



## Filing Receipt

**Received - 2021-10-25 12:18:34 PM**  
**Control Number - 52195**  
**ItemNumber - 303**

Table 1

Line No.	Rate	Rate Class	Base Rate Revenue @ Present Rates	Full Cost of Service *	Full Cost % Revenue Increase	Capped / Floor Cost of Service	Cap / Floor Revenue Increase %	Capped / Floored Revenue Increase \$
1	01	Residential Service	\$273,638,830	\$324,724,406	18.67%	\$315,133,900	15.16%	\$41,495,070
2	02	Small General Service	\$33,319,685	\$29,985,897	-10.01%	\$31,652,791 <sup>2</sup>	-5.00%	(\$1,666,894)
3	07	Outdoor Recreational Lighting	\$462,980	\$613,998	32.62%	\$636,660	37.51%	\$173,680
4	08	Government Street Lighting	\$4,046,620	\$3,063,775	-24.29%	\$3,176,852	-21.49%	(\$869,768)
5	09	Traffic Signals	\$95,204	\$98,208	3.16%	\$101,833	6.96%	\$6,629
6	11TOU	Municipal Pumping TOU	\$10,102,350	\$10,158,249	0.55%	\$10,533,166	4.26%	\$430,816
7	15	Electrolytic Refining Service	\$1,830,063	\$2,228,715	21.78%	\$2,310,971	26.28%	\$480,908
8	WH	Water Heating Service	\$474,582	\$804,466	69.51%	\$546,548	15.16%	\$71,966
9	22	Irrigation Service	\$423,413	\$556,623	31.46%	\$577,166	36.31%	\$153,753
10	24	General Service	\$125,005,740	\$113,791,588	-8.97%	\$119,398,664 <sup>2</sup>	-4.49%	(\$5,607,076)
11	25	Large Power Service	\$35,955,664	\$37,134,334	3.28%	\$38,504,877	7.09%	\$2,549,213
12	26	Petroleum Refinery Service	\$10,964,770	\$12,891,636	17.57%	\$13,367,436	21.91%	\$2,402,666
13	28	Area Lighting Service	\$2,932,614	\$2,636,450	-10.10%	\$2,733,755	-6.78%	(\$198,859)
14	30	Electric Furnace Rate	\$1,191,760	\$1,500,889	25.94%	\$1,556,283	30.59%	\$364,523
15	31	Military Reservation Service	\$13,009,892	\$14,718,900	13.14%	\$15,262,140	17.31%	\$2,252,248
16	34	Cotton Gin Service	\$132,972	\$177,564	33.53%	\$184,118	38.46%	\$51,146
17	41	City and County Service	\$19,126,500	\$16,924,524	-11.51%	\$16,333,060 <sup>1,2</sup>	-14.61%	(\$2,793,440)
18	<b>TOTAL</b>		<b>\$532,713,639</b>	<b>\$572,010,221</b>	<b>7.38%</b>	<b>\$572,010,221</b>	<b>7.38%</b>	<b>\$39,296,582</b>

<sup>1</sup> Rate 41:

•Full Cost % Revenue Increase (with 20% discount to Rate 41 Cost of Service) = (\$16,924,524 Full Cost of Service \*.8)/Base Rate Revenue @ Present Rates \$19,126,500 - 1 = -29.21%.

•Capped Floor Decrease @ Capping Level 1 (50% Floor) = -29.21% \* 0.5 = -14.61% for Rate 41.

•(Rev. Req. at Capped Floor Decrease = Base Rate Revenue @ Present Rates \$19,126,500 \* (1+-14.61%) = \$16,333,060) + (Allocation of Deficiency \$0) = \$16,333,060 Floor Cost of Service

<sup>2</sup> Capping Level 1 (50% Floor) = No allocation of deficiency.

