schedule. Therefore, based on the customer's reduced demand, the customer should be required to shift to the higher cents per kWh GS rate schedule. The proposed DSM Adjustment Rider would allow the customer to continue to take service under the lower-priced GSD rate schedule, despite the customer's lower monthly maximum demand (See Attachment No. 2).

According to FPL, if the DSM Adjustment rider had been in place in 1999, the resulting gross decrease in FPL's annual revenues would have been approximately \$200,000. As with other conservation programs, FPL has agreed to forego recovery of the

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lost revenues due to the Rider until the next rate case. We do note that FPL is under a revenue sharing cap and the lost revenues will reduce the amount of sharing. Again, the adverse impact is expected to be small.

FPL's C/I conservation programs, as filed in Docket No. 991788-EG (FPL's 2000 DSM plan) have the following rate impact measure (RIM) test values: C/I HVAC - 1.08, C/I Lighting - 1.06, C/I Building Envelope - 1.08, C/I Business On Call - 1.28, and C/I Demand Reduction - 1.13. The Participant test values are: C/I HVAC - 1.63, C/I Lighting - 2.34, C/I Building Envelope - 1.32, C/I. C/I Business On Call and C/I Demand Reduction have infinite Participant test ratios. Both are not included in the DSM Adjustment Rider because the monthly incentive, which is the major cost of the program and major benefit to the participant does not change depending on the customer's rate class.

FPL is meeting both its annual and cumulative conservation goals set by the Commission for the period 1995 through 1999. According to FPL's Florida Energy Efficiency and Conservation Act (FEECA) DSM program summary report, FPL has achieved approximately 141% of the C/I conservation cumulative goals and approximately 130% of the residential conservation cumulative goals set by the Commission for the period 1995 through 1999.

The real problem is the kW demand breakpoints among the commercial and industrial rates. For example, if commercial and industrial rate schedules were grouped by voltage level, this petition would be unnecessary. The rate would be the same for all customers taking service at the same voltage. The only difference might be for residential and small commercial where there may be a slightly different rate for single and three-phase service.

Regardless, adoption of the proposed tariff rider will have an insignificant impact. More importantly, the proposed tariff rider will remove the penalty associated with implementing a C/I DSM program which reduces demand. It should lead to more customer participation and increase conservation. Primary Staff recommends that the DSM Adjustment Rider be approved. (COLSON)

ALTERNATE STAFF ANALYSIS: According to its Petition, FPL stated that, on occasion, a C/I customer's implementation of a Commission approved DSM measure will lower the customer's demand level below the threshold of the currently effective rate. FPL asserts that, given its rate structure, the effect of moving a customer to a rate class with a lower demand level would raise the customer's rate per kilowatt hour (kWh), and potentially increase the customer's total

bill, even though the customer is using fewer kWhs as result of implementing a DSM program.

To illustrate, a General Service Demand (GSD) customer with a maximum monthly demand of 25 kW could participate in an FPL conservation program that results in a reduction in their billing demand to 15 kW. Under FPL's rate structure, a customer whose maximum monthly demand is less than 21 kW is required to take service under the General Service (GS) rate schedule. Therefore, based on the customer's reduced demand, the customer would be required to shift to the higher-priced GS rate schedule. The proposed DSM Adjustment Rider would allow the customer to continue to take service under the lower-priced GSD rate schedule, despite the customer's lower monthly maximum demand.

While the Alternate Staff recognizes that the purpose of the proposed DSM rider is to encourage participation in FPL conservation programs, it believes that allowing customers to take service under rates for which they are not qualified is not appropriate. Under FPL's existing rate structure, customers are grouped into specific classes based on their usage characteristics, and the rates for these classes were designed to recover the costs allocated to them as identified in a cost of service study.

