

Fourth Revised 2

Third Revised 2

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October 15, 2021

R19-0826

November 14, 2021

Second Revised 50

Sub. First Revised 50

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

SCHEDULE S-EV-CPP

C

APPLICABILITY

Applicable to electric service supplied at Secondary Voltage to Commercial and Industrial Customers where the electric power and energy from the electric service is used solely to charge Electric Vehicles, or for Ancillary Usage. Also applicable to electric service that is used for the creation of hydrogen used to fuel vehicles. This electric service is separately metered. Customers may have stand-alone service under this tariff, or may have additional, separate service. Service hereunder is not available under the Company's Interruptible Service Option Credit, Schedule ISOC.

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AVAILABILITY

Service hereunder is available to Customers (1) with a meter to separately measure the usage necessary for the charging of the Electric Vehicles, or creation of hydrogen to be used to fuel vehicles, (2) where said meter is not connected to any other Customer usage other than Ancillary Usage, and (3) who agree to provide Company with written certification that the meter installed is being used only for charging Electric Vehicles, Ancillary Usage, or the creation of hydrogen to be used to fuel vehicles.

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The Customer must provide the Company sixty (60) days' notice prior to service hereunder to allow the Company to install the required metering necessary for the Company to provide and bill for service.

Net metering service (Schedule NM) is available under this Schedule.

ADJUSTMENTS

This rate schedule is subject to all applicable Electric Rate Adjustments as on file and in effect in this Electric Tariff.

(Continued on Sheet No. 50A)

First Revised

50A

Sub. Original

50A

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

SCHEDULE S-EV-CPP

C

DEFINITIONS

Ancillary Usage

Any Customer power or energy usage necessary to support electric charging of Electric Vehicles or to support electric charging stations that is not used by the Customer for any other electric consumption needs.

Critical Peak Energy Charge

The energy charge for usage during a Critical Peak Pricing Period.

Electric Vehicle (EV)

Either an electric vehicle that is powered by an electric motor with a rechargeable battery system or an electric vehicle that is primarily powered by an electric motor with a rechargeable battery system and is alternatively powered with a second source of energy to power either the electric motor or power the vehicle.

On-Peak Energy Charge

The energy charge for usage from 1:00 p.m. until 9:00 p.m. Mountain Time, for all non-Holiday weekdays.

Off-Peak Energy Charge

The energy charge for all usage that is not in the On-Peak energy charge time period.

(Continued on Sheet No. 50B)

Fifth Revised 50B

Fourth Revised 50B

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

SCHEDULE S-EV-CPP

C

MONTHLY RATE

Service and Facility Charge, per service meter	\$ 41.13
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Demand Charge:

All Kilowatts of Billing Demand, per kW

Distribution Demand.....	3.01	R
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Energy Charge:

Summer:

On-Peak Energy Charge, per kWh.....	0.06690	R
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Off-Peak Energy Charge, per kWh.....	0.01338	R
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Winter:

On-Peak Energy Charge, per kWh.....	0.03345	R
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Off-Peak Energy Charge, per kWh.....	0.00669	R
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Critical Peak Energy Charge:

Critical Peak Charge, per kWh	1.44
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The Summer Season shall be from June 1 through September 30. The Winter Season shall be from October 1 through May 31.

MONTHLY MINIMUM

The Service and Facility Charge plus the Demand Charge, plus the Production Meter Charge if applicable. Applicability for the Production Meter Charge can be found under the Net Metering Service Schedule

(Continued on Sheet No. 50C)

Second Revised

50C

Sub. First Revised

50C

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

SCHEDULE S-EV-CPP

CRITICAL PEAK PRICING PERIOD

A Critical Peak Pricing Period shall be a consecutive four hour (4 hr.) period during the hours starting noon and ending 8:00 p.m. Mountain Time. The number of Critical Peak Pricing Periods shall be a maximum of fifteen (15) days during a calendar Year.

The Company may elect to call a Critical Peak Pricing Period based on the day-ahead load forecast, generator availability, and forecasted renewable resource generation. In the event that the Company's day-ahead forecast indicates that system peaking conditions may occur, or the forecasted total available generation to load ratio falls below one hundred and twenty percent (120%), the Company may elect to call a Critical Peak Pricing Period for the next day.

The Company may also elect to call a Critical Peak Pricing Period based on forecasted energy and fuel costs for the coming day if that interruption is expected to lower its overall system costs compared to what the overall system cost would be in the absence of the interruption.

The Company will also have the authority to call Critical Peak Pricing Periods for separate cohorts of Customers, meaning that not all Customers will have the same Critical Peak Pricing Periods

DETERMINATION OF BILLING DEMAND

Billing Demand is the greater of (i) the maximum fifteen (15) minute integrated Demand determined by meter measurement during the Month, or (ii) fifty percent (50%) of the highest Measured Demand occurring during the preceding twelve (12) Month.

PAYMENT AND LATE PAYMENT CHARGE

Bills for electric service are due and payable within fifteen (15) days from date of bill. The due date can be extended up to a maximum of fourteen (14) business days from the scheduled due date. Customers selecting a Custom Due Date will remain on the selected due date for a period not less than twelve (12) consecutive Months. A maximum late payment charge of 1.0% per Month shall be applied to all billed balances for Commission jurisdictional charges that are not paid by the billing date shown on the next bill unless the balance is \$50 or less.

SERVICE PERIOD

All service under this schedule shall be for a minimum period of twelve consecutive Months and Monthly thereafter until terminated. If service is no longer required by Customer, service may be terminated on thirty (30) days' notice.

(Continued on Sheet No. 50D)

1867

October 15, 2021

November 14, 2021

Third Revised

50D

Second Revised

50D

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

SCHEDULE S-EV-CPP

C

PRODUCTION METER INSTALLATION

The Company shall install, own, operate and maintain the metering to measure the electric power and energy supplied by the Customer's generation. For Supplemental Service, the Customer shall pay the Monthly Production Meter Charge under this schedule. For Customers who are net metered, the applicability of the Production Meter Charge can be found under the Net Metering Service Schedule.

LOAD METER INSTALLATION

The Company shall install, own, operate and maintain the metering to measure the electric power and energy supplied by the Customer's generation under this schedule and determine the full load obligations of the Customer.

