

NOTICE OF CONFIDENTIALITY
AN ATTACHMENT OF THIS TESTIMONY HAVE BEEN FILED UNDER SEAL
BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

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IN THE MATTER OF ADVICE NO. 1804-)
ELECTRIC FILED BY PUBLIC SERVICE)
COMPANY OF COLORADO TO REVISE)
THE COMPANY'S CLEAN AIR-CLEAN) PROCEEDING NO. 19AL-0605E
JOBS ACT RIDER IN ITS COLORADO)
P.U.C. NO. 8 – ELECTRIC TARIFF,)
EFFECTIVE JANUARY 1, 2020)

DIRECT TESTIMONY AND ATTACHMENTS OF
MARCI A. MCKOANE

ON

BEHALF OF

PUBLIC SERVICE COMPANY OF COLORADO

NOTICE OF CONFIDENTIALITY

Confidential: Confidential Attachment MAM-4

April 15, 2021

**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO**

* * * * *

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GLOSSARY OF ACRONYMS AND DEFINED TERMS

<u>Acronyms/Defined Term</u>	<u>Meaning</u>
2014 Rate Case	Phase I Electric Rate Case, Proceeding No. 14AL-0660E
CACJA	Clean Air – Clean Jobs Act
CC	Combined Cycle
Clean Air Act	Federal Clean Air Act
Commission	Colorado Public Utilities Commission
CPCN or CPCNs	Certificate(s) of Public Convenience and Necessity
CWIP	Construction Work in Progress
DPHE	Department of Public Health and Environment
ECA	Electric Commodity Adjustment
HB	House Bill
HTY	Historical Test Year
O&M	Operations and Maintenance
Public Service or Company	Public Service Company of Colorado
SCR	Selective Catalytic Reduction
TCJA	Tax Cuts and Jobs Act of 2017
Xcel Energy	Xcel Energy Inc.
XES	Xcel Energy Services Inc.

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1

2 **I. INTRODUCTION, QUALIFICATIONS, PURPOSE AND RECOMMENDATION OF**
3 **TESTIMONY**

4 **Q. PLEASE STATE YOUR NAME AND BUSINESS ADDRESS.**

5 A. My name is Marci A. McKoane. My business address is 1800 Larimer Street,
6 Denver, Colorado.

7 **Q. BY WHOM ARE YOU EMPLOYED AND IN WHAT POSITION?**

8 A. I am employed by Public Service Company of Colorado (“Public Service” or
9 “Company”) as Manager, Regulatory Administration.

10 **Q. ON WHOSE BEHALF ARE YOU TESTIFYING IN THE PROCEEDING?**

11 A. I am testifying on behalf of Public Service.

12 **Q. PLEASE SUMMARIZE YOUR RESPONSIBILITIES AND QUALIFICATIONS.**

13 A. As the Manager, Regulatory Administration, I am responsible for directing the
14 project management of all electric utility regulatory filings for Public Service. I
15 manage the resources necessary to make timely and complete regulatory filings,

1 including support for the filing of general rate case filings, certificates of need,
2 and rate rider filings. I manage staff and processes to ensure appropriate
3 records retention, timely filings, and compliance with all regulatory requirements.
4 A description of my qualifications, duties, and responsibilities is set forth after the
5 conclusion of my testimony in my Statement of Qualifications.

6 **Q. WHAT IS THE PURPOSE OF YOUR DIRECT TESTIMONY?**

7 A. The purpose of my testimony is to: (1) explain how this filing complies with the
8 Settlement Agreement in the Company's Phase I Electric Rate Case, Proceeding
9 No. 14AL-0660E ("2014 Rate Case"), the CACJA Rider tariff, Responses to
10 Settlement Questions issued in Decision No. C15-0126-I, and Decision No. C15-
11 0292 approving the Settlement Agreement; (2) provide a summary of the 2020
12 actual to forecast CACJA Rider revenue requirement variance and explain why
13 the capital expenditures and variable non-fuel operations and maintenance
14 ("O&M") expenses are reasonable and prudent; and (3) explain the 2020 CACJA
15 Rider true-up process as a result of the CACJA Rider roll-in to base rates
16 effective February 25, 2020.

