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 Denver, Colorado 80201-0840

October 15, 2021

Advice No. 1867 – Electric

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

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

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

and the following sheets are attached:

<u>Colorado P.U.C. Sheet No.</u>	<u>Title of Sheet</u>	<u>Cancels Colorado P.U.C. Sheet No.</u>
Fourth Revised 2	Table of Contents	Third Revised 2
Eleventh Revised 17	Reserved for Future Filing Index	2 nd Sub. Tenth Revised 17
Second Revised 50	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV-CPP	Sub. First Revised 50
First Revised 50A	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV-CPP	Sub. Original 50A
Fifth Revised 50B	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV-CPP	Fourth Revised 50B
Second Revised 50C	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV-CPP	Sub. First Revised 50C

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Third Revised	50D	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV-CPP	Second Revised	50D
First Revised	51	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV	Original	51
Original	51A	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV	---	
Original	51B	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV	---	
Original	51C	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV	---	
Original	51D	Secondary Voltage Time-Of-Use – Electric Vehicle Service Schedule S-EV	---	
Second Revised	119	Electric Vehicle Charges Schedule EVC	First Revised	119
First Revised	119A	Electric Vehicle Charges Schedule EVC	Original	119A
First Revised	119B	Electric Vehicle Charges Schedule EVC	Original	119B
First Revised	146B	Transportation Electrification Programs Adjustment	Original	146B
Second Revised	146C	Transportation Electrification Programs Adjustment	First Revised	146C

The principal proposed changes to the Company’s Colorado P.U.C. No. 8 - Electric tariff are to (1) update the existing Schedule Secondary Voltage Time-of-Use - Electric Vehicle Service (“current Schedule S-EV”) and re-name it as Schedule S-EV-Critical Peak Pricing (“CPP”) (“Schedule S-EV-CPP”), (2) propose a new S-EV rate without a critical peak pricing element (“new Schedule S-EV”), (3) propose a new rate for Company-owned direct current fast charging (“DCFC”) stations within the existing Schedule Electric Vehicle Charges (“Schedule EVC”), and (4) propose an equity performance incentive mechanism (“Equity PIM”) in the existing Transportation Electrification Programs Adjustment (“TEPA”) tariff. The derivation of rates for both the S-EV-CPP Rate and the S-EV Rate are included as Attachment SWW-3 to the Direct Testimony of Steven W. Wishart.

BACKGROUND

New Schedule S-EV and Schedule S-EV-CPP

On May 24, 2019 in Proceeding No. 19AL-0290E, Public Service filed Advice No. 1798 – Electric, together with supporting Direct Testimony and Attachments, to implement an optional Schedule S-EV rate in the Company’s Colorado P.U.C. No. 8 - Electric tariff to support electric vehicle charging.

The Settlement Agreement in Proceeding No. 19AL-0290E, provides that on or before August 1, 2021, Public Service must make an advice letter filing with the Colorado Public Utilities Commission (“Commission”) presenting two optional rate schedules to support public and fleet electric vehicle charging (“Future Advice Letter Filing”).

On October 8, 2019, Administrative Law Judge Robert Garvey issued Decision No. R19-0826, which approved the Settlement Agreement in Proceeding No. 19AL-0290E, permanently suspended the initially filed tariffs, and required the filing of new tariffs conforming with the approved Settlement Agreement. Decision No. R19-0826 became the effective decision of the Commission on October 29, 2019. On November 14, 2020, the Company filed Advice No. 1809 in Proceeding No. 19AL-0637E and in compliance with Decision No. R19-0826, and the Schedule S-EV became effective January 1, 2020.

On July 19, 2021, the Company filed an Unopposed Motion for Partial Variance from Decision No. R19-0826 to extend the filing date of the Future Advice Letter Filing from August 1, 2021 until on or before October 15, 2021. Mailed on July 29, 2021, Decision No. C21-0469 granted this Unopposed Motion for Partial Variance.