When a customer's usage characteristics change, that customer should be transferred to the appropriate rate schedule, regardless of whether or not the change is attributable to an FPL conservation program. Alternate Staff does not believe that it is equitable to allow customers who participate in FPL conservation programs to be treated differently from customers whose usage characteristics change for other reasons, such as engaging in non-FPL conservation measures or switching a portion of their load to alternative fuels.

According to FPL's Florida Energy Efficiency and Conservation Act (FEECA) DSM program summary report, FPL has achieved approximately 141% of its C/I conservation cumulative goals set by the Commission for the period 1995 through 1999. This demonstrates that FPL has exceeded its conservation goals by using current proven conservation programs. There is no need to increase DSM participation by offering an inappropriate rate discount to selected customers.

In summary, Alternate Staff does not believe that the proposed DSM rider is equitable. Customers should be treated equally under FPL's rate structure, regardless of whether or not they engage in FPL DSM programs. In addition, because FPL has exceeded its conservation goals, Alternate Staff does not believe it is

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appropriate to offer a rate discount to those customers who would otherwise not adopt a DSM measure. For these reasons, Alternate Staff believes that the proposed DSM Adjustment Rider should not be approved. (SPRINGER, WHEELER)

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ISSUE 2: What is the appropriate effective date for the proposed tariff revisions?

RECOMMENDATION: If the Commission approves the Primary Recommendation in Issue 1, the proposed tariff sheets should become effective on March 13, 2001. (Walker)

STAFF ANALYSIS: If the Commission approves the Primary Recommendation in Issue 1, the proposed tariff sheets should become effective on March 13, 2001.

ISSUE 3: Should this docket be closed?

RECOMMENDATION: Yes, if no protest is filed within 21 days of the issuance of the order. (Walker)

STAFF ANALYSIS: If a protest is filed within 21 days of the Commission order approving this tariff, the tariff should remain in effect pending resolution of the protest, with any charges held subject to refund pending resolution of the protest. If no protest is filed, this docket should be closed upon the issuance of a Consummating Order.

FLORIDA POWER & LIGHT COMPANY

Thirty-Seventh Revised Sheet No. 8.010
 Cancels Thirty-Sixth Revised Sheet No. 8.010

INDEX OF RATE SCHEDULES

<u>RATE SCHEDULE</u>	<u>DESCRIPTION</u>	<u>SHEET NO.</u>
BA	Billing Adjustments	8.030
GS-1	General Service - Non Demand (0-20 kw)	8.101
GST-1	General Service - Non Demand - Time of Use (0-20 kw)	8.103
GSD-1	General Service Demand (21-499 kw)	8.105
GSDT-1	General Service Demand - Time of Use (21-499 kw)	8.107
GSL	General Service Load Management Program	8.109
RS-1	Residential Service	8.201
RST-1	Residential Service - Time of Use	8.205
RSL	Residential Load Management Program	8.207
CU	Common Use Facilities Rider	8.211
PRS-1	Pre-pay Residential Service - Pilot/Experimental Rate	8.220
GSLD-1	General Service Large Demand (500-1999 kw)	8.310
GSLDT-1	General Service Large Demand - Time of Use (500-1999 kw)	8.320
CS-1	Curtailable Service (500-1999 kw)	8.330
CST-1	Curtailable Service - Time of Use (500-1999 kw)	8.340
GSLD-2	General Service Large Demand (2000 kw +)	8.412
GSLDT-2	General Service Large Demand - Time of Use (2000 kw +)	8.420
CS-2	Curtailable Service (2000 kw +)	8.432
CST-2	Curtailable Service - Time of Use (2000 kw +)	8.440
CST-3	Curtailable Service - Time of Use (2000 kw +)	8.542
CS-3	Curtailable Service (2000 kw +)	8.544
GSLD-3	General Service Large Demand (2000 kw +)	8.551
GSLDT-3	General Service Large Demand - Time of Use (2000 kw +)	8.552
OS-2	Sports Field Service	8.602
MET	Metropolitan Transit Service	8.610
RTP-GX	Real Time Pricing-General Service	8.620
CILC-1	Commercial/Industrial Load Control Program (Closed Schedule)	8.650
CDR	Commercial/Industrial Demand Reduction Rider	8.680
SL-1	Street Lighting	8.715
PL-1	Premium Lighting	8.720
OL-1	Outdoor Lighting	8.725
SL-2	Traffic Signal Service	8.730
RL-1	Recreational Lighting	8.743
SST-1	Standby and Supplemental Service	8.750
ISST-1	Interruptible Standby and Supplemental Service	8.760
EDR	Economic Development Rider	8.800
DSMAR	Demand Side Management Adjustment Program Rider	8.810
TR	Transformation Rider	8.820
SJT	St. John's Transitional Rider	8.900