17 **Q. ARE YOU SPONSORING ANY ATTACHMENTS AS PART OF YOUR DIRECT**
18 **TESTIMONY?**

19 A. Yes, I am sponsoring Attachments MAM-1 through MAM-5, which were prepared
20 by me or under my direct supervision. Attachment MAM-1 is the 2020 forecasted
21 CACJA Rider revenue requirement, which established the revenue requirement
22 used to set rates for the CACJA Rider beginning on January 1, 2020.
23 Attachment MAM-2 is the 2020 actual CACJA revenue requirement. Attachment

1 MAM-3 is a comparison of the 2020 actual versus the forecasted CACJA
2 revenue requirement with variances. Confidential and Public Attachment MAM-4
3 is the 2020 CACJA actual to forecast variable non-fuel O&M expenses and
4 variance explanations and Attachment MAM-5 is the 2020 CACJA variable non-
5 fuel O&M expenses tracking by project.

6 **Q. ARE THERE OTHER COMPANY WITNESSES SUBMITTING DIRECT**
7 **TESTIMONY ON BEHALF OF THE COMPANY IN THIS PROCEEDING?**

8 A. No.

9 **Q. WHAT CONCLUSIONS ARE YOU MAKING IN YOUR DIRECT TESTIMONY?**

10 A. First, I conclude that Public Service has met its obligations under the CACJA
11 Rider and other applicable decisions with respect to this April 15, 2021 filing.

12 Second, I conclude that the actual 2020 CACJA revenue requirement of
13 \$76,702,852 is reasonable. This is a decrease of \$2,193,296 from the
14 \$78,896,148 forecast included in the 2020 CACJA Rider based on Public
15 Service's November 1, 2019 Advice Letter No. 1805 filing in the instant
16 proceeding. The drivers of the \$2,193,296 variance between the 2020
17 forecasted revenue requirement included in the CACJA Rider and the 2020
18 actual revenue requirement are summarized later in my Direct Testimony. The
19 Company provides these explanations to fulfill our CACJA Rider obligations as
20 set forth later in my Direct Testimony. For purposes of the 2020 CACJA Rider
21 true-up, only \$329,594, the allocated portion of the \$2,193,296 revenue
22 requirement variance for the period prior to the effective date of new rates

1 (February 25, 2020) in the Phase I Electric Rate Case proceeding,¹ will be in the
2 2020 CACJA true-up.

¹ Compliance Advice Letter No. 1818 in the Phase I Electric Rate Case Proceeding No. 19AL-0268E.

1 **Q. WHAT INFORMATION IS THE COMPANY REQUIRED TO PROVIDE IN THIS**
2 **CACJA RIDER APRIL 15 REPORT FILING?**

3 A. In response to the Settlement questions presented by the Commission issued in
4 Decision No. C15-0126-I, the Settling Parties further explained, and agreed, that
5 the April filing would serve at least four purposes.

6 First, the April 15 CACJA Rider filing must provide a detailed review of the
7 previous year's actual CACJA expenditures by Eligible CACJA Project and a
8 comparison of these expenditures with the forecasted expenditures that were
9 used to calculate the previous year's CACJA Rider amount.

10 Second, to be eligible for recovery under the CACJA Rider, incurred costs
11 must be "demonstrably tied to specific CACJA Projects, for which the Company
12 already has a CPCN from the Commission." The April filing must give parties an
13 opportunity to assure that requirements of the Settlement Agreement are met,
14 and to make arguments that costs proposed for recovery are not tied to Eligible
15 CACJA Projects, or are otherwise not consistent with the requirements included
16 in Attachment C to the Settlement Agreement. The Eligible CACJA Projects are
17 tied to CPCNs, as explained in prior years' Direct Testimonies of Mr. Randy J.
18 Larson.