EL PASO ELECTRIC COMPANY/  
2021 TEXAS RATE CASE FILING  
BASE REVENUE INCREASE ALLOCATION BY RATE CLASS

P-6 Capping

Manuel Carrasco's EXHIBIT

Line	Description	Total Texas	R01-Residential	R02-Small Gen Serv	R07-Rec Light	R08-Street Light	R09-Traffic Signs	R 11TOU-Muni Pump	R 15-Elec Ref	R22-Irrig Serv	R24-Gen Serv	R25-Large Power	R26-Petroleum Ref	R28-P Area Light	R30-Elec Furnace	R31-Mill Reserv	R34-Cotton Gin	R41-Cty/Cnty	RWH-Water Heating
1	DEC COMPONENTS																		
2	PRODUCTION	\$273,171,156	\$149,477,307	\$13,186,355	\$79,537	\$656,720	\$46,453	\$4,450,493	\$1,460,554	\$255,986	\$56,926,616	\$18,808,390	\$7,982,150	\$485,241	\$1,033,584	\$9,700,783	\$31,220	\$6,444,199	\$145,566
3	TRANSMISSION	60,924,311	34,149,096	3,154,658	26,430	26,265	8,975	974,643	331,648	55,518	12,112,765	3,972,448	1,831,312	19,614	233,405	2,182,352	5,771	1,783,899	55,512
4	DISTRIBUTION	122,200,292	75,077,585	6,470,601	401,635	628,075	14,624	2,615,566	0	163,199	26,889,453	7,073,623	0	471,368	0	114,165	3,995,878	354,602	
5	TOTAL DEMAND	\$456,295,758	\$258,653,988	\$22,811,614	\$507,503	\$1,311,060	\$70,052	\$8,040,722	\$1,792,202	\$474,703	\$93,908,834	\$29,854,460	\$9,813,462	\$976,222	\$1,268,989	\$11,883,135	\$151,156	\$14,223,976	\$555,679
6	TOTAL ENERGY	64,110,397	28,959,425	3,105,321	44,798	381,735	20,186	1,684,636	444,839	44,493	14,806,802	5,984,693	3,126,506	283,684	239,100	2,891,195	17,036	2,005,666	70,283
7	TOTAL CUSTOMER	54,125,262	38,632,461	4,221,248	64,298	1,385,993	8,383	472,148	265	39,734	5,522,311	1,437,541	1,276	1,383,168	229	1,602	9,992	760,786	183,826
8	TOTAL DEC COMPONENTS	\$574,531,417	\$326,245,874	\$30,138,183	\$616,597	\$3,078,789	\$98,620	\$10,197,506	\$2,237,306	\$558,931	\$114,237,948	\$37,276,694	\$12,941,244	\$2,643,075	\$1,506,318	\$14,775,932	\$178,184	\$16,990,428	\$809,787
9	COVID19 RIDER REVENUE <sup>1</sup>	2,196,060	1,341,904	136,838	2,598	15,014	370	34,075	6,908	1,993	377,654	120,017	40,602	6,625	4,313	45,664	616	55,631	5,239
10	NON-FIRM REVENUE <sup>2</sup> INCREASE @ SYSTEM AVERAGE	325,136	179,565	15,448	0	0	42	5,183	1,684	315	68,706	22,343	9,006	0	1,116	11,369	4	10,274	83
11	NET TOTAL DEC COMPONENTS	\$572,010,221	\$324,724,406	\$29,985,897	\$613,998	\$3,063,775	\$98,208	\$10,158,249	\$2,228,715	\$556,623	\$113,791,588	\$37,134,334	\$12,891,636	\$2,636,450	\$1,500,889	\$14,718,900	\$177,564	\$16,924,524	\$804,466
12	BASE RATE REVENUE AT PRESENT RATES (From P-1.4)	\$532,713,639	\$273,638,830	\$33,319,685	\$462,980	\$4,046,620	\$95,204	\$10,102,350	\$1,830,063	\$423,413	\$125,005,740	\$35,955,664	\$10,964,770	\$2,932,614	\$1,191,760	\$13,009,892	\$132,972	\$19,126,500	\$474,582
13	% NON-FUEL INCREASE AT NET FULL COST	7.36%	18.67%	-10.01%	32.62%	-24.29%	3.16%	0.55%	21.78%	31.46%	-9.97%	3.28%	17.57%	-10.10%	25.94%	13.14%	33.53%	-11.51%	69.51%
14	(20% discount to Rate 41 Cost of Service)																	-29.21%	
