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February 3, 2021

VIA: ELECTRONIC FILING

Mr. Adam J. Teitzman
Commission Clerk
Florida Public Service Commission
2540 Shumard Oak Boulevard
Tallahassee, Florida 32399-0850

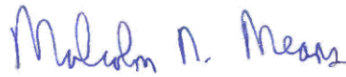
**Re: Petition for approval of electric vehicle charging pilot program,
by Tampa Electric Company.
Docket No. 20200220-EI**

Dear Mr. Teitzman:

Attached for filing in the above docket is Tampa Electric Company's Response to Staff's Third Data Request (No.1), propounded on January 28, 2021.

Thank you for your assistance in connection with this matter.

Sincerely,



Malcolm N. Means

MNM/bmp
Attachment

cc: All Parties of Record (w/attachment)
Jeff Doehling, Engineering Specialist, FPSC (w/attachment)

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a true and correct copy of the foregoing responses to Staff's Third Data Request (No.1), filed on behalf of Tampa Electric Company, has been furnished by electronic mail on this 3rd day of February 2021 to the following:

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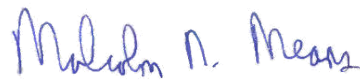
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ATTORNEY

**TAMPA ELECTRIC COMPANY
DOCKET NO. 20200220-EI
STAFF'S THIRD DATA REQUEST
REQUEST NO. 1
PAGE 1 OF 1
FILED: FEBRUARY 3, 2021**

- 1.** In its answer to Staff's First Data Request, No. 7, TECO assumes a 58 percent residential allocation. Please explain in detail why 58 percent was assumed and how it was derived.
 - A.** In responding to No. 7, the answer provided was in the form of an estimate only. The 58% comes from a cost of service allocation factor that would be used to allocate equipment such as the car chargers that are part of the program and represents the residential class portion of that allocation factor. The estimate presumes that rates would be based on cost of service results in the future (as the only rate impact would occur after the program is approved, the investment has been included in test year revenue requirements, and new rates are put into effect). Until all that occurs, of course, there would be no residential rate impact.