

**BEFORE THE NEW MEXICO PUBLIC REGULATION COMMISSION**

<b>IN THE MATTER OF SOUTHWESTERN</b>	)	
<b>PUBLIC SERVICE COMPANY’S</b>	)	
<b>APPLICATION FOR APPROVAL OF ITS</b>	)	
<b>2021-2023 TRANSPORTATION</b>	)	
<b>ELECTRIFICATION PLAN; PROPOSED</b>	)	
<b>PLAN RIDERS AND CREDIT; AND OTHER</b>	)	
<b>ASSOCIATED RELIEF,</b>	)	<b>CASE NO. 20-00XXX-UT</b>
	)	
<b>SOUTHWESTERN PUBLIC SERVICE</b>	)	
<b>COMPANY,</b>	)	
	)	
<b>APPLICANT.</b>	)	
	)	

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**APPLICATION**

Southwestern Public Service Company (“SPS”) submits its Application for Approval of its 2021-2023 Transportation Electrification Plan (“TEP”) in accordance with NMSA 1978, 68-8-12 (“EV Statute”).

**I. EXECUTIVE SUMMARY**

In accordance with the EV Statute, SPS requests that the Commission:

- (a) approve SPS’s TEP, and associated TEP programs;
- (b) approve SPS’s proposed TEP budget and budget flexibility proposal;
- (c) approve SPS’s proposed straight line 10% depreciation rate for SPS-owned Electric Vehicle (“EV”) chargers;
- (d) approve SPS’s proposal to place TEP rebates into a regulatory asset, amortize the rebates over a 10-year amortization period, and earn a return on the asset at SPS’s most recently approved weighted average cost of capital (“WACC”);
- (e) approve SPS’s proposed revenue requirement for its TEP;

- (f) approve SPS's proposed tariffs: Electric Vehicle Infrastructure Rider ("EV Rider"), Electric Vehicle Equipment Rider ("EV Equipment Rider"), Public Electric Vehicle Charging Service Rate, and Electric Vehicle Charging Optimization Rider ("EV Optimization Rider"), as shown in Advice Notice No. 290, attached hereto as Exhibit A;
- (g) approve SPS's proposed evaluation and reporting criteria;
- (h) find that SPS's TEP complies with the EV Statute, is reasonable, prudent, and in the public interest, and that the proposed cost recovery mechanisms set forth in this Application and supporting Direct Testimony and Attachments will provide for the implementation of just and reasonable rates; and
- (i) grant to SPS all other approvals, authorizations, waivers, or variances that the Commission determines are necessary for SPS to implement and effectuate the relief granted in this case.

SPS's TEP presents the following three portfolios that target customers in

Residential (including low income) and Commercial segments:

1. Residential Portfolio
  - Home Wiring Rebate
  - Low-Income Charging Rebate
  - Home Charging Service
  - EV Optimization
2. Public Fast Charging Portfolio
  - Make-Ready for Public Charging Stations
  - Public Fast Charging Service
3. Advisory Services
  - Residential Advisory Services
  - Fleet and Communities Advisory Services

SPS requests approval of its proposed TEP budget of \$3,168,000 total for plan years 2021, 2022 and 2023, and authorization to recover the costs of the TEP through an

Electric Vehicle Infrastructure Rider, an Electric Vehicle Equipment Rider, and a Public Electric Vehicle Charging Service Rate.

In support of this Application, SPS states the following:

## **II. BACKGROUND**

1. SPS is a New Mexico corporation principally engaged in generating, transmitting, distributing, and selling electrical energy to the public in portions of New Mexico and Texas. SPS is a public utility as defined in Section 62-3-3(G) of the PUA. The Commission has jurisdiction over this Application under the REA, the PUA, and Rule 572.

2. SPS's principal office in New Mexico is located at 111 E. Fifth Street, Roswell, New Mexico 88201. SPS's principal corporate office is located at 790 S. Buchanan, Amarillo, Texas 79101.