RULES AND REGULATIONS

Service supplied under this schedule is subject to the Company's Rules and Regulations on file with the Public Utilities Commission of the State of Colorado and the following special conditions:

1. Except when Customer is taking Electric Vehicle charging service under Schedule EVC, Customer is responsible for all necessary requirements to install own, operate, maintain the Electric Vehicle charging equipment including but not limited to any licenses, fees and permits as may be required by a state, county or local entity having jurisdiction.
2. Critical Peak Pricing Period Notice: The Company shall provide Customers notice of a Critical Peak Pricing Period not less than twenty-two hours (22 hrs) before a Critical Peak Pricing Period is established. Customers will be notified of the Critical Peak Pricing Period for the following day either by e-mail, by leaving a voice message at the Customer's primary phone number or through other methods agreed to by the Company and the Customer. If the primary number is unavailable, a voice message will be left at a secondary phone number provided by the Customer. Successful notification will be determined either by receipt of a voice mail at the primary or secondary phone number or by delivery receipt of an electronic mail message. The Company may elect to remove the Customer from service hereunder if the Company cannot notify the Customer as to the terms set forth herein more than once during the Service Period.

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October 15, 2021

November 14, 2021

First Revised 51

Original 51

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

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SCHEDULE S-EV

APPLICABILITY

Applicable to electric service supplied at Secondary Voltage to Commercial and Industrial Customers where the electric power and energy from the electric service is used solely to charge Electric Vehicles, or for Ancillary Usage. Also applicable to electric service that is used for the creation of hydrogen used to fuel vehicles. This electric service is separately metered. Customers may have stand-alone service under this tariff, or may have additional, separate service. Service hereunder is not available under the Company's Interruptible Service Option Credit, Schedule ISOC.

AVAILABILITY

Service hereunder is available to Customers (1) with a meter to separately measure the usage necessary for the charging of the Electric Vehicles, or creation of hydrogen to be used to fuel vehicles, (2) where said meter is not connected to any other Customer usage other than Ancillary Usage, and (3) who agree to provide Company with written certification that the meter installed is being used only for charging Electric Vehicles, Ancillary Usage, or the creation of hydrogen to be used to fuel vehicles.

The Customer must provide the Company sixty (60) days' notice prior to service hereunder to allow the Company to install the required metering necessary for the Company to provide and bill for service.

Net metering service (Schedule NM) is available under this Schedule.

ADJUSTMENTS

This rate schedule is subject to all applicable Electric Rate Adjustments as on file and in effect in this Electric Tariff.

(Continued on Sheet No. 50A)

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

N

SCHEDULE S-EV

DEFINITIONS

Ancillary Usage

Any Customer power or energy usage necessary to support electric charging of Electric Vehicles or to support electric charging stations that is not used by the Customer for any other electric consumption needs.

Critical Peak Energy Charge

The energy charge for usage during a Critical Peak Pricing Period.

Electric Vehicle (EV)

Either an electric vehicle that is powered by an electric motor with a rechargeable battery system or an electric vehicle that is primarily powered by an electric motor with a rechargeable battery system and is alternatively powered with a second source of energy to power either the electric motor or power the vehicle.

On-Peak Energy Charge

The energy charge for usage from 1:00 p.m. until 9:00 p.m. Mountain Time, for all non-Holiday weekdays.

Off-Peak Energy Charge

The energy charge for all usage that is not in the On-Peak energy charge time period.

(Continued on Sheet No. 50B)

Original

51B

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

N

SCHEDULE S-EV

MONTHLY RATE

Service and Facility Charge, per service meter	\$ 41.13
Demand Charge:	
All Kilowatts of Billing Demand, per kW	
Distribution Demand.....	3.01
Energy Charge:	
<u>Summer:</u>	
On-Peak Energy Charge, per kWh.....	0.12563
Off-Peak Energy Charge, per kWh.....	0.02513
<u>Winter:</u>	
On-Peak Energy Charge, per kWh.....	0.06282
Off-Peak Energy Charge, per kWh.....	0.01256

The Summer Season shall be from June 1 through September 30. The Winter Season shall be from October 1 through May 31.

MONTHLY MINIMUM

The Service and Facility Charge plus the Demand Charge, plus the Production Meter Charge if applicable. Applicability for the Production Meter Charge can be found under the Net Metering Service Schedule

(Continued on Sheet No. 50C)

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October 15, 2021

November 14, 2021

Original

51C

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

N

SCHEDULE S- EV

DETERMINATION OF BILLING DEMAND

Billing Demand is the greater of (i) the maximum fifteen (15) minute integrated Demand determined by meter measurement during the Month, or (ii) fifty percent (50%) of the highest Measured Demand occurring during the preceding twelve (12) Month.

PAYMENT AND LATE PAYMENT CHARGE

Bills for electric service are due and payable within fifteen (15) days from date of bill. The due date can be extended up to a maximum of fourteen (14) business days from the scheduled due date. Customers selecting a Custom Due Date will remain on the selected due date for a period not less than twelve (12) consecutive Months. A maximum late payment charge of 1.0% per Month shall be applied to all billed balances for Commission jurisdictional charges that are not paid by the billing date shown on the next bill unless the balance is \$50 or less.

SERVICE PERIOD

All service under this schedule shall be for a minimum period of twelve consecutive Months and Monthly thereafter until terminated. If service is no longer required by Customer, service may be terminated on thirty (30) days' notice.

PRODUCTION METER INSTALLATION

The Company shall install, own, operate and maintain the metering to measure the electric power and energy supplied by the Customer's generation. For Supplemental Service, the Customer shall pay the Monthly Production Meter Charge under this schedule. For Customers who are net metered, the applicability of the Production Meter Charge can be found under the Net Metering Service Schedule.

LOAD METER INSTALLATION

The Company shall install, own, operate and maintain the metering to measure the electric power and energy supplied by the Customer's generation under this schedule and determine the full load obligations of the Customer.

(Continued on Sheet No. 50D)

Original

51D

SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE

N

SCHEDULE S- EV

RULES AND REGULATIONS

Service supplied under this schedule is subject to the Company's Rules and Regulations on file with the Public Utilities Commission of the State of Colorado and the following special conditions:

1. Except when Customer is taking Electric Vehicle charging service under Schedule EVC, Customer is responsible for all necessary requirements to install own, operate, maintain the Electric Vehicle charging equipment including but not limited to any licenses, fees and permits as may be required by a state, county or local entity having jurisdiction.

Second Revised 119

First Revised 119

ELECTRIC VEHICLE CHARGES

SCHEDULE EVC

APPLICABILITY

Applicable as an option by contract for Residential and Commercial and Industrial Customers to take Charger Service from the Company as provided in this Schedule and to Commercial and Industrial Customers who receive Company-owned EV Supply Infrastructure through Proceeding 19A-0471E or through a Commission-approved Transportation Electrification Plan, as specified in the Customer Service Agreement. Also applicable to Company operated electric vehicle charging stations.