19 Third, the Settlement Agreement requires that "[n]o cost item associated
20 with any CACJA Project will be used to derive both the CACJA Rider and base
21 rates that would be in effect during the same given time period." Thus, the
22 Company must provide information to demonstrate compliance with that
23 requirement in the April filing. The explanation for how our accounting processes

1 and controls allow us to accurately isolate the costs eligible for recovery through
2 the CACJA Rider and prevent costs from being recovered in both the CACJA
3 Rider and base rates has been provided extensively in prior years' Direct
4 Testimonies of Mr. Randy J. Larson, Ms. Jennifer S. Pytlik, and Ms. Deborah A.
5 Blair.

6 Fourth, the Settlement Agreement states that the Company will "provide
7 detailed cost information on an individual project basis" for Eligible CACJA
8 Projects eligible for rider recovery – that is, those that either went into service or
9 are to go into service between August 1, 2014 and December 31, 2017. As the
10 Settlement Agreement provides, this information must include "robust direct
11 testimony justifying expenditures as set out in Decision Nos. C12-0163 and C12-
12 0159." Accordingly, the instant filing provides information that enables the
13 Commission and interested parties to assess the reasonableness and prudence
14 of Eligible CACJA Project costs in the manner contemplated by those orders.

15 The detailed cost information for capital expenditures and variable non-
16 fuel O&M expenses for the Eligible CACJA Projects, and their in-service dates,
17 has been included in the Direct Testimony of Mr. Larson (capital expenditures
18 and in-service dates) and Ms. Pytlik (variable non-fuel O&M expenses) in
19 previous Direct Testimonies. Company witnesses Mr. Larson and Ms. Pytlik
20 have demonstrated that the CACJA Rider costs are reasonable and prudent by
21 explaining how CACJA activities were undertaken so as to keep costs at
22 appropriate levels. Further, they describe the controls that are in place to ensure
23 costs are reasonable and prudent, the processes and controls in place to ensure

1 costs for CACJA projects are properly accounted for, and the monitoring of
2 CACJA costs that occurs on an ongoing basis.

3 **Q. WAS THE ACTUAL 2020 CACJA REVENUE REQUIREMENT CALCULATED**
4 **ACCORDING TO THE CACJA RIDER TARIFF AND CONSISTENT WITH THE**
5 **INTENT OF THE SETTLEMENT AGREEMENT?**

6 A. Yes. The actual 2020 CACJA revenue requirement was calculated using the
7 same methodology as Public Service used in the first April 15 filing under the
8 Settlement Agreement (Proceeding No. 14AL-0660E) and was accepted by the
9 Commission on September 23, 2016 in Decision No. C16-0869. Further, the
10 forecasted revenue requirement that was used to calculate the 2020 CACJA
11 Rider was calculated using the same methodology as Public Service's 2015
12 forecasted CACJA Rider revenue requirement which went into effect by
13 operation of law consistent with the November advice letter filing obligation and
14 accepted by the Commission in Proceeding No. 14AL-0660E on September 23,
15 2016 in Decision No. C16-0869⁴. It is also consistent with Public Service's 2016
16 forecasted CACJA Rider revenue requirement which went into effect by
17 operation of law consistent with the November advice letter filing obligation and
18 became a decision of the Commission on July 19, 2017 by operation of the law,
19 in Proceeding No. 15AL-0877E in Decision No. R17-0587. It is consistent with
20 Public Service's 2017 forecasted CACJA Rider revenue requirement which went

⁴ To summarize the CACJA procedures, the advice letter is filed on 30 days' notice and goes into effect by operation of law and the April report provides the opportunity to review and dispute the costs. The decisions referenced are the Decisions accepting the April report and closing the proceedings.