3. SPS is a wholly-owned subsidiary of Xcel Energy Inc. ("Xcel Energy"), which is a holding company under Federal Energy Regulation Commission ("FERC") regulations adopted under the Public Utility Holding Company Act of 2005.<sup>1</sup> Xcel Energy is a utility holding company that owns several electric and natural gas utility

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<sup>1</sup> 18 C.F.R. Part 366.

operating companies, a regulated natural gas pipeline company, and three electric transmission companies.<sup>2</sup>

4. The following corporate representatives and attorneys of SPS should receive all notices, pleadings, discovery requests and responses, and all other documents related to this case:

Susan Brymer  
Regulatory Case Specialist II  
Southwestern Public Service Company  
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Austin, Texas 78701-2471  
512.236.6925  
512.236.6935 (fax)  
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Zoe Lees  
XCEL ENERGY SERVICES INC.  
119 East Marcy Street, Suite 202  
Santa Fe, New Mexico 87501  
505-948-8660  
Zoe.E.Lees@xcelenergy.com

5. SPS requests that the following SPS representatives be included on the official service list to receive email service of all notices, pleadings, discovery requests and responses, and all other documents related to this case:

Mario Contreras, Manager Rate Cases: Mario.A.Contreras@xcelenergy.com;  
Will DuBois, Lead Assistant General Counsel: Will.W.DuBois@xcelenergy.com;  
Evan D. Evans, Dir. of Reg and Pricing Analysis: Evan.D.Evans@xcelenergy.com  
Stephanie M. Wells, Case Specialist: Stephanie.M.Wells@xcelenergy.com

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<sup>2</sup> Xcel Energy is the parent company of four wholly-owned electric utility operating companies: Northern States Power Company, a Minnesota corporation; Northern States Power Company, a Wisconsin corporation; Public Service Company of Colorado, a Colorado corporation; and SPS. Xcel Energy's natural gas pipeline subsidiary is WestGas InterState, Inc. Through its subsidiary, Xcel Energy Transmission Holding Company, LLC, Xcel Energy also has three transmission-only operating companies: Xcel Energy Southwest Transmission Company, LLC; Xcel Energy Transmission Development Company, LLC; and Xcel Energy West Transmission Company, LLC, all of which are either currently regulated by the FERC or expected to be regulated by FERC.

### III. STATUTORY CONSIDERATIONS

6. The EV Statute states that applications to expand transportation electrification “may include investments or incentives to facilitate the deployment of charging infrastructure and associated electrical equipment that support transportation electrification, including electrification of public transit and publicly owned vehicle fleets, rate designs or programs that encourage charging that supports the operation of the electric grid and customer education and outreach programs that increase awareness of such programs and of the benefits of transportation electrification.” NMSA 1978, § 62-8-12 (A).

7. The EV Statute directs the Commission to consider whether the investments, incentives, programs and expenditures are:

- (1) reasonably expected to improve the public utility’s electrical system efficiency, the integration of variable resources, operational flexibility and system utilization during off-peak hours;
- (2) reasonably expected to increase access to the use of electricity as a transportation fuel, with consideration given for increasing such access to low-income users and users in underserved communities;
- (3) designed to contribute to the reduction of air pollution and greenhouse gases;
- (4) reasonably expected to support increased consumer choices in electric vehicle charging and related infrastructure and services; allow for private capital investments and skilled jobs in related services; and provide customer information and education;
- (5) reasonable and prudent, as determined by the commission; and

(6) transparent, incorporating public reporting requirements to inform program design and commission policy.

NMSA 1978, §62-8-12 (B).

8. The EV Statute states that “[a] A public utility that undertakes measures to expand transportation electrification pursuant to this section shall have the option of recovering the public utility’s reasonable costs for the expansion through a commission-approved tariff rider or base rate or both.” NMSA 1978, § 62-8-12 (C).

#### **IV. SPS’s TEP AND PROPOSED PLAN TRANSPORTATION ELECTRIFICATION PORTFOLIOS**

9. This is SPS’s first TEP, which contains three portfolios of transportation electrification plans that target customers in the Residential (including low-income) and Commercial Segments. SPS’s TEP proposes that the following portfolios and corresponding programs be implemented upon Commission approval:

##### ***Residential Portfolio***

- a. Home Wiring Rebate
- b. Low-Income Charging Rebate
- c. Home Charging Service
- d. EV Optimization

##### ***Public Fast Charging Portfolio***

- a. Make-Ready for Public Charging Stations
- b. Public Fast Charging Service

##### ***Advisory Services Portfolio***

- c. Residential Advisory Services
- d. Fleet and Communities Advisory Services

10. The TEP and associated portfolios are designed to give customers, including low-income customers, in the targeted customer classes the opportunity to participate in the programs and obtain the benefits of transportation electrification.

