

➤ **Summary of 60-Day Notice:** Electric Vehicle Critical Peak Pricing Pilot

The following 60-Day Notice summarizes the Company's action to launch the Electric Vehicle Critical Peak Pricing("EV-CPP") Pilot.

The Company is including with this Notice:

- Product write-up.

A copy of this notice is available on our website at:

[https://www.xcelenergy.com/company/rates\\_and\\_regulations/filings/colorado\\_demand-side\\_management](https://www.xcelenergy.com/company/rates_and_regulations/filings/colorado_demand-side_management)

The Electric Vehicle Critical Peak Pricing("EV-CPP") Pilot will operationalize a tariff rate introduced by the Company as Secondary Voltage Time-Of-Use Electrical Vehicle Service("S-EV") through an Advice Letter<sup>1</sup> to the Public Utilities Commission on May 24, 2019.

**Pilot Summary**

The Company developed the S-EV rate to help business customers manage the potential costs associated with charging fleet electric vehicles ("EVs"). A component of this rate includes Critical Peak Pricing (CPP) charges to strongly encourage customers to reduce their usage during periods when forecasts indicate the electric grid will experience high system loads as a percentage of available generation capacity.

The structure and operation of the EV-CPP Pilot will be similar to the existing CPP Pilot in the 2019/2020 DSM Plan. The Company will call the EV-CPP rate similarly to the CPP rate but will also use the Pilot to test the impact CPP events have on EV customers which are a unique customer segment. Events for the two pilots may overlap at times, but there may also be separate and distinct EV-CPP events in order to capture operational differences between customer segments. The pilot will help the Company categorize the system impacts of large EV charging infrastructure and identify ways to help manage those impacts.

Pilot funding is sourced from the Demand Response Product Development budget approved in Proceeding No. 18A-06060EG. The Company will offer the EV-CPP Pilot in 2020 and use the market experienced gained to implement any necessary updates to administer the offering as a Product in the 2021-2022 DSM Plan.

Similar to the Critical Peak Pricing pilot and Peak Partner Rewards pilot, the incremental customer cost cannot be determined and therefore the calculation of an MTRC cannot be made. However, as with other rate-based demand response programs, the rate has been designed to be revenue neutral and no direct incentive is provided to participating customers.

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<sup>1</sup> Advice Letter No. 1798

**Table 1: Summary of EV-CPP Pilot Forecast**

|                                | 2020            |                           |
|--------------------------------|-----------------|---------------------------|
|                                | <i>As Filed</i> | <i>Revised per 60-day</i> |
| Participants                   | NA              | 38                        |
| Electric Savings (kWh)         | NA              | 0                         |
| Electric Demand Reduction (kW) | NA              | 177                       |
| Budget                         | NA              | \$150,496                 |