1 into effect by operation of law consistent with the November advice letter filing
2 obligation and became a decision of the Commission by operation of the law, in
3 Proceeding No. 16AL-0869E in Decision No. C18-0917. The updated advice
4 letter filed March 29, 2018 (Proceeding No. 18AL-0192E) for the changes due to
5 the passing of the Federal Tax Cuts and Jobs Act (“TCJA”) went into effect by
6 operation of law on May 1, 2018. It is consistent with Public Service’s 2018
7 forecasted CACJA Rider revenue requirement which went into effect by
8 operation of law consistent with the November advice letter filing obligation and
9 became a decision of the Commission by operation of the law in Proceeding No.
10 17AL-0731E. Finally, it is consistent with Public Service’s 2019 forecasted
11 CACJA Rider revenue requirement which went into effect by operation of law
12 consistent with the November advice letter filing obligation and became a
13 decision of the Commission by operation of the law in Proceeding No. 18AL-
14 0768E. I note that no Settling Party or other interested party contested or
15 commented on the Company’s 2015-2019 forecasted CACJA Rider revenue
16 requirement calculation or the Company’s 2015-2019 actual CACJA Rider
17 revenue requirement.

18 Further, Public Service has utilized the same methodology that was
19 implemented as part of the Settlement Agreement and required in Sheet No.
20 112C of the CACJA Rider tariff in P.U.C. No. 7-Electric Tariff as modified by
21 Sheet No. 144E in P.U.C. No. 8-Electric Tariff adjusted for current ratemaking
22 factors.

1 **Q. ARE THERE ANY OTHER REQUIREMENTS FOR THE APRIL 15 CACJA**
2 **RIDER FILING?**

3 A. Yes. The Settlement Agreement also requires that the April 15 filing include
4 comparisons of the following components of the actual and forecasted 2020
5 CACJA revenue requirements:

- 6 (1) Capital expenditures for each of the eligible CACJA projects⁵;
- 7 (2) Average plant in-service for each of the eligible CACJA projects;
- 8 (3) Capital related revenue requirement or “capital costs” for each
9 of the eligible CACJA projects;
- 10 (4) Variable non-fuel O&M expenses for each of the eligible CACJA
11 projects; and
- 12 (5) The total revenue requirement for each of the eligible CACJA
13 projects.

14 **Q. YOU MENTIONED THAT THIS WAS PUBLIC SERVICE’S SIXTH APRIL**
15 **CACJA FILING. DO YOU HAVE ANY COMMENTS REGARDING PUBLIC**
16 **SERVICE’S FIVE PREVIOUS APRIL 15 FILINGS?**

17 A. Yes. Public Service used the same methodology and presents the same types of
18 supporting information in this April filing as it did in the Company’s first, second
19 and third April 15 filings. Public Service believes that since the Company’s five
20 previous April filings were uncontested and accepted by the Commission that

⁵ There were no capital expenditures made in 2019, as explained in the Direct Testimony of Randy J. Larson in Proceeding No. 18AL-0768E. Further, there were no capital expenditures in 2020.

1 presenting the same information in a similar manner is indicia that the Company
2 has complied with all of its filing requirements.⁶

3 **Q. HAS THE COMPANY DEMONSTRATED THAT IT HAS MET ITS CACJA**
4 **RIDER OBLIGATIONS?**

5 A. Yes. Building on the discussion earlier in my testimony, the Company
6 demonstrates that it has met its CACJA Rider obligations included in: (1) the
7 Settlement Agreement in the 2014 Rate Case; (2) Decision No. C15-0292
8 approving the Settlement Agreement; (3) the CACJA Rider tariff; and (3) the
9 Settling Parties' responses to the Settlement questions issued in Decision No.
10 C15-0126-I. As I noted above, the information provided in this April filing is
11 consistent with Public Service's 2019 filing which went into effect by operation of
12 law consistent with the November advice letter filing obligation in Proceeding No.
13 18AL-0768E, and 2018 filing, which went into effect by operation of law in
14 Proceeding No. 17AL-0731E and 2017 filing, which was accepted in Decision
15 No. C18-0917 in Proceeding No. 16AL-0869E, and 2016 filing, which was
16 accepted in Decision No. R17-0587 in Proceeding No. 15AL-0877E and 2015
17 April filing, which was accepted in Decision No. C16-0869 in Proceeding No.
18 14AL-0660E.