AVAILABILITY

Customers may apply for service through this schedule from the commencement of the programs in 2021 as announced on the Company's public website through December 31, 2023. Available to qualifying customers on a first come first served basis and subject to the budgetary limitations prescribed in Proceeding 20A-0204E. Additional program information can be found at XcelEnergy.com

LEVEL 2 CHARGING EQUIPMENT MONTHLY RATES

Residential Home Charging Service.....	\$ 13.29
Multifamily Housing Charging Service – Shared Parking	
Group A	\$ 28.21
Group B.....	\$ 41.80
Group C.....	\$ 55.38
Multifamily Housing Charging Service – Assigned Parking	\$ 15.37
Fleet & Workplace Charging Service	
Group A	\$ 28.21
Group B.....	\$ 41.80
Group C.....	\$ 55.38

DCFC STATION RATES AT COMPANY-OWNED STATIONS

The Company will designate each Company-owned station as either a market station or connector station at the time it is placed into service. N
N

Market Stations		N
Off-Peak Rate	\$ 0.32 per kWh	N
On-Peak Rate (3 p.m. – 7 p.m., non-holiday weekdays)	\$ 0.45 per kWh	N
Connector Stations		N
Off-Peak Rate	\$ 0.16 per kWh	N
On-Peak Rate (3 p.m. – 7 p.m., non-holiday weekdays)	\$ 0.32 per kWh	N

(Continued on Sheet No. 119A)

First Revised 119A

Original 119A

ELECTRIC VEHICLE CHARGES

SCHEDULE EVC

DEFINITIONS

Charger Service

A program whereby the Company furnishes EV charging equipment in exchange for a flat monthly service fee as provided in this Schedule.

Connector Stations

Company-owned DCFC stations designed to help meet local, commuter, and intercommunity travel and fast charging needs in areas that do not have access to public fast charging.

Early Buy-Out Amount

An amount equal to the estimated total costs incurred by the Company to procure and install each unit of level 2 charging equipment through which Customer receives Charger Service, reduced monthly on a straight-line, prorated basis over 10 years from the date such level 2 charging equipment was placed into service by the Company. Customer will be eligible to take ownership of the level 2 charging equipment through which Customer takes Charger Service upon payment of the Early Buy-Out Amount as provided below.

EV Supply Infrastructure

Service panels, conduit, and wiring from the service connection to the charger stub. EV Supply Infrastructure does not include the line extension necessary to connect the Company's distribution system to the service connection and does not include charging equipment.

Fleets and Workplace Charging Service

Charger Service that provides a level 2 charging to electric vehicle fleets and workplaces. The Company will provide a new meter dedicated to the EV parking and will serve the load through one of the Commercial rate options provided in the Customer Service Agreement.

Market Stations

Company-owned DCFC stations designed to help meet local and commuter travel and fast charging needs in areas that do not have sufficient access to public fast charging.

Multifamily Housing – Assigned Parking Service

Charger Service that provides level 2 charging equipment for parking areas that are assigned to a single tenant. The electric service for the charging equipment will be assessed to the individual tenants under the applicable residential rate schedule with any residual unbilled volumes and the service and facilities charge billed to the property owner or site manager through one of the residential rates under which tenants take electric service.

Multifamily Housing – Shared Parking Service

Charger Service that provides level 2 charging equipment for shared parking areas that can be utilized by multiple EV drivers. The electric service for the charging equipment will be assessed to the property owner or site manager through one of the Commercial rate options provided in the Customer Service Agreement.

(Continued on Sheet No. 119B)

First Revised 119B

Original 119B

ELECTRIC VEHICLE CHARGES

SCHEDULE EVC

DEFINITIONS – Cont'd

Residential Home Charging Service

Charger Service that provides level 2 charging equipment to Residential Customers that have completed the necessary Customer Service Agreement.

RULES AND REGULATIONS

Service supplied under this schedule is subject to the terms and conditions set forth in the Company's Rules and Regulations on file with the Commission and the following conditions:

1. For Commercial and Industrial Customers, service under this Schedule is only available for Customers taking Secondary Voltage service.
2. The Company shall own, install, and maintain the EV Supply Infrastructure it provides to Commercial and Industrial Customers through Proceeding 19A-0471E and through approved Transportation Electrification Plans as provided in the contract between Customer and the Company. The Company shall also own, install, and maintain the Company-owned Level 2 charging equipment used to provide services through this schedule as provided in the contract between Customer and the Company.
3. Service supplied under this rate schedule is subject to the terms and conditions set forth in the contract between Customer and the Company.
4. Customers taking Charger Service can terminate service under this rate schedule at any time. If termination occurs in years 1 through 10 of the Customer Service Agreement, Customers will be charged a \$200 fee to cover the Company's removal costs for the Level 2 charging equipment.
5. Separate charges and terms and conditions apply to Multifamily Housing Shared Parking Service and to Multifamily Housing Assigned Parking Service.
6. Customers taking Multifamily Housing Assigned Parking Service must agree that their energy usage will be measured and billed through the Level 2 charging equipment assigned to the tenant and not based on the Customer's meter-recorded energy usage. Rules and Regulations concerning meter-based billing and energy usage measurement therefore do not apply to these customers but do apply to the property owner or site host that is financially responsible for any residual unbilled volumes.
7. When Customer takes Charger Service, Company will provide Customer the date the level 2 charging equipment installed at Customer's premise was placed into service and the date at which Customer is eligible to take ownership of such level 2 charging equipment without any payment to the Company as provided in this schedule.

(Continued on Sheet No. 119C)

First Revised 146B

Original 146B

ELECTRIC RATES

TRANSPORTATION ELECTRIFICATION PROGRAMS ADJUSTMENT

APPLICABILITY

All rate schedules for electric service are subject to a Transportation Electrification Programs Adjustment (TEPA) to reflect the cost of Commission approved Transportation Electrification Plans. The TEPA amount will be subject to annual changes to be effective on January 1 of each Year.

DEFINITIONS

Carrying Charge for the Over/Under Recovery Amount and True-Up Amount

The TEP Adjustment will also include a carrying charge applied for 12 months to the Over Recovery Amount and negative True-Up Amounts. This carrying charge will be the after-tax WACC during the 12-month period immediately following the Year during which the Over-Recovery Amount and negative True-Up Amount were accrued. No carrying charge will be applied to Under Recovery Amounts or positive True-Up Amounts.