11. The TEP proposes a total budget of \$3,168,000 for plan years 2021, 2022, and 2023.

12. Interested parties, including the Commission's Utility Division Staff ("Staff"), environmental advocates, large customers, low-income advocates, and EV industry advocates were invited to provide input into the TEP and SPS considered that input in developing the plan. SPS held its Public Participation Meeting on May 13, 2020 via web conference and gave an overview of its TEP, proposed programs and budgets. SPS provided proposed budgets for the plan years, discussed portfolios and programs SPS proposes in its TEP, and requested additional non-binding feedback from stakeholders on the programs and evaluation measures proposed by SPS.

13. The TEP filing includes SPS's request to use straight line depreciation for the charges at a 10% depreciation rate to apply to EV chargers through FERC account 371. This depreciation rate is based on an expected service life of 10 years for these assets.

14. The TEP filing includes a proposal to record the costs of the rebates paid to customers for charging equipment incentive in a regulatory asset. The regulatory asset balance would be placed on SPS's balance sheet and would be amortized over a ten-year period, earning at SPS's WACC. The rebates proposed in the TEP are primarily designed to incentivize and support increasing access to EV charging by assisting

customers with the installation of household EV chargers, which have an expected useful life of 10 years.

15. The TEP filing includes a request to develop a revenue requirement and earn a return on the capital investments made pursuant to the Public Utility Act. The revenue requirement calculation methodology forecasts the revenue requirement prior to each calendar year which is then trued up to actual costs and actual revenue. SPS will file a true-up annually on August 1. SPS proposes to utilize its most recently approved cost of debt (WACC), Return on Equity (“ROE”), and capital structure. The costs included in the revenue requirement calculation include the plant placed in service, the associated plant-related costs (depreciation expense, accumulated depreciation, accumulated deferred income tax), operations and maintenance (“O&M”) expense, income tax expense, and the cost of rebates provided to customers for the installation of the necessary equipment. The proposed revenue requirement calculation also credits any revenues generated by the TEP assets towards the revenue requirement calculation. The projected TEP annual revenue requirement for 2021 is \$281,971. On October 1 each year, SPS will file the projected revenue requirement and rates with the Commission.

## **V. REQUESTED TARIFFS**

16. As provided by the EV Statute, SPS is proposing four different tariffs to recover its costs for its TEP:

(a) EV Rider

(b) EV Equipment Rider

(c) Public Electric Vehicle Charging Service Rider

(d) EV Optimization Rider

i. EV Rider

17. To implement its proposed TEP programs, and in accordance with NMSA 1978, 68-8-12 (C), SPS seeks Commission approval for its proposed Original Rate No. 78, EV Rider, attached to the Direct Testimony of Richard M. Luth as Attachment RML-1. As Mr. Luth explains, the EV Rider recovers the EV infrastructure revenue requirement through a percentage-based charge that may vary periodically, to recover SPS's reasonable capital costs for the TEP, as well as O&M, and the costs of rebates. The percentage-based charge will apply to the amount charged to each customer for all base rate charges, as provided in the applicable SPS tariff for electric service. The EV Rider will be charged only to secondary-voltage customer classes, excluding Area Lighting and Municipal Street Lighting.

18. The capital recovered in this rider is included in the revenue requirement through the return and depreciation expense components of the revenue requirement. In order to calculate the return component a WACC is necessary. SPS proposes for the initial rider to use the currently-approved WACC of 7.19%, which was approved in Case No. 19-00170-UT. That WACC is based on an ROE of 9.45%, a cost of debt of 4.44% and a capital structure consisting of 54.77% equity and 45.23% debt. To the extent that

the approved WACC changes during the TEP plan horizon, SPS will reflect the currently-approved WACC in the EV rider.

19. As approved by the Commission for use by SPS in both its energy efficiency and renewable portfolio standard riders, SPS proposes to calculate the difference between costs and revenue and apply the annual customer deposit interest rate set by the Commission under Section 62-13-13 of the PUA and 17.9.560.12(B)(2)(A) NMAC symmetrically to the difference.

ii. *EV Equipment Rider*

20. To implement its proposed Home Charging Service program, SPS seeks Commission approval for its proposed Original Rate No. 79, EV Equipment Rider, attached to the Direct Testimony of Mr. Luth as Attachment RML-3 in order to recover the costs for the supply, installation, and maintenance by SPS of EV charging equipment.