DEMAND SIDE MANAGEMENT ADJUSTMENT RIDER – (DSMAR)**AVAILABLE:**

Availability is limited to customers that have installed and are currently utilizing one or more of FPL's Commission approved Demand Side Management (DSM) or Research Project efficiency measures hereafter referred to as applicable DSM measures. To ensure the propriety of demand reductions, FPL requires that DSM measures eligible for this rate schedule be installed within a two-year period prior to the date the customer's written request for application under this rider is received. This rider is limited to customers receiving service under one of the following rate schedules:

GSD-1	General Service Demand (21-499 kw)
GSDT-1	General Service Demand - Time of Use (21-499 kw)
GSLD-1	General Service Large Demand (500-1999 kw)
GSLDT-1	General Service Large Demand - Time of Use (500-1999 kw)
CS-1	Curtailable Service (500-1999 kw)
CST-1	Curtailable Service -Time of Use (500-1999 kw)
GSLD-2	General Service Large Demand (2000 kw +)
GSLDT-2	General Service Large Demand - Time of Use (2000 kw +)
CS-2	Curtailable Service (2000 kw +)
CST-2	Curtailable Service -Time of Use (2000 kw +)
GSLD-3	General Service Large Demand (2000 kw +)
GSLDT-3	General Service Large Demand - Time of Use (2000 kw +)
CS-3	Curtailable Service (2000 kw +)
CST-3	Curtailable Service -Time of Use (2000 kw +)

Customers receiving service under the Commercial/Industrial Demand Rider (CDR), who are also served by one of the above rates schedules will also qualify for this rider. Customers receiving service under the Economic Development Rider (EDR) will qualify for this rider so long as the load requirements of the EDR are being met. Customers that take service under this rider will not be eligible to enter into an agreement for contracting up to a higher demand requirement rate schedule.

APPLICATION:

Customers served under one of the above rate schedules (the applicable rate schedule) before the installation of DSM measures will qualify as continuing to meet the demand requirement for their applicable rate schedule when their electrical demand falls below the stated demand requirement as a direct result of the installation of one or more DSM measures. If a customer's actual electrical demand is below the customer's adjusted minimum demand requirement of the applicable rate schedule for 12 consecutive months, the customer will be dropped to the next lower demand requirement rate schedule until the customer's actual demand meets or exceeds the adjusted minimum demand level of the applicable rate schedule. Curtailable customers and customers under the CDR must still be capable of providing the minimum level of curtailment or interruption specified in their rate schedules and curtailment/CDR agreement, based on their actual measured demand. Additionally, the customer shall be required to complete a DSM Adjustment Rider Declaration Form for service under this schedule.

DETERMINATION OF QUALIFYING DEMAND:

The demand requirements for the customer's applicable rate schedule shall be adjusted downward for the demand savings attributable to the installation of one or more of the applicable DSM measures (DSM Adjustment), for the determination of demand requirement qualification.

DETERMINATION OF BILLING DEMAND:

The customer's billing demand shall be the customer's actual electrical demand.

TERM OF SERVICE:

The DSM adjustment rider will remain in force as long as the customer is utilizing one or more of the applicable DSM measures, and remains eligible consistent with the APPLICATION paragraph.