Charger Service

A program whereby the Company furnishes EV charging equipment in exchange for a flat monthly service fee.

Over/Under Recovery Amount

The Over/Under Recovery Amount is the balance, positive or negative, of TEPA revenues received less the forecasted TEPRR intended to be recovered each Year through the TEPA.

TEP Adjustment

The TEP Adjustment is equal to the TEP Revenue Requirement (“TEPRR”), plus any TEP performance incentive awards as approved by the Commission, plus a True-up Amount, plus an Over/Under Recovery Amount

Transportation Electrification Plan

The customer programs and products designed to support the widespread adoption of electric vehicles within the Company’s service territory, which the Company is approved by the Commission to implement pursuant to Colorado Revised Statute § 40-5-107.

True-up Amount

The True-up Amount is equal to the difference, positive or negative, between the actual TEP Revenue Requirement and the forecasted TEP Revenue Requirement in a TEP Year.

Equity Performance Incentive Mechanism (PIM)

A PIM for the Company based on participation in equity-focused TEP programs and on equity-focused activities within the TEP’s Advisory Services programs to support transportation electrification for income-qualified customers, income-qualified communities, and higher-emissions communities.

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(Continued on Sheet No. 146C)

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October 15, 2021

November 14, 2021

Second Revised 146C

First Revised 146C

ELECTRIC RATES

TRANSPORTATION ELECTRIFICATION PROGRAMS ADJUSTMENT

CLASS COST ALLOCATION

TEP Class Cost Allocations: The Company will assign class responsibilities for the TEP Revenue Requirement as approved by the Commission in respective Transportation Electrification Plan proceedings.

TEP REVENUE REQUIREMENT

The TEP revenue requirement ("TEPRR") is defined as (1) a return, equal to the Company's weighted average cost of capital, on the Transportation Electrification Plan capital and rebates; (2) the plant-related ownership costs associated with such investment, including depreciation expense, accumulated deferred income taxes, income tax expense, and the amortization expense of the rebates; (3) operations and maintenance expenses associated with the Transportation Electrification Plan; and (4) energy costs to operate Company-owned public charging stations incurred in connection with the Commission-approved TEP for the Year in which the TEPA will be in effect, decreased by (1) the revenues from monthly service charges for Charger Service received under Schedule EVC; and (2) revenues from Company-owned public charging stations received under Schedule EVC in connection with the Commission-approved Transportation Electrification Plan for the Year in which the TEPA will be in effect.

RATE DESIGN

Rates shall be designed by dividing the costs allocated to each class by the projected class billing determinants. Customers shall be billed the TEPA on a dollar per Kilowatt basis for tariff schedules with Demand rates and on a dollar per Kilowatt-Hour basis for tariff schedules without Demand rates. However, Customers on Schedules RE-TOU, R-OO and C-TOU shall be billed the TEPA on a percentage basis applicable to base energy charges.

SEMI-ANNUAL FILINGS

On October 1st of each Year, the Company shall file for approval to update the TEPA rates based on forecasted TEP revenue requirement for the following calendar year, any incentive payments the Company is eligible for based on performance in the previous year under the TEP's Equity PIM, True-up Amount and Over/Under Recovery Amount for the most recently completed calendar year. The updated rate will be in effect for the following calendar year. N

On April 1st of each year the Company shall file a report detailing TEPA expenditures and revenues from the preceding year. This filing will establish the True-up and Over/Under Recovery Amounts that will be included in the October 1st TEPA rate update. N

Both the October 1st filing and the April 1st filing will include additional information on TEP programs.

PUBLIC SERVICE COMPANY OF COLORADO

Fourth Revised

Sheet No. 2

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

Third Revised

Cancels
 Sheet No. 2

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ADVICE LETTER
 NUMBER 1867 Amended



ISSUE
 DATE October 22, 2021

DECISION/
 PROCEEDING
 NUMBER _____

REGIONAL VICE PRESIDENT,
 Rates & Regulatory Affairs

EFFECTIVE
 DATE November 15, 2021

Colorado PUC E-Filings System

PUBLIC SERVICE COMPANY OF COLORADO

Eleventh Revised Sheet No. 17

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

2nd Sub. Tenth Revised Cancels
Sheet No. 17

RESERVED FOR FUTURE FILING INDEX

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Original	66	Original	134
Original	67	Original	135
Original	68	Original	136
Original	69	Original	137
Original	73		
Original	74		
Original	75		
Original	76		
Original	77		
Original	78		

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PUBLIC SERVICE COMPANY OF COLORADO

Second Revised Sheet No. 50

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

Sub. First Revised Cancels Sheet No. 50

ELECTRIC RATES	RATE
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE	
SCHEDULE S-EV-CPP	C
<u>APPLICABILITY</u>	
<p>Applicable to electric service supplied at Secondary Voltage to Commercial and Industrial Customers where the electric power and energy from the electric service is used solely to charge Electric Vehicles, or for Ancillary Usage. Also applicable to electric service that is used for the creation of hydrogen used to fuel vehicles. This electric service is separately metered. Customers may have stand-alone service under this tariff, or may have additional, separate service. Service hereunder is not available under the Company's Interruptible Service Option Credit, Schedule ISOC.</p>	N N
<u>AVAILABILITY</u>	
<p>Service hereunder is available to Customers (1) with a meter to separately measure the usage necessary for the charging of the Electric Vehicles, or creation of hydrogen to be used to fuel vehicles, (2) where said meter is not connected to any other Customer usage other than Ancillary Usage, and (3) who agree to provide Company with written certification that the meter installed is being used only for charging Electric Vehicles, Ancillary Usage, or the creation of hydrogen to be used to fuel vehicles.</p>	C C C C C
<p>The Customer must provide the Company sixty (60) days' notice prior to service hereunder to allow the Company to install the required metering necessary for the Company to provide and bill for service.</p>	
<p>Net metering service (Schedule NM) is available under this Schedule.</p>	
<u>ADJUSTMENTS</u>	
<p>This rate schedule is subject to all applicable Electric Rate Adjustments as on file and in effect in this Electric Tariff.</p>	
(Continued on Sheet No. 50A)	

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PUBLIC SERVICE COMPANY OF COLORADO

