



P.O. Box 840  
Denver, Colorado 80201-0840

October 1, 2021

Advice No. 1865 – Electric

Public Utilities Commission  
of the State of Colorado  
1560 Broadway, Suite 250  
Denver, Colorado 80202

The accompanying tariff sheets issued by Public Service Company of Colorado (“Public Service or the “Company”) are sent for filing in compliance with the requirements of the Public Utilities Law

COLORADO P.U.C. NO. 8 - ELECTRIC

and the following sheets are attached:

Colorado P.U.C. No. 8 Sheet No.	Title of Sheet	Cancels Colorado P.U.C. No. 8 Sheet No.
Third Revised 146	Transportation Electrification Programs Adjustment	Second Revised 146
First Revised 146A	Transportation Electrification Programs Adjustment	Original 146A

The principal proposed change is to increase the Transportation Electrification Programs Adjustment (“TEPA”) applicable to most electric base rate schedules<sup>1</sup> in the Company’s P.U.C No. 8 – Electric Tariff, to become effective January 1, 2022. This revision is made pursuant to the terms and conditions described on Sheet Nos. 146B through 146C of the Company’s TEPA tariff in P.U.C. No. 8 – Electric tariff, as approved by the Commission in Decision No. C21-0017, mailed on January 11, 2021, in Proceeding No. 20A-0204E. The Company proposes to revise the TEPA

<sup>1</sup> The TEPA is not applicable to Transmission Voltage (Schedules Transmission General (“TG”), Transmission General Critical Peak Pricing (“TG-CPP”), Special Contract Service (“SCS-8”), Transmission Recycled Energy, Transmission Standby Service (“TST”) and Street Lighting; Residential Outdoor Area Lighting Service (“RAL”), Commercial Outdoor Lighting Service (“CAL”), Parking Lot Lighting Service (“PLL”), Metered Street Lighting Service (“MSL”), Energy Only Streetlighting Service (“ESL”), Street Lighting Service (“SL”), Special Street Lighting Service (“SSL”), Customer-Owned Lighting Service (“COL”), Street Lighting Service – Unincorporated Areas (“SLU”), Metered Intersection Service (“MI”) and Traffic Signal Lighting Service (“TSL”).

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effective January 1, 2022 to recover the forecasted Transportation Electrification Plan revenue requirement<sup>2</sup> for 2022. Aside from the rate changes to the tariff sheets identified above, there were no changes to the terms and conditions and no textual changes.

On October 1st of each year, the Company files for approval to update the TEPA rates based on forecasted TEP revenue requirement for the following calendar year, and true-up amount and over/under recovery amount for the most recently completed calendar year. Because the TEPA began in 2021, there is no true-up amount for 2020. This updated TEPA rate will be in effect for the following calendar year, 2022. On April 1st of each year, the Company files a report detailing TEPA expenditures and revenues from the preceding year. The April 1 filing establishes the true-up and over/under recovery amounts that are included in the October 1 TEPA rate update.

The purpose of the revision in the TEPA is to reflect an increase in TEPA rates based on an increased revenue requirement, as reflected in the annual TEP budgets approved by the Commission. The revenue effect of this filing is a net increase in the Company's annual revenue by \$3,996,664 compared to the rates currently in effect. The revenue requirement of \$8,119,657 has increased to \$12,116,321. The increase stems from program growth across the TEP as demand increases from a growing market of electric vehicles ("EV") in Colorado. There are increases in the forecast for EV Infrastructure Capital, Rebate Amortization, and operations and maintenance expenses.

A delay in implementation of the Company's 2021-2023 Transportation Electrification Plan, given final Commission approval in March 2021 and additional time needed to launch numerous TEP programs in their inaugural year, had a downward effect on rate base as compared to rates approved in Decision No. C21-0017 and ultimately the rates proposed.

The effect of this filing on the Company's average residential electric bill is an increase of \$0.16 per month to \$80.38, or 0.2%. The effect of this filing on the Company's average typical small commercial electric bill is an increase of \$0.17 per month to \$113.81, or 0.2%.

Accompanying this filing is Attachment 1, TEPA Rate Calculation and Bill Impacts Summary and Attachment 2, TEPA Class Cost Allocation.

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<sup>2</sup> As approved in Decision No. C21-0017 in Proceeding No. 20A-0204E, the revenue requirement includes the ownership cost of EV supply infrastructure and chargers owned by Public Service (net plant, ADIT depreciation expense, return on rate base and the associated income tax expense), the expenses associated with the programs approved in Proceeding No. 20A-0204E as well as the cost of rebates authorized in the Commission's decision. The revenue requirement also includes as a revenue credit, the revenue received from customers participating in home charging services.

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The revised tariffs have omitted Schedule Residential Demand – Time Differentiated Rates (“RD-TDR”) because it was eliminated through Decision Nos. R21-400 and C21-0536 in Proceeding No. 20AL-0432E.

Notice of this filing will be placed in the Legal Classified section of the *Denver Post* on two consecutive weekdays, providing a customer bill onsert to Public Service’s electric customers with all mailed and e-billed customer bills, providing an email notification with a link to the bill onsert for Online View and Pay customers, and posting this Advice Letter and legal notice on the Company’s website<sup>3</sup>. Contemporaneously with this Advice Letter, the Company is filing a Motion for Alternative Forms of Notice seeking authority to provide notice of the filing as set forth in this paragraph. A copy of the notice is attached as Attachment A to the Motion for Alternative Form of Notice.

It is desired that the revised tariffs accompanying this Advice Letter become effective on January 1, 2022.

Please send copies of all notices, pleadings, correspondence, and other documents regarding this filing to:

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<sup>3</sup> [https://www.xcelenergy.com/company/rates\\_and\\_regulations/filings/transportation\\_electrification\\_plan](https://www.xcelenergy.com/company/rates_and_regulations/filings/transportation_electrification_plan).

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*/s/ Jack Ihle*

Director

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Enclosures