RULES AND REGULATIONS:

Service under this schedule is subject to orders of governmental bodies having jurisdiction and to the currently effective "General Rules and Regulations for Electric Service" on file with the Florida Public Service Commission. In case of conflict between any provision of this schedule and said "General Rules and Regulations for Electric Service" the provision of this schedule shall apply.

FLORIDA POWER & LIGHT COMPANY

Thirty-Fifth Revised Sheet No. 9.010
Cancels Thirty-Fourth Revised Sheet No. 9.010

INDEX OF STANDARD FORMS

	<u>Sheet No.</u>
Standard Large Power Agreement	9.020
Street Lighting Agreement	9.100
Street Lighting Fixture Vandalism Option Notification	9.110
Premium Lighting	9.120
Recreational Lighting	9.130
Residential Unconditional Guaranty	9.400
Non-Residential Unconditional Guaranty	9.410
Irrevocable Bank Letter of Credit	9.430
Irrevocable Bank Letter of Credit Evidence of Authority	9.435
Surety Bond	9.440
Commercial/Industrial Load Control Customer Request for Approval	9.480
Commercial/Industrial Load Control Program Agreement	9.490
Commercial/Industrial Demand Reduction Customer Request for Approval Form	9.494
Commercial/Industrial Demand Reduction Rider Agreement	9.495
Residential Energy Inspection	9.500
Agreement for Curtailable Service	9.600
Time of Use Application (General Service Rate)	9.620
Real Time Pricing General Service Program Agreement	9.630
Agreement for General Demand Service	9.650
Common Use Facilities Rider	9.660
Economic Development Rider	9.670
Demand Side Management Adjustment Rider Declaration Form	9.680
Underground Distribution Facilities Installation Agreement	9.700
Underground New Facilities Agreement	9.710
Underground Road/Pavement Crossing Agreement	9.715
Underground Facilities Conversion Agreement	9.720

(Continued on Sheet No. 9.011)

Issued by: P. J. Evanson, President
Effective:

FLORIDA POWER & LIGHT COMPANY

Original Sheet No. 9.680

DEMAND SIDE MANAGEMENT ADJUSTMENT RIDER DECLARATION FORM

Effective Date : _____

Customer Name: _____
Service Address: _____
City/State/Zip Code: _____
Mailing Address: _____
(if different)
FPL Account Number: _____

FPL DSM Program or Research Project Efficiency Measure	Implementation Date	Applicable kW Savings As Determined by FPL

DSM Adjustment (Total KW Savings from Demand Side Management and/or Research Project Efficiency Measures)

The customer understands that:

- The DSM Adjustment of _____ kW is a fixed level of demand determined by FPL, based on the customer's permanent demand reduction that is a direct result from the installation of the above conservation measures.
- The demand requirements for the customer's applicable rate schedule shall be adjusted downward for the demand savings attributable to the installation of one or more of the applicable DSM measures (DSM Adjustment), for the determination of demand requirement qualification.
- The billing demand shall be calculated based on the customer's actual electrical demand, consistent with their applicable rate schedule.
- If the adjusted electrical demand does not meet the minimum demand requirement of the applicable rate schedule for 12 consecutive months, the customer will be ineligible for service under the DSM Adjustment Rider and ineligible for application of the DSM adjustment.
- FPL has the right to inspect the customer's premises and electrical equipment at any time to determine the customer's level of demand reduction resulting from the installation of the above conservation measures.
- That this Agreement supersedes all previous agreements or representations, either written, verbal, or otherwise between the Customer and the Company, with respect to the matters contained herein and constitutes the entire Agreement between the parties.