First Revised _____ Sheet No. 50A

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

Sub. Original _____ Cancels
Sheet No. 50A

ELECTRIC RATES	RATE
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE	
<p data-bbox="594 363 899 394" style="text-align: center;">SCHEDULE S-EV-CPP</p> <p data-bbox="196 426 394 457"><u>DEFINITIONS</u></p> <p data-bbox="293 489 505 520"><u>Ancillary Usage</u> Any Customer power or energy usage necessary to support electric charging of Electric Vehicles or to support electric charging stations that is not used by the Customer for any other electric consumption needs.</p> <p data-bbox="293 646 659 678"><u>Critical Peak Energy Charge</u> The energy charge for usage during a Critical Peak Pricing Period.</p> <p data-bbox="293 741 570 772"><u>Electric Vehicle (EV)</u> Either an electric vehicle that is powered by an electric motor with a rechargeable battery system or an electric vehicle that is primarily powered by an electric motor with a rechargeable battery system and is alternatively powered with a second source of energy to power either the electric motor or power the vehicle.</p> <p data-bbox="293 961 605 993"><u>On-Peak Energy Charge</u> The energy charge for usage from 1:00 p.m. until 9:00 p.m. Mountain Time, for all non-Holiday weekdays.</p> <p data-bbox="293 1087 610 1119"><u>Off-Peak Energy Charge</u> The energy charge for all usage that is not in the On-Peak energy charge time period.</p> <p data-bbox="553 1854 938 1885" style="text-align: center;">(Continued on Sheet No. 50B)</p>	C

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PUBLIC SERVICE COMPANY OF COLORADO

Fifth Revised Sheet No. 50B

P.O. Box 840
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Fourth Revised Cancels Sheet No. 50B

ELECTRIC RATES		RATE	
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE			
SCHEDULE S-EV-CPP			C
<u>MONTHLY RATE</u>			
Service and Facility Charge, per service meter	\$ 41.13		
Demand Charge:			
All Kilowatts of Billing Demand, per kW			
Distribution Demand.....	3.01		R
Energy Charge:			
<u>Summer:</u>			
On-Peak Energy Charge, per kWh.....	0.06690		R
Off-Peak Energy Charge, per kWh.....	0.01338		R
<u>Winter:</u>			
On-Peak Energy Charge, per kWh.....	0.03345		R
Off-Peak Energy Charge, per kWh.....	0.00669		R
<u>Critical Peak Energy Charge:</u>			
Critical Peak Charge, per kWh	1.44		N
The Summer Season shall be from June 1 through September 30. The Winter Season shall be from October 1 through May 31.			
<u>MONTHLY MINIMUM</u>			
The Service and Facility Charge plus the Demand Charge, plus the Production Meter Charge if applicable. Applicability for the Production Meter Charge can be found under the Net Metering Service Schedule			
(Continued on Sheet No. 50C)			

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PUBLIC SERVICE COMPANY OF COLORADO

Second Revised Sheet No. 50C

P.O. Box 840
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Sub. First Revised Cancels Sheet No. 50C

ELECTRIC RATES	RATE
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE	
<p style="text-align: center;">SCHEDULE S-EV-CPP</p> <p><u>CRITICAL PEAK PRICING PERIOD</u> A Critical Peak Pricing Period shall be a consecutive four hour (4 hr.) period during the hours starting noon and ending 8:00 p.m. Mountain Time. The number of Critical Peak Pricing Periods shall be a maximum of fifteen (15) days during a calendar Year. The Company may elect to call a Critical Peak Pricing Period based on the day-ahead load forecast, generator availability, and forecasted renewable resource generation. In the event that the Company's day-ahead forecast indicates that system peaking conditions may occur, or the forecasted total available generation to load ratio falls below one hundred and twenty percent (120%), the Company may elect to call a Critical Peak Pricing Period for the next day. The Company may also elect to call a Critical Peak Pricing Period based on forecasted energy and fuel costs for the coming day if that interruption is expected to lower its overall system costs compared to what the overall system cost would be in the absence of the interruption. The Company will also have the authority to call Critical Peak Pricing Periods for separate cohorts of Customers, meaning that not all Customers will have the same Critical Peak Pricing Periods</p> <p><u>DETERMINATION OF BILLING DEMAND</u> Billing Demand is the greater of (i) the maximum fifteen (15) minute integrated Demand determined by meter measurement during the Month, or (ii) fifty percent (50%) of the highest Measured Demand occurring during the preceding twelve (12) Month.</p> <p><u>PAYMENT AND LATE PAYMENT CHARGE</u> Bills for electric service are due and payable within fifteen (15) days from date of bill. The due date can be extended up to a maximum of fourteen (14) business days from the scheduled due date. Customers selecting a Custom Due Date will remain on the selected due date for a period not less than twelve (12) consecutive Months. A maximum late payment charge of 1.0% per Month shall be applied to all billed balances for Commission jurisdictional charges that are not paid by the billing date shown on the next bill unless the balance is \$50 or less.</p>	<p style="text-align: center;">C</p> <p style="text-align: center;">D N N N N N N N N N N N</p>
<p><u>SERVICE PERIOD</u> All service under this schedule shall be for a minimum period of twelve consecutive Months and Monthly thereafter until terminated. If service is no longer required by Customer, service may be terminated on thirty (30) days' notice.</p> <p style="text-align: center;">(Continued on Sheet No. 50D)</p>	

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PUBLIC SERVICE COMPANY OF COLORADO

Third Revised Sheet No. 50D

P.O. Box 840
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Second Revised Cancels Sheet No. 50D

ELECTRIC RATES	RATE
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE	
<p data-bbox="594 363 899 394" style="text-align: center;">SCHEDULE S-EV-CPP</p> <p data-bbox="193 426 756 457"><u>PRODUCTION METER INSTALLATION</u></p> <p data-bbox="193 459 1297 617">The Company shall install, own, operate and maintain the metering to measure the electric power and energy supplied by the Customer's generation. For Supplemental Service, the Customer shall pay the Monthly Production Meter Charge under this schedule. For Customers who are net metered, the applicability of the Production Meter Charge can be found under the Net Metering Service Schedule.</p> <p data-bbox="193 648 639 680"><u>LOAD METER INSTALLATION</u></p> <p data-bbox="193 682 1297 777">The Company shall install, own, operate and maintain the metering to measure the electric power and energy supplied by the Customer's generation under this schedule and determine the full load obligations of the Customer.</p> <p data-bbox="193 840 605 871"><u>RULES AND REGULATIONS</u></p> <p data-bbox="193 873 1297 968">Service supplied under this schedule is subject to the Company's Rules and Regulations on file with the Public Utilities Commission of the State of Colorado and the following special conditions:</p> <ol data-bbox="290 970 1297 1604" style="list-style-type: none"> 1. Except when Customer is taking Electric Vehicle charging service under Schedule EVC, Customer is responsible for all necessary requirements to install own, operate, maintain the Electric Vehicle charging equipment including but not limited to any licenses, fees and permits as may be required by a state, county or local entity having jurisdiction. 2. Critical Peak Pricing Period Notice: The Company shall provide Customers notice of a Critical Peak Pricing Period not less than twenty-two hours (22 hrs) before a Critical Peak Pricing Period is established. Customers will be notified of the Critical Peak Pricing Period for the following day either by e-mail, by leaving a voice message at the Customer's primary phone number or through other methods agreed to by the Company and the Customer. If the primary number is unavailable, a voice message will be left at a secondary phone number provided by the Customer. Successful notification will be determined either by receipt of a voice mail at the primary or secondary phone number or by delivery receipt of an electronic mail message. The Company may elect to remove the Customer from service hereunder if the Company cannot notify the Customer as to the terms set forth herein more than once during the Service Period. 	<p data-bbox="1534 363 1555 394" style="text-align: center;">C</p> <p data-bbox="1534 1184 1555 1247" style="text-align: center;">C C</p>