⁶ The April 15, 2016 filing was accepted by the Commission on September 23, 2016 in Decision No. C16-0869. The April 15, 2017 filing was uncontested and was approved by Decision No. R17-0587, which became a decision of the Commission on July 19, 2017 by operation of law. The April 15, 2018 filing was uncontested and approved by Decision No. C18-0917, which became a decision of the Commission on October 18, 2018 by operation of law. The April 15, 2019 filing was uncontested and became effective by operation of law.

1 **Q. DOES THE CACJA RIDER TARIFF CONTEMPLATE AN APRIL 15, 2021**
2 **REPORT?**

3 A. No. As stated in the Company's last CACJA April filing, this April report and the
4 following November advice letter filing are not currently contemplated in the
5 CACJA Rider tariff that was proposed and approved in the Company's last
6 Electric Rate Case Proceeding No. 19AL-0268E that assumed a January 1, 2020
7 effective date for the roll-in. The Company did not modify the tariff to extend the
8 dates an additional year to accommodate two additional filings because the
9 Company believes the amendment and additional filings would be burdensome
10 given the likely immaterial amount of a true-up for less than two months the
11 CACJA Rider was in effect. However, in order to provide transparency, the
12 Company is filing this April report as an opportunity for parties to review the basis
13 of the 2020 CACJA Rider true-up.

1 average cost of capital to include a lower cost of debt in the capital
2 structure, reduce the Colorado state income tax rate, and increase
3 the retail jurisdictional allocation ratemaking factor used in
4 establishing the 2020 actual CACJA Rider revenue requirement,
5 which accounted for approximately \$1.2 million decrease to the
6 actual revenue requirement when compared to the forecast.

7 **TABLE MAM-D-1**
8 **Revenue Requirement Variance Factors**

Variable O&M Savings	\$ (1,007,612)
Ratemaking Factors	\$ (1,185,685)
Actual to Forecast Variance	\$ (2,193,296)

9 **Q. ARE THERE ANY ADJUSTMENTS TO PRIOR YEAR VARIABLE O&M**
10 **COSTS?**

11 A. Yes. Ammonia cost for Hayden Unit 1 Selective Catalytic Reduction (“SCR”) and
12 Hayden Unit 2 SCR were adjusted based on billings for 2019. The actual costs
13 used in the 2019 CACJA Rider inadvertently excluded Hayden ammonia billing
14 true-ups, which were identified during the review and preparation of the 2020
15 CACJA costs. This true-up adjusted 2019 variable O&M expense by \$100,416
16 and is being included as an additional refund in the true-up adjustment with
17 interest calculated back to 2019.

1 **IV. 2020 CACJA RIDER TRUE-UP PROCESS**

2 **Q. HOW WOULD THE COMPANY TYPICALLY ADDRESS THE 2020 CACJA**
3 **TRUE-UP OF COSTS FOR THE PERIOD THE CACJA RIDER WAS IN**
4 **EFFECT TO RATEPAYERS?**

5 A. Under the CACJA Rider tariff, the Company would reflect the over or under-
6 recovery of CACJA costs in the CACJA Rider true-up that occurs two years after
7 the actuals are incurred in this case during calendar year 2022.

8 **Q. HOW DOES THE COMPANY PROPOSE TO RETURN THE 2020 CACJA**
9 **TRUE-UP FOR THE CACJA RIDER THAT WAS IN EFFECT JANUARY 1, 2020**
10 **TO FEBRUARY 24, 2020?**

11 A. The Company proposes to include the 2020 CACJA true-up for this less than
12 two-month period in the third quarter 2021 Electric Commodity Adjustment
13 (“ECA”) advice letter filing.