Signature of Customer Authorized Representative

Signature of FPL Authorized Representative

(print or type name)

(print or type name)

Issued by: P.J. Evanson, President
Effective:

Example: 22 kW, 46% Load Factor GSD-1 Customer

Bill Prior to Installation of Conservation Measures

GSD-1

Customer Charge	\$35.00	35.00
Demand Charge	\$6.25 \$/kW	75.00
Non-fuel Energy	1.473 ¢/kWh	108.83
Fuel	2.305 ¢/kWh	170.29
ECRC	0.168 ¢/kWh	12.41
ECRC	0.014 ¢/kWh	1.03
CPRC	\$1.87 \$/kW	22.44
Subtotal		425.00
Gross Receipts	1.0256 %	4.36
Total		429.36
Cents per kWh		5.81

Billing Demand	22
Total Energy	7,388

Example: 520 kW, 50% Load Factor GSD-1 Customer

Bill Prior to Installation of Conservation Measures

GSD-1

Customer Charge	\$41.00	41.00
Demand Charge	\$6.25 \$/kW	3,250.00
Non-fuel Energy	1.165 ¢/kWh	2,211.17
Fuel	2.302 ¢/kWh	4,369.20
ECRC	0.168 ¢/kWh	318.86
ECRC	0.014 ¢/kWh	26.57
CPRC	\$1.87 \$/kW	972.40
Subtotal		11,189.20
Gross Receipts	1.0256 %	114.76
Total		11,303.96
Cents per kWh		5.96

Billing Demand	520
Total energy	189,800

Example: 22 kW, 46% Load Factor GSD-1 Customer reducing Load by 2 kW through FPL's Conservation Programs

Applicable Rate Schedule without Rider

GSD-1

Customer Charge	\$9.00	9.00
Demand Charge	\$0.00 \$/kW	0.00
Non-fuel Energy	4.152 ¢/kWh	278.85
Fuel	2.305 ¢/kWh	154.80
ECRC	0.184 ¢/kWh	12.36
ECRC	0.016 ¢/kWh	1.07
CPRC	0.482 ¢/kWh	32.37
Subtotal		488.46
Gross Receipts	1.0256 %	5.01
Total		493.47
Cents per kWh		7.35

Billing Demand	20
Total Energy	6,716

Example: 520 kW, 50% Load Factor GSD-1 Customer reducing Load by 40 kW through FPL's Conservation Programs

Applicable Rate Schedule without Rider

GSD-1

Customer Charge	\$35.00	35.00
Demand Charge	\$6.25 \$/kW	2,937.50
Non-fuel Energy	1.473 ¢/kWh	2,580.70
Fuel	2.305 ¢/kWh	4,038.36
ECRC	0.168 ¢/kWh	294.34
ECRC	0.014 ¢/kWh	24.53
CPRC	\$1.87 \$/kW	878.90
Subtotal		10,789.32
Gross Receipts	1.0256 %	110.66
Total		10,899.98
Cents per kWh		6.22

Billing Demand	480
Total energy	175,200

Applicable Rate Schedule with Rider

GSD-1

Customer Charge	\$35.00	35.00
Demand Charge	\$6.25 \$/kW	62.50
Non-fuel Energy	1.473 ¢/kWh	98.93
Fuel	2.305 ¢/kWh	154.80
ECRC	0.168 ¢/kWh	11.28
ECRC	0.014 ¢/kWh	0.84
CPRC	1.870 \$/kW	18.70
Subtotal		382.15
Gross Receipts	1.0256 %	3.92
Total		386.07
Cents per kWh		5.75

Applicable Rate Schedule with Rider

GSD-1

Customer Charge	\$41.00	41.00
Demand Charge	\$6.25 \$/kW	3,000.00
Non-fuel Energy	1.165 ¢/kWh	2,041.08
Fuel	2.302 ¢/kWh	4,033.10
ECRC	0.168 ¢/kWh	294.34
ECRC	0.014 ¢/kWh	24.53
CPRC	1.870 \$/kW	897.60
Subtotal		10,331.65
Gross Receipts	1.0256 %	105.96
Total		10,437.61
Cents per kWh		5.96