21. SPS proposes a monthly charge of \$12.00 to residential customers that take advantage of charging equipment provided and installed by SPS. The charge is based upon the levelized return on SPS's average investment over the course of the expected 10-year useful life of the charging equipment, plus: annual depreciation, expected maintenance costs, and program administration costs. The levelized return on investment is based upon a 7.19% WACC from SPS's recently concluded Case No. 19-00170-UT, multiplied by the average plant in service balance over the 10-year

expected useful life of the charging equipment. The rate design ensures that participating customers will pay the full cost of that equipment over its expected 10-year useful life.

22. The EV Equipment Rider includes an early termination charge of \$200 for the removal of EV charging equipment.

iii. EV Optimization Rider

23. To implement its proposed EV Optimization program, SPS seeks Commission approval for its proposed Original Rate No. 80, EV Charging Optimization Credit, attached to the Direct Testimony of Mr. Luth as Attachment RML-5. For customers participating in the EV Optimization program, the credit is a mechanism by which SPS may issue an annual \$50.00 credit to reward the optimal use of the SPS electric power and delivery system for EV charging. Credits will apply to the customer's bill for SPS electric service in October of each applicable year.

iv. Public Electric Vehicle Charging Service Rider

24. Rates for SPS-owned DCFC public charging stations are contained within Original Rate No. 81, attached to the Direct Testimony of Mr. Luth as Attachment RML-4. The stations will charge customers an off-peak charge of \$1.05 per minute and \$2.10 per minute during on-peak hours. The proposed rate for on-peak charging is double the off-peak rate. A 100% premium for charging during on-peak hours of 12 noon through 6 p.m. on weekdays during the summer months of June through September is a strong incentive to charge during off-peak hours. As explained by Mr. Luth in his

direct testimony, a significant increase in EV charging during the SPS system peak periods could defeat a potential benefit of spreading the recovery of system capacity costs to off-peak periods from the development of EV infrastructure. Therefore, in order to dissuade drivers from charging during peak hours, SPS proposes that while charging should be available at all times, should drivers urgently need a charge, the cost will be significantly higher than during off-peak periods.

## **VI. REPORTING AND EVALUATION PROPOSAL**

25. Consistent with the EV statute's emphasis on transparent transportation electrification plans which incorporate public reporting requirements to inform program design and commission policy, SPS proposes to provide updates on key metrics in an annual TEP compliance report, to be filed on August 1 of each year. SPS proposes an evaluation process to allow SPS, stakeholders, and the Commission to better understand the impacts of SPS's TEP program. Collecting data on the programs and their impacts will help SPS to improve future iterations of its TEP and to make mid-course adjustments in response to customer feedback, internal and/or vendor cost changes, and customer uptake. SPS plans to evaluate how the programs are affecting EV adoption, customer awareness and satisfaction, charging behavior and peak demand, and local emissions. SPS proposes to provide this information, along with other participation and cost metrics as detailed in Attachment MCB-1 to the Direct Testimony of Mathias C. Bell, in the

proposed annual TEP compliance report. To support these efforts, SPS proposes an initial annual budget of \$50,000 for a third-party evaluator.

## **VII. NOTICE**

26. SPS's proposed Notice to Customers is provided as Exhibit B. On the day SPS files this Application, the proposed Notice to customers, a copy of this Application, and the supporting testimony, will be served on the Commission's Utility Division Staff, the New Mexico Attorney General, and all parties in SPS's most recently-concluded Renewable Portfolio Standard ("RPS") case (Case No. 19-00134-UT) and SPS's most recently concluded rate case (Case No. 19-00170-UT).

27. SPS will also publish notice of this Application in each newspaper having general circulation in SPS's New Mexico service territory and will provide notice to all customers.

## **IV. Miscellaneous Matters**

28. In support of its Application, SPS is concurrently filing the direct testimony of the following four witnesses:

### **Ruth M. Sakya, whose testimony:**

- provides an overview of SPS and the initial TEP, filed in compliance with the EV Statute;
- demonstrates how SPS's TEP complies with the requirements and considerations of the EV Statute; and
- supports SPS's request to record the customer rebates paid for home charger wiring and pre-wiring (wiring already installed by EV drivers) in

a regulatory asset and authorize SPS to earn a return on the regulatory asset.