14 **Q. WHAT IS INCLUDED IN THE 2020 CACJA RIDER TRUE-UP?**

15 A. The 2020 CACJA Rider true-up consists of four components: (1) the difference
16 between the 2020 forecasted revenue requirement and the actual revenue
17 requirement; (2) the difference between the 2020 revenues the rider was
18 designed to recover and the actual dollars collected; (3) interest on the monthly
19 over- or under-recoveries; and (4) the prior period adjustment for variable O&M I
20 previously described. The difference between the 2020 forecasted revenue
21 requirement and the actual revenue requirement has been explained in this
22 Direct Testimony. Normally, the second two components of the 2020 CACJA
23 Rider true-up – the difference between forecasted and actual revenues collected

1 and interest would be included in the November 1, 2021 filing of the 2022 CACJA
2 Rider. Since the Company is proposing an alternative recovery mechanism, the
3 Company is providing all components described above in Table MAM-D-2:

4 **TABLE MAM-D-2**
5 **2020 CACJA Rider True-up**

2020 Revenue Requirement True-up	\$ (329,594)
2020 Revenue True-up	\$ 250,936
Interest on 2020 True-up	\$ 33,769
Prior Period Adjustment (including Interest)	\$ (110,669)
Total 2020 CACJA Rider True-up	\$ (155,558)

6 **Q. HOW WAS THE REVENUE TRUE-UP CALCULATED?**

7 A. The Company calculated the difference between the 2020 revenues the rider
8 was designed to recover and the actual dollars collected for 2020, taking into
9 account that the 2020 revenue requirement was only in effect from January 1,
10 2020 – February 24, 2020 but the 2018 true up adjustment, included in the
11 revenue requirement billed starting January 1, was in effect for the entire year.
12 The revenue true up is included in Attachment MAM-2.

13 **Q. HOW WAS THE INTEREST CALCULATED?**

14 A. The Company calculated the interest consistent with past practice in calculating
15 interest on the true up. The interest is calculated on both the revenue
16 requirement true up and the revenue true up, again recognizing that the 2020
17 revenue requirement was only in effect for a portion of the year but the 2018 true
18 up adjustment was in effect for the entire year. The interest rate used to
19 calculate the interest is the 2020 after-tax WACC which is 6.81 percent. Interest

1 was calculated through June 2021 as Public Service proposes to include the true
2 up amount in the third quarter ECA which is effective July 1, 2021. Interest was
3 also applied to the prior period adjustment back to 2019 using both the 2019 and
4 2020 after-tax WACCs. These calculations are reflected in Attachment MAM-2.

5 **Q. WHY IS THE COMPANY PROPOSING AN ALTERNATIVE RECOVERY**
6 **MECHANISM FOR THE 2020 CACJA RIDER TRUE-UP?**

7 A. Given that the CACJA revenue requirement was transferred to base rates in the
8 Company's last Electric Rate Case Proceeding No. 19AL-0268E, all that remains
9 for recovery under the tariff are true-ups. The true-up amount of \$155,558 is too
10 small to be captured accurately over an entire year as outlined in the tariff. The
11 rate to refund this immaterial amount over a year would be so small it is not
12 possible to capture it in the Company's billing system, which only utilizes rates to
13 five decimal places.

14 **Q. ARE THERE OTHER BENEFITS OF RETURNING THE 2020 CACJA RIDER**
15 **TRUE-UP THROUGH THE QUARTERLY ECA?**

16 A. Yes. Customers would get the refund sooner, in a quarterly ECA filing, rather
17 than over the course of the entire year beginning in 2021. The CACJA Rider will
18 also no longer be a line item on customer bills after 2021 when the last true-up is
19 completed.

20 **Q. HOW WILL THE COMPANY PROCEDURALLY EFFECTUATE THE CACJA**
21 **TRUE-UP THROUGH THE ECA?**

22 A. The Company proposes to file with its third quarter ECA advice letter a tariff
23 waiver request to run the final CACJA true-up through the ECA.