Example: 2,100 kW, 75% Load Factor GSLD-2 Customer reducing Load by 200 kW through FPL's Conservation Programs

Bill Prior to Installation of Conservation Measures

GSLD-2

Customer Charge	\$170.00	170.00
Demand Charge	\$6.25 \$/kW	13,125.00
Non-fuel Energy	1.162 ¢/kWh	13,360.10
Fuel	2.289 ¢/kWh	26,317.78
ECCR	0.159 ¢/kWh	1,828.10
ECRC	0.014 ¢/kWh	160.97
CPRC	\$1.85 \$/kW	3,885.00
Subtotal		58,846.94
Gross Receipts	1.0256 %	603.53
Total		59,450.47
Cents per kWh		5.17

Billing Demand 2,100
Total energy 1,140,750

Applicable Rate Schedule without Rider

GSLD-1

Customer Charge	\$41.00	41.00
Demand Charge	\$6.25 \$/kW	11,875.00
Non-fuel Energy	1.165 ¢/kWh	12,118.91
Fuel	2.302 ¢/kWh	23,946.56
ECCR	0.168 ¢/kWh	1,747.62
ECRC	0.014 ¢/kWh	145.64
CPRC	\$1.87 \$/kW	3,553.00
Subtotal		53,427.72
Gross Receipts	1.0256 %	547.95
Total		53,975.67
Cents per kWh		5.19

Billing Demand 1,900
Total energy 1,040,250

Applicable Rate Schedule with Rider

GSLD-2

Customer Charge	\$170.00	170.00
Demand Charge	\$6.25 \$/kW	11,875.00
Non-fuel Energy	1.162 ¢/kWh	12,087.71
Fuel	2.289 ¢/kWh	23,811.32
ECCR	0.159 ¢/kWh	1,654.00
ECRC	0.014 ¢/kWh	145.64
CPRC	1.850 \$/kW	3,515.00
Subtotal		53,258.66
Gross Receipts	1.0256 %	546.22
Total		53,804.88
Cents per kWh		5.17

Florida Power and Light
Demand Side Adjustment Rider
Summary of Revenue Impact

	IMPACT OF CONSERVATION WITHOUT DSM ADJ. RIDER		IMPACT OF CONSERVATION WITH DSM ADJ. RIDER		IMPACT OF DSM ADJ. RIDER	
	\$ Change	% Change	\$ Change	% Change	\$ Change	% Change
22 kW, 46% Load Factor GSD-1 Customer reducing Load by 2 kW through FPL's Conservation Programs						
Base Revenue	\$69.02	31.54%	(\$22.40)	-10.24%	(\$91.42)	-31.76%
Clauses	(\$5.57)	-2.70%	(\$20.45)	-9.92%	(\$14.88)	-8.30%
Total Bill	\$64.10	14.93%	(\$43.29)	-10.08%	(\$107.39)	-22.75%
520 kW, 50% Load Factor GSLD-1 Customer reducing Load by 40 kW through FPL's Conservation Programs						
Base Revenue	\$51.03	0.93%	(\$420.09)	-7.63%	(\$471.12)	-8.48%
Clauses	(\$450.91)	-7.93%	(\$437.46)	-7.69%	\$13.44	0.26%
Total Bill	(\$403.98)	-3.57%	(\$866.35)	-7.66%	(\$462.37)	-4.24%
2,100 kW, 75% Load Factor GSLD-2 Customer reducing Load by 200 kW through FPL's Conservation Programs						
Base Revenue	(\$2,620.18)	-9.83%	(\$2,522.39)	-9.46%	\$97.79	0.41%
Clauses	(\$2,799.04)	-8.69%	(\$3,065.89)	-9.52%	(\$266.86)	-0.91%
Total Bill	(\$5,474.80)	-9.21%	(\$5,645.59)	-9.50%	(\$170.79)	-0.32%