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PUBLIC SERVICE COMPANY OF COLORADO

First Revised Sheet No. 51

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

Original Cancels Sheet No. 51

ELECTRIC RATES	RATE
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE	N
<p data-bbox="625 365 867 394" style="text-align: center;">SCHEDULE S-EV</p> <p data-bbox="196 430 435 459"><u>APPLICABILITY</u></p> <p data-bbox="196 462 1297 684">Applicable to electric service supplied at Secondary Voltage to Commercial and Industrial Customers where the electric power and energy from the electric service is used solely to charge Electric Vehicles, or for Ancillary Usage. Also applicable to electric service that is used for the creation of hydrogen used to fuel vehicles. This electric service is separately metered. Customers may have stand-alone service under this tariff, or may have additional, separate service. Service hereunder is not available under the Company's Interruptible Service Option Credit, Schedule ISOC.</p> <p data-bbox="196 716 423 745"><u>AVAILABILITY</u></p> <p data-bbox="196 747 1297 970">Service hereunder is available to Customers (1) with a meter to separately measure the usage necessary for the charging of the Electric Vehicles, or creation of hydrogen to be used to fuel vehicles, (2) where said meter is not connected to any other Customer usage other than Ancillary Usage, and (3) who agree to provide Company with written certification that the meter installed is being used only for charging Electric Vehicles, Ancillary Usage, or the creation of hydrogen to be used to fuel vehicles.</p> <p data-bbox="196 972 1297 1066">The Customer must provide the Company sixty (60) days' notice prior to service hereunder to allow the Company to install the required metering necessary for the Company to provide and bill for service.</p> <p data-bbox="290 1068 1182 1098">Net metering service (Schedule NM) is available under this Schedule.</p> <p data-bbox="196 1129 423 1159"><u>ADJUSTMENTS</u></p> <p data-bbox="196 1161 1297 1224">This rate schedule is subject to all applicable Electric Rate Adjustments as on file and in effect in this Electric Tariff.</p> <p data-bbox="550 1860 940 1890" style="text-align: center;">(Continued on Sheet No. 50A)</p>	

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PUBLIC SERVICE COMPANY OF COLORADO

Original Sheet No. 51A

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ELECTRIC RATES		RATE
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE		
SCHEDULE S-EV		
<u>DEFINITIONS</u> <u>Ancillary Usage</u> Any Customer power or energy usage necessary to support electric charging of Electric Vehicles or to support electric charging stations that is not used by the Customer for any other electric consumption needs. <u>Critical Peak Energy Charge</u> The energy charge for usage during a Critical Peak Pricing Period. <u>Electric Vehicle (EV)</u> Either an electric vehicle that is powered by an electric motor with a rechargeable battery system or an electric vehicle that is primarily powered by an electric motor with a rechargeable battery system and is alternatively powered with a second source of energy to power either the electric motor or power the vehicle. <u>On-Peak Energy Charge</u> The energy charge for usage from 1:00 p.m. until 9:00 p.m. Mountain Time, for all non-Holiday weekdays. <u>Off-Peak Energy Charge</u> The energy charge for all usage that is not in the On-Peak energy charge time period.		
(Continued on Sheet No. 50B)		

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PUBLIC SERVICE COMPANY OF COLORADO

Original Sheet No. 51B

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 Sheet No.

ELECTRIC RATES		RATE	N
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE			
SCHEDULE S-EV			
<u>MONTHLY RATE</u>			
Service and Facility Charge, per service meter		\$ 41.13	
Demand Charge:			
All Kilowatts of Billing Demand, per kW			
Distribution Demand.....		3.01	
Energy Charge:			
<u>Summer:</u>			
On-Peak Energy Charge, per kWh.....		0.12563	
Off-Peak Energy Charge, per kWh.....		0.02513	
<u>Winter:</u>			
On-Peak Energy Charge, per kWh.....		0.06282	
Off-Peak Energy Charge, per kWh.....		0.01256	
The Summer Season shall be from June 1 through September 30. The Winter Season shall be from October 1 through May 31.			
<u>MONTHLY MINIMUM</u>			
The Service and Facility Charge plus the Demand Charge, plus the Production Meter Charge if applicable. Applicability for the Production Meter Charge can be found under the Net Metering Service Schedule			