Equity PIM and Schedule EVC

On May 15, 2020, the Company filed an Application for approval of its 2021-2023 Transportation Electrification Plan (“TEP”) as required by Senate Bill 19-077 in Proceeding No. 20A-0204E.

On January 11, 2021 through Decision No. C21-0017 in Proceeding No. 20A-0204E, the Commission approved the Company’s 2021-2023 TEP with modifications. In approving the Company’s 2021-2023 TEP, the Commission did not approve a specific Performance Incentive Mechanism (“PIM”), as proposed by the Company or by any intervenor. Rather, the Commission stated that “the stakeholder process is the best path forward for the development of other potential PIMs that address issues of equity and communities impacted by higher-emissions from the transportation sector.”¹

On August 5, 2021 and August 20, 2021, the Company held TEP stakeholder meetings to gather input regarding an Equity PIM. Through Decision No. C21-0117, the Commission directed the Company to file additional information within 180 days of the decision detailing the mechanics of an Equity PIM that would meet a set of criteria detailed in the Commission Order approving the Company’s

¹ Decision No. C21-0117, Proceeding No. 20A-204E, ¶83, referring to ¶261(d) in Decision No. C21-0117, Proceeding No. 20A-204E.

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TEP.² On August 30, 2021, in compliance with Decision No. C21-0117 from Proceeding No. 20A-0204E addressing applications for rehearing reargument, or reconsideration of Decision No. C21-0017, the Company filed its Report on Status of the Development of a Performance Incentive Mechanism in Proceeding No. 20A-0204E.

On March 2, 2021, through Decision No. C21-0117 in Proceeding No. 20A-0204E, the Commission ordered the Company to file a new advice letter for the rate to be charged at Company-owned DCFC stations.³

Summary

The Company files this Advice Letter in compliance with Decision R19-0826 in Proceeding No. 19AL-0290E to propose two optional electric vehicle charging services for commercial and industrial customers, in compliance with Decision No. C21-0117 in Proceeding No. 20A-0204E to propose rates to be charged at Company-owned DCFC stations, and to propose an Equity PIM developed through the TEP stakeholder process as contemplated in Decision No. C21-0017 in Proceeding No. 20A-0204E.

² Decision No. C21-0117, Proceeding No. 20A-204E, ¶83 and Ordering ¶3.

³ Decision No. C21-0117, Proceeding No. 20A-204E, ¶49 and Ordering ¶3.

PROPOSED RATE SCHEDULE CHANGES AND ADDITIONS

New Schedule S-EV and Schedule S-EV-CPP

The new Schedule S-EV and Schedule S-EV-CPP are optional services for commercial and industrial customers to purchase electric service for the purpose of charging electric vehicles or to be used at facilities providing hydrogen as a transportation fuel. Under Schedule S-EV-CPP and the new Schedule S-EV, the customer may use the electric service purchased to charge the customer’s electric vehicles, charge electric vehicles used by a third party and charge a fee for such third-party charging, or for the creation of hydrogen to be used to fuel vehicles. The update of Schedule S-EV-CPP and the new Schedule S-EV will not immediately impact any other services or customer classes. Regarding specific modifications to Schedule S-EV-CPP, the Company proposes changing the on-peak hours, making the ratio between on-peak and off-peak prices more uniform, decreasing the distribution demand charge, and permitting customers providing hydrogen fuel to take service under Schedule S-EV-CPP. The new Schedule S-EV utilizes time-of-use charges that are structured the same and the same distribution demand charge as Schedule S-EV-CPP but eliminates the critical peak pricing element.

Through this Advice Letter, the Company proposes the following updates to Schedule S-EV-CPP tariff charges:

	Current S-EV	Proposed and Re-named S-EV-CPP
Monthly Service & Facility Charge	\$41.13	\$41.13
Monthly Distribution Demand [kW]Charge	\$6.17	\$3.01
Per Kilowatt-Hour (kWh) Charges		
Summer On-Peak (12p.m. to 9p.m.); Excluding Holidays & Weekends ⁴	\$0.12674	\$0.06690
Summer Off-Peak	\$0.04326	\$0.01338
Winter On-Peak (12p.m. to 9p.m.); Excluding Holidays & Weekends	\$0.06635	\$0.03345
Winter Off-Peak	\$0.01160	\$0.00669
Critical Peak Charge	\$1.44	\$1.44

The expected bill impact of the proposed rate changes is a decrease of 36 percent for the average S-EV customer taking service under the proposed and re-named Schedule S-EV-CPP. The proposed rate change is expected to result in a \$460,000 decrease in annual revenues.