**Mr. Mathias C. Bell, whose testimony:**

- provides an overview of current transportation electrification in New Mexico and SPS's service territory;
- discusses the importance of the utility's role in helping to increase access to transportation electrification by targeting barriers to adoption, particularly in SPS's New Mexico service area;
- provides details on SPS's proposed TEP and its primary components: 1) residential charging, 2) public charging, and 3) advisory Services, including customer education and outreach;
- discusses SPS's proposed annual budgets for the triennial TEP and associated programmatic and budget flexibility; and
- provides SPS's TEP evaluation proposal.

**Mr. Arthur P. Freitas, whose testimony:**

- supports SPS's cost of service for its TEP;
- discusses issues related to the depreciation of the assets in the TEP, including how they will be recorded in SPS's books and records and the depreciation rates used to calculate depreciation expense on the assets;
- requests approval for a new straight line depreciation rate to apply to the charging assets installed under the TEP;
- describes SPS's proposed cost recovery approach;
- describes the proposed rider including the costs that are included in the revenue requirement calculation; and
- presents the revenue requirement for the 2021 EV rider and an illustrative revenue requirement for the 2022 and 2023 EV rider.

**Mr. Richard M. Luth, whose testimony:**

- discusses the existing rates that are applicable to EV charging at home;
- discusses SPS's proposed EV Rider, which is designed to recover the costs of the SPS TEP;
- discusses how SPS will recover costs to provide EV charging equipment at residential locations;
- discusses the annual \$50 credit SPS proposes to provide to customers who participate in the EV Optimization program;
- discusses SPS's proposal for public EV charging stations that will be operated by SPS in areas where privately-owned charging stations are not likely to be financially viable; and
- provides bill impacts from SPS's proposals for the TEP and cost-recovery through the EV Rider.

**X. Relief Requested**

For the reasons stated above, SPS respectfully requests that the Commission enter a final order that:

- (A) approves SPS's TEP, and associated TEP programs;
- (B) approves SPS's proposed TEP budget and budget flexibility proposal;
- (C) approves SPS's proposed 10% depreciation rate for SPS-owned EV chargers;
- (D) approves SPS's proposal to place TEP rebates into a regulatory asset, amortize the rebates over a 10-year amortization period, and earn a return on the asset at SPS's most recently approved WACC;
- (E) approves SPS's proposed revenue requirement for the TEP;
- (F) approves SPS's proposed EV Rider, EV Equipment Rider, Public Electric Vehicle Charging Service Rate, and EV Optimization Rider, as shown in Advice Notice No. 290, attached hereto;
- (G) approves SPS's proposed evaluation and reporting criteria;

- (H) finds that SPS's TEP complies with the EV Statute, is reasonable, prudent, and in the public interest, and that the proposed cost recovery mechanisms set forth in this Application and supporting Direct Testimony and Attachments will provide for the implementation of just and reasonable rates; and
- (I) grants to SPS all other approvals, authorizations, waivers, or variances that the Commission determines are necessary for SPS to implement and effectuate the relief granted in this case.

Respectfully submitted,

By: /s/Zoë E. Lees

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ATTORNEYS FOR SOUTHWESTERN PUBLIC SERVICE COMPANY

**EXHIBIT A**

**SOUTHWESTERN PUBLIC SERVICE COMPANY**

ADVICE NOTICE NO. 290

July 21, 2020

**NEW MEXICO PUBLIC REGULATION COMMISSION  
OF THE STATE OF NEW MEXICO**

Southwestern Public Service Company hereby gives notice to the public and the Commission of the filing of its Electric Vehicle Infrastructure Rider, Electric Vehicle Charging Equipment Rider, Public Electric Vehicle Charging Service, and Electric Vehicle Charging Optimization Credit rates. These rates have an effective date of January 1, 2021.

<b>Rate No.</b>	<b>Title of Sheet</b>	<b>Canceling Rate No.</b>	<b>Effective Date</b>
One Hundred Ninth Rev	Table of Contents – Electric Rate Schedules	One Hundred Eight Rev	January 1, 2021
Original 78	Electric Vehicle Infrastructure Rider		January 1, 2021
Original 79	Electric Vehicle Charging Equipment Rider		January 1, 2021
Original 80	Electric Vehicle Charging Optimization Credit		January 1, 2021
Original 81	Public Electric Vehicle Charging Service		January 1, 2021

SOUTHWESTERN PUBLIC SERVICE COMPANY

*/s/ Evan D. Evans*

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Evan D. Evans  
Director - Regulatory and Pricing Analysis  
Southwestern Public Service Company

**SOUTHWESTERN PUBLIC SERVICE COMPANY**

**ONE HUNDRED NINTH REVISED TABLE OF CONTENTS  
 CANCELING ONE HUNDRED EIGHTH REVISED TABLE OF CONTENTS  
 ELECTRIC RATE SCHEDULES**

**X  
X**

<u>Rate No.</u>	<u>Tariff No.</u>	<u>Title</u>	<u>Territory</u>
			Except where otherwise stated; Artesia, Carlsbad, Clovis, Dexter, Eunice, Hagerman, Hobbs, Jal, Lake Arthur, Loving, Malaga, Otis, Portales, Roswell, Texico, and Tucumcari
1	1018.20	Residential Service	
3	2002.24	Irrigation Power Service	
4	3018.33	Purchases from Qualifying Facility	
6	3110.21	Small General Service	
13	4106.20	Primary General Service	
14	5027.15	Municipal Street Lighting Service	
16	6016.20	Large Municipal and School Service	
26	7004.10	Miscellaneous Service Charges	
27	4107.9	SLCA Integrated Projects Energy Rider	Cannon AFB, Clovis
28	5118.10	Area Lighting Service	
31	7201.2	Photovoltaic Water Pumping Systems	

290	<b>X</b>
Advice Notice No.	
<i>/s/ Evan D. Evans</i>	
<b>DIRECTOR - REGULATORY AND PRICING ANALYSIS</b>	

**SOUTHWESTERN PUBLIC SERVICE COMPANY**

**ONE HUNDRED NINTH REVISED TABLE OF CONTENTS  
 CANCELING ONE HUNDRED EIGHTH REVISED TABLE OF CONTENTS  
 ELECTRIC RATE SCHEDULES**

**X  
X**

<u>Rate No.</u>	<u>Tariff No.</u>	<u>Title</u>	<u>Territory</u>
			Except where otherwise stated; Artesia, Carlsbad, Clovis, Dexter, Eunice, Hagerman, Hobbs, Jal, Lake Arthur, Loving, Malaga, Otis, Portales, Roswell, Texico, and Tucumcari
33	7202.3	Renewable Energy Rate Rider	
34	4110.8	Large General Service - Transmission	
39	1017.7	Residential Heating Service	
40	4060.7	Secondary General Service	
42	6018.7	Small Municipal and School Service	
44	7203.16	Energy Efficiency Rider	
52	5004.7	Small Solar Distributed Generation Program	
53	5005.7	Medium Solar Distributed Generation Program	
54	5006.6	Large Solar Distributed Generation Program	
57	5009.3	Small SDG-REC Purchase Program	
58	5010.3	Medium SDG-REC Purchase Program	
62	5014.3	3 <sup>rd</sup> Party Small Solar Distributed Generation Program	

290	<b>X</b>
Advice Notice No.	
<i>/s/ Evan D. Evans</i>	
<b>DIRECTOR - REGULATORY AND PRICING ANALYSIS</b>	

**SOUTHWESTERN PUBLIC SERVICE COMPANY**

**ONE HUNDRED NINTH REVISED TABLE OF CONTENTS X  
 CANCELING ONE HUNDRED EIGHTH REVISED TABLE OF CONTENTS X  
 ELECTRIC RATE SCHEDULES**

Rate No.	Tariff No.	Title	Territory
			Except where otherwise stated; Artesia, Carlsbad, Clovis, Dexter, Eunice, Hagerman, Hobbs, Jal, Lake Arthur, Loving, Malaga, Otis, Portales, Roswell, Texico, and Tucumcari
63	5015.3	3 <sup>rd</sup> Party Medium Solar Distributed Generation Program	
64	5016.2	3 <sup>rd</sup> Party Large Solar Distributed Generation Program	
65	5017.2	3 <sup>rd</sup> Party Small Biomass Distributed