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Original Sheet No. 51C

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ELECTRIC RATES	RATE
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE	
<p data-bbox="623 365 870 394" style="text-align: center;">SCHEDULE S- EV</p> <p data-bbox="196 464 792 493"><u>DETERMINATION OF BILLING DEMAND</u></p> <p data-bbox="196 493 1297 619">Billing Demand is the greater of (i) the maximum fifteen (15) minute integrated Demand determined by meter measurement during the Month, or (ii) fifty percent (50%) of the highest Measured Demand occurring during the preceding twelve (12) Month.</p> <p data-bbox="196 653 818 682"><u>PAYMENT AND LATE PAYMENT CHARGE</u></p> <p data-bbox="196 682 1297 905">Bills for electric service are due and payable within fifteen (15) days from date of bill. The due date can be extended up to a maximum of fourteen (14) business days from the scheduled due date. Customers selecting a Custom Due Date will remain on the selected due date for a period not less than twelve (12) consecutive Months. A maximum late payment charge of 1.0% per Month shall be applied to all billed balances for Commission jurisdictional charges that are not paid by the billing date shown on the next bill unless the balance is \$50 or less.</p> <p data-bbox="196 938 454 968"><u>SERVICE PERIOD</u></p> <p data-bbox="196 968 1297 1066">All service under this schedule shall be for a minimum period of twelve consecutive Months and Monthly thereafter until terminated. If service is no longer required by Customer, service may be terminated on thirty (30) days' notice.</p> <p data-bbox="196 1100 758 1129"><u>PRODUCTION METER INSTALLATION</u></p> <p data-bbox="196 1129 1297 1289">The Company shall install, own, operate and maintain the metering to measure the electric power and energy supplied by the Customer's generation. For Supplemental Service, the Customer shall pay the Monthly Production Meter Charge under this schedule. For Customers who are net metered, the applicability of the Production Meter Charge can be found under the Net Metering Service Schedule.</p> <p data-bbox="196 1323 641 1352"><u>LOAD METER INSTALLATION</u></p> <p data-bbox="196 1352 1297 1451">The Company shall install, own, operate and maintain the metering to measure the electric power and energy supplied by the Customer's generation under this schedule and determine the full load obligations of the Customer.</p> <p data-bbox="553 1862 941 1892" style="text-align: center;">(Continued on Sheet No. 50D)</p>	

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PUBLIC SERVICE COMPANY OF COLORADO

Original Sheet No. 51D

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Sheet No.

ELECTRIC RATES		RATE
SECONDARY VOLTAGE TIME-OF-USE – ELECTRIC VEHICLE SERVICE		
SCHEDULE S- EV		
<u>RULES AND REGULATIONS</u> Service supplied under this schedule is subject to the Company’s Rules and Regulations on file with the Public Utilities Commission of the State of Colorado and the following special conditions: 1. Except when Customer is taking Electric Vehicle charging service under Schedule EVC, Customer is responsible for all necessary requirements to install own, operate, maintain the Electric Vehicle charging equipment including but not limited to any licenses, fees and permits as may be required by a state, county or local entity having jurisdiction.		

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PUBLIC SERVICE COMPANY OF COLORADO

Second Revised Sheet No. 119

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

First Revised Cancels Sheet No. 119

ELECTRIC VEHICLE CHARGES

SCHEDULE EVC

APPLICABILITY

Applicable as an option by contract for Residential and Commercial and Industrial Customers to take Charger Service from the Company as provided in this Schedule and to Commercial and Industrial Customers who receive Company-owned EV Supply Infrastructure through Proceeding 19A-0471E or through a Commission-approved Transportation Electrification Plan, as specified in the Customer Service Agreement. Also applicable to Company operated electric vehicle charging stations.

AVAILABILITY

Customers may apply for service through this schedule from the commencement of the programs in 2021 as announced on the Company's public website through December 31, 2023. Available to qualifying customers on a first come first served basis and subject to the budgetary limitations prescribed in Proceeding 20A-0204E. Additional program information can be found at XcelEnergy.com

LEVEL 2 CHARGING EQUIPMENT MONTHLY RATES

Residential Home Charging Service.....	\$ 13.29
Multifamily Housing Charging Service – Shared Parking	
Group A	\$ 28.21
Group B.....	\$ 41.80
Group C.....	\$ 55.38
Multifamily Housing Charging Service – Assigned Parking	\$ 15.37
Fleet & Workplace Charging Service	
Group A	\$ 28.21
Group B.....	\$ 41.80
Group C.....	\$ 55.38

DCFC STATION RATES AT COMPANY-OWNED STATIONS

The Company will designate each Company-owned station as either a market station or connector station at the time it is placed into service.

Market Stations		
Off-Peak Rate	\$ 0.32 per kWh	
On-Peak Rate (3 p.m. – 7 p.m., non-holiday weekdays)	\$ 0.45 per kWh	
Connector Stations		
Off-Peak Rate	\$ 0.16 per kWh	
On-Peak Rate (3 p.m. – 7 p.m., non-holiday weekdays)	\$ 0.32 per kWh	

(Continued on Sheet No. 119A)

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PUBLIC SERVICE COMPANY OF COLORADO

First Revised _____ Sheet No. 119A

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

Original _____ Cancels
Sheet No. 119A

ELECTRIC VEHICLE CHARGES

SCHEDULE EVC

DEFINITIONS

Charger Service

A program whereby the Company furnishes EV charging equipment in exchange for a flat monthly service fee as provided in this Schedule.

Connector Stations

Company-owned DCFC stations designed to help meet local, commuter, and intercommunity travel and fast charging needs in areas that do not have access to public fast charging.

Early Buy-Out Amount

An amount equal to the estimated total costs incurred by the Company to procure and install each unit of level 2 charging equipment through which Customer receives Charger Service, reduced monthly on a straight-line, prorated basis over 10 years from the date such level 2 charging equipment was placed into service by the Company. Customer will be eligible to take ownership of the level 2 charging equipment through which Customer takes Charger Service upon payment of the Early Buy-Out Amount as provided below.

EV Supply Infrastructure

Service panels, conduit, and wiring from the service connection to the charger stub. EV Supply Infrastructure does not include the line extension necessary to connect the Company's distribution system to the service connection and does not include charging equipment.

Fleets and Workplace Charging Service

Charger Service that provides a level 2 charging to electric vehicle fleets and workplaces. The Company will provide a new meter dedicated to the EV parking and will serve the load through one of the Commercial rate options provided in the Customer Service Agreement.

Market Stations

Company-owned DCFC stations designed to help meet local and commuter travel and fast charging needs in areas that do not have sufficient access to public fast charging.

Multifamily Housing – Assigned Parking Service

Charger Service that provides level 2 charging equipment for parking areas that are assigned to a single tenant. The electric service for the charging equipment will be assessed to the individual tenants under the applicable residential rate schedule with any residual unbilled volumes and the service and facilities charge billed to the property owner or site manager through one of the residential rates under which tenants take electric service.

Multifamily Housing – Shared Parking Service

Charger Service that provides level 2 charging equipment for shared parking areas that can be utilized by multiple EV drivers. The electric service for the charging equipment will be assessed to the property owner or site manager through one of the Commercial rate options provided in the Customer Service Agreement.

(Continued on Sheet No. 119B)

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PUBLIC SERVICE COMPANY OF COLORADO

First Revised _____ Sheet No. 119B

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ELECTRIC VEHICLE CHARGES

SCHEDULE EVC

DEFINITIONS – Cont'd

Residential Home Charging Service

Charger Service that provides level 2 charging equipment to Residential Customers that have completed the necessary Customer Service Agreement.