⁴ The Company is proposing to adjust the Summer and Winter On-Peak hours, originally from 12p.m. to 9p.m., to 1p.m. to 9p.m., excluding holidays and weekends.

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Through this Advice Letter, the Company proposes the following new Schedule S-EV tariff charges:

	Proposed New Schedule S-EV ⁵
Monthly Service & Facility Charge	\$41.13
Monthly Distribution Demand [kW] Charge	\$3.01
Per Kilowatt-Hour (kWh) Charges	
Summer On-Peak (1p.m. to 9p.m.); Excluding Holidays & Weekends	\$0.12563
Summer Off-Peak	\$0.02513
Winter On-Peak (1p.m. to 9p.m.); Excluding Holidays & Weekends	\$0.06282
Winter Off-Peak	\$0.01256

Schedule EVC

The rates for Company-owned DCFC stations will apply to customers that charge an electric vehicle at Company-owned connector and market DCFC stations as defined in Schedule EVC.

Through this Advice Letter, the Company proposes the current Schedule EVC be updated with the following new rates for electric vehicle charging at Company-owned market and connector DCFC stations:

	Proposed Rate at Company-owned DCFC stations
Per Kilowatt-Hour (kWh) Charges	
Market Station On-Peak (3p.m.-7p.m.), non-holiday weekdays	\$0.45
Market Station Off-Peak	\$0.32
Connector Station On-Peak (3p.m.-7p.m.), non-holiday weekdays	\$0.32
Connector Station Off-Peak	\$0.16

The expected change in revenue associated with the proposed DCFC rate cannot be determined because the quantity and timing of EV charging at Company-owned DCFC stations is unknown.

⁵ The new Schedule S-EV does not include a critical peak pricing charge.

Equity PIM

If the Company’s proposed Equity PIM is approved by the Commission and the Company achieves the goals of the proposed Equity PIM, the Company’s Equity PIM will be collected through the TEPA and any incentive amounts will be added to the true-up amounts that are filed annually with the Commission on April 1. The Company has proposed additional language to incorporate into the existing TEPA tariff regarding the Equity PIM.

By this Advice Letter, the Company proposes the following Equity PIM incentives:

Per-Port Incentives for Equity PIM	
Program	Award Per-Port
Residential	\$200.00
Multi-Family Housing (Assigned Parking)	\$200.00
Multi-Family Housing (Shared Parking)	\$300.00
Fleet/ Workplace (Level 2)	\$300.00
Community Charging Hubs (Level 2)	\$300.00
Fleet/ Workplace (DCFC)	\$5,600.00
Community Charging Hubs (DCFC)	\$5,600.00
EV Purchase/ Lease Rebates	\$500.00

Regarding the Equity PIM, it is uncertain at this time whether customers will be affected by the Equity PIM because that performance-based mechanism depends upon Commission approval and the Company achieving the goals required by the Equity PIM.

Pursuant to and as further detailed in the Motion for Alternative Form of Notice (“Motion”) filed with the Commission contemporaneously herewith, the Company plans to provide notice of this filing to its customers by publishing the legal notice attached to the Motion in *The Denver Post* for two consecutive weeks, posting the legal notice and this filing on its website⁶, and contacting current Schedule S-EV customers directly. A copy of the notice is attached as Attachment A to the Motion for Alternative Form of Notice.

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

⁶ https://www.xcelenergy.com/company/rates_and_regulations/filings/transportation_electrification_plan and https://www.xcelenergy.com/company/rates_and_regulations/filings

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Enclosures