1 **Q. HOW WILL THE 2020 CACJA TRUE-UP IN THE ECA IMPACT THE CACJA**
2 **RIDER AND FUTURE CACJA RIDER FILINGS?**

3 A. The CACJA Rider will remain in place through December 31, 2021 to allow for
4 the CACJA cost recovery true-up for calendar year 2019. The Company will
5 submit a compliance advice letter filing by November 1, 2021 to cancel the
6 CACJA Rider tariff effective January 1, 2022. After this date there will be no
7 CACJA Rider on customer bills.

8 **Q. DOES THIS CONCLUDE YOUR DIRECT TESTIMONY?**

9 A. Yes, it does.

Statement of Qualifications

Marci A. McKoane

I received my Bachelor of Science degrees in Finance and Marketing in 1994 from the University of Colorado. I began my employment with Xcel Energy Services Inc. ("XES") in 2001 as a Senior Financial Analyst in the Retail Finance department. In that position, I was responsible for the budgeting, forecasting, reporting, monthly close responsibilities, and analytical support of various business areas. I also provided training to employees on financial accounting, reporting, and systems. I was promoted to Key Financial Consultant around 2004. I was primarily responsible for the financial and accounting support of the Customer Care and Bad Debt business areas. In April 2008, I assumed the position of Senior Policy Analyst in the Public Service Regulatory department. I was responsible for managing Public Service Phase I and II Electric and Gas Rate Cases including the development and management of the rate case project plan, conducting weekly team and strategic meetings and other meetings as needed, coordinating preparation of rate case testimony and exhibits, ensuring every filing was accurate and timely, put together presentations to update leadership on case, managed the discovery process to ensure timely and accurate responses, acted as regulatory liaison to external parties for rate case, and reviewed communications, notices and media releases related to the rate cases.

I was promoted to Manager of Rate Cases in March 2012, and this role has evolved into my current role of Manager of Regulatory Management for the electric utility. I am responsible for directing the project management of electric utility regulatory

filings for Public Service. I manage the resources necessary to make timely and complete regulatory filings, including support for the filing of general rate case filings, certificates of need, resource plans, and rate rider filings. I manage staff and processes to ensure appropriate records retention, timely filings, and compliance with all regulatory requirements. In addition, I oversee the management of rate case proceedings.

Before working at Xcel Energy, I worked as a Lead Financial/Business Analyst at Qwest Communications, Senior Fund Accountant at Oppenheimer Funds and various other accounting, finance and project management positions.

I submitted testimony for Public Service in Proceeding Nos. 14AL-0309G, 14AL-0660E, 15AL-0887E, 16AL-0869E, 17AL-0649E, 17AL-0731E, 17A-0797E, 18A-0883E, 18AL-0768E, 19A-0534E, 20A-0268E.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

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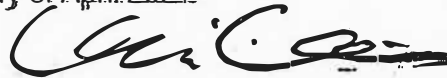
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EFFECTIVE JANUARY 1, 2020.)

AFFIDAVIT OF MARCI A. MCKOANE
ON BEHALF OF
PUBLIC SERVICE COMPANY OF COLORADO

STATE OF COLORADO)
CITY AND COUNTY OF DENVER) SS:

I, Marci A. McKoane, being duly sworn, state that the Direct Testimony and Attachments were prepared by me or under my supervision, control, and direction; that the Direct Testimony and Attachments are true and correct to the best of my information, knowledge and belief; and that I would give the same testimony orally and would present the same attachments if asked under oath.

Dated at Denver, Colorado, this 14th day of April, 2021.



Marci A. McKoane
Manager, Regulatory Management

Subscribed and sworn to before me this 14th day of April, 2021.



Notary Public

My Commission expires 4.22.2024

DAWN MOFFIT
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20084013859
MY COMMISSION EXPIRES APRIL 22, 2024