RULES AND REGULATIONS

Service supplied under this schedule is subject to the terms and conditions set forth in the Company's Rules and Regulations on file with the Commission and the following conditions:

1. For Commercial and Industrial Customers, service under this Schedule is only available for Customers taking Secondary Voltage service.
2. The Company shall own, install, and maintain the EV Supply Infrastructure it provides to Commercial and Industrial Customers through Proceeding 19A-0471E and through approved Transportation Electrification Plans as provided in the contract between Customer and the Company. The Company shall also own, install, and maintain the Company-owned Level 2 charging equipment used to provide services through this schedule as provided in the contract between Customer and the Company.
3. Service supplied under this rate schedule is subject to the terms and conditions set forth in the contract between Customer and the Company.
4. Customers taking Charger Service can terminate service under this rate schedule at any time. If termination occurs in years 1 through 10 of the Customer Service Agreement, Customers will be charged a \$200 fee to cover the Company's removal costs for the Level 2 charging equipment.
5. Separate charges and terms and conditions apply to Multifamily Housing Shared Parking Service and to Multifamily Housing Assigned Parking Service.
6. Customers taking Multifamily Housing Assigned Parking Service must agree that their energy usage will be measured and billed through the Level 2 charging equipment assigned to the tenant and not based on the Customer's meter-recorded energy usage. Rules and Regulations concerning meter-based billing and energy usage measurement therefore do not apply to these customers but do apply to the property owner or site host that is financially responsible for any residual unbilled volumes.
7. When Customer takes Charger Service, Company will provide Customer the date the level 2 charging equipment installed at Customer's premise was placed into service and the date at which Customer is eligible to take ownership of such level 2 charging equipment without any payment to the Company as provided in this schedule.

(Continued on Sheet No. 119C)

ADVICE LETTER
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REGIONAL VICE PRESIDENT,
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PUBLIC SERVICE COMPANY OF COLORADO

First Revised _____ Sheet No. 146B

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

Original _____ Cancels
Sheet No. 146B

ELECTRIC RATES

TRANSPORTATION ELECTRIFICATION PROGRAMS ADJUSTMENT

APPLICABILITY

All rate schedules for electric service are subject to a Transportation Electrification Programs Adjustment (TEPA) to reflect the cost of Commission approved Transportation Electrification Plans. The TEPA amount will be subject to annual changes to be effective on January 1 of each Year.

DEFINITIONS

Carrying Charge for the Over/Under Recovery Amount and True-Up Amount

The TEP Adjustment will also include a carrying charge applied for 12 months to the Over Recovery Amount and negative True-Up Amounts. This carrying charge will be the after-tax WACC during the 12-month period immediately following the Year during which the Over-Recovery Amount and negative True-Up Amount were accrued. No carrying charge will be applied to Under Recovery Amounts or positive True-Up Amounts.

Charger Service

A program whereby the Company furnishes EV charging equipment in exchange for a flat monthly service fee.

Over/Under Recovery Amount

The Over/Under Recovery Amount is the balance, positive or negative, of TEPA revenues received less the forecasted TEPRR intended to be recovered each Year through the TEPA.

TEP Adjustment

The TEP Adjustment is equal to the TEP Revenue Requirement ("TEPRR"), plus any TEP performance incentive awards as approved by the Commission, plus a True-up Amount, plus an Over/Under Recovery Amount

Transportation Electrification Plan

The customer programs and products designed to support the widespread adoption of electric vehicles within the Company's service territory, which the Company is approved by the Commission to implement pursuant to Colorado Revised Statute § 40-5-107.

True-up Amount

The True-up Amount is equal to the difference, positive or negative, between the actual TEP Revenue Requirement and the forecasted TEP Revenue Requirement in a TEP Year.

Equity Performance Incentive Mechanism (PIM)

A PIM for the Company based on participation in equity-focused TEP programs and on equity-focused activities within the TEP's Advisory Services programs to support transportation electrification for income-qualified customers, income-qualified communities, and higher-emissions communities.

(Continued on Sheet No. 146C)

ADVICE LETTER
NUMBER 1867 Amended



ISSUE
DATE October 22, 2021

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PROCEEDING
NUMBER

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DATE November 15, 2021

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PUBLIC SERVICE COMPANY OF COLORADO

Second Revised Sheet No. 146C

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

First Revised Cancels Sheet No. 146C

ELECTRIC RATES

TRANSPORTATION ELECTRIFICATION PROGRAMS ADJUSTMENT

CLASS COST ALLOCATION

TEP Class Cost Allocations: The Company will assign class responsibilities for the TEP Revenue Requirement as approved by the Commission in respective Transportation Electrification Plan proceedings.

TEP REVENUE REQUIREMENT

The TEP revenue requirement ("TEPRR") is defined as (1) a return, equal to the Company's weighted average cost of capital, on the Transportation Electrification Plan capital and rebates; (2) the plant-related ownership costs associated with such investment, including depreciation expense, accumulated deferred income taxes, income tax expense, and the amortization expense of the rebates; (3) operations and maintenance expenses associated with the Transportation Electrification Plan; and (4) energy costs to operate Company-owned public charging stations incurred in connection with the Commission-approved TEP for the Year in which the TEPA will be in effect, decreased by (1) the revenues from monthly service charges for Charger Service received under Schedule EVC; and (2) revenues from Company-owned public charging stations received under Schedule EVC in connection with the Commission-approved Transportation Electrification Plan for the Year in which the TEPA will be in effect.

RATE DESIGN

Rates shall be designed by dividing the costs allocated to each class by the projected class billing determinants. Customers shall be billed the TEPA on a dollar per Kilowatt basis for tariff schedules with Demand rates and on a dollar per Kilowatt-Hour basis for tariff schedules without Demand rates. However, Customers on Schedules RE-TOU, R-OO and C-TOU shall be billed the TEPA on a percentage basis applicable to base energy charges.

SEMI-ANNUAL FILINGS

On October 1st of each Year, the Company shall file for approval to update the TEPA rates based on forecasted TEP revenue requirement for the following calendar year, any incentive payments the Company is eligible for based on performance in the previous year under the TEP's Equity PIM, True-up Amount and Over/Under Recovery Amount for the most recently completed calendar year. The updated rate will be in effect for the following calendar year.

On April 1st of each year the Company shall file a report detailing TEPA expenditures and revenues from the preceding year. This filing will establish the True-up and Over/Under Recovery Amounts that will be included in the October 1st TEPA rate update.

Both the October 1st filing and the April 1st filing will include additional information on TEP programs.

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