15	Capping Level <sup>3</sup>		2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
16	CAPPED INCREASE / FLOOR DECREASE		11.07%	-5.00%	32.62%	-24.29%	3.16%	0.55%	21.78%	31.46%	-4.49%	3.28%	17.57%	-10.10%	25.94%	13.14%	33.53%	-14.61%	11.07%
17	REV. REQ. AT CAPPED INCREASE / FLOOR DECREASE	\$ 557,607,972	\$ 303,917,022	\$ 31,652,791	\$ 613,998	\$ 3,063,775	\$ 98,208	\$ 10,158,249	\$ 2,228,715	\$ 556,623	\$ 119,398,664	\$ 37,134,334	\$ 12,891,636	\$ 2,636,450	\$ 1,500,889	\$ 14,718,900	\$ 177,564	\$ 16,333,060	\$ 527,095
18	REV. REQ. DEFICIENCY	\$ 14,402,249																	
19	REV. REQ. SUBJECT TO DEFICIENCY ALLOCATION <sup>4</sup>	\$ 390,223,457	\$ 303,917,022		\$ 613,998	\$ 3,063,775	\$ 98,208	\$ 10,158,249	\$ 2,228,715	\$ 556,623		\$ 37,134,334	\$ 12,891,636	\$ 2,636,450	\$ 1,500,889	\$ 14,718,900	\$ 177,564		\$ 527,095
20	ALLOCATION OF DEFICIENCY	\$ 14,402,249	\$ 11,216,877	\$ -	\$ 22,661	\$ 113,077	\$ 3,625	\$ 374,918	\$ 82,257	\$ 20,544	\$ -	\$ 1,370,543	\$ 475,801	\$ 97,305	\$ 55,394	\$ 543,241	\$ 6,553	\$ -	\$ 19,454
21	REV. REQ. WITH DEFICIENCY ALLOCATION	\$ 572,010,221	\$ 315,133,900	\$ 31,652,791	\$ 636,660	\$ 3,176,852	\$ 101,833	\$ 10,533,166	\$ 2,310,971	\$ 577,168	\$ 119,398,664	\$ 38,504,877	\$ 13,367,436	\$ 2,733,755	\$ 1,556,283	\$ 15,262,140	\$ 184,118	\$ 16,333,060	\$ 546,548
22	% NON-FUEL INCREASE W/ CAP OR FLOOR	7.36%	15.16%	-5.00%	37.51%	-21.49%	6.96%	4.26%	26.28%	36.31%	-4.49%	7.09%	21.91%	-6.78%	30.59%	17.31%	38.46%	-14.61%	15.16%
23	BASE REVENUE INCREASE	\$ 39,296,582	\$ 41,495,070	\$ (1,666,894)	\$ 173,880	\$ (869,768)	\$ 6,629	\$ 430,816	\$ 480,908	\$ 153,753	\$ (5,607,076)	\$ 2,549,213	\$ 2,402,666	\$ (198,859)	\$ 364,523	\$ 2,252,248	\$ 51,148	\$ (2,793,440)	\$ 71,966
24	COVID19 RIDER REVENUE	2,196,060	1,341,904	136,838	2,598	15,014	370	34,075	6,908	1,993	377,654	120,017	40,602	6,625	4,313	45,664	616	55,631	5,239
25	NON-FIRM REVENUE INCREASE	325,136	179,565	15,448	0	0	42	5,183	1,684	315	68,706	22,343	9,006	0	1,116	11,369	4	10,274	83
26	BASE & NON-FIRM REVENUE INCREASE	\$ 41,817,778	\$ 43,016,538	\$ (1,514,608)	\$ 176,278	\$ (854,754)	\$ 7,041	\$ 470,074	\$ 489,500	\$ 156,061	\$ (5,160,716)	\$ 2,691,573	\$ 2,452,274	\$ (192,234)	\$ 369,953	\$ 2,309,281	\$ 51,765	\$ (2,727,536)	\$ 77,288
27	<sup>1</sup> COVID19 EXPENSES TO BE RECOVERED VIA A STANDALONE RIDER TARIFF																		
28	<sup>2</sup> NON-FIRM BASE REVENUE AT PRESENT RATES	\$ 4,174,343	\$ 2,305,388	\$ 198,330	\$ -	\$ -	\$ 542	\$ 66,539	\$ 21,622	\$ 4,047	\$ 882,099	\$ 286,854	\$ 115,622	\$ -	\$ 14,328	\$ 145,960	\$ 48	\$ 131,901	\$ 1,065
29	<sup>3</sup> Capping Level: 0 - No Cap / No Floor 1 - 50% Floor 2 - 1.5 x System Average 3 - 2.0 x System Average																		
30	<sup>4</sup> Capping Level 1 (50% Floor) = No allocation of deficiency.																		

ORIGINAL SOURCE: Manuel Carrasco's Exhibit MC-4, Tab: P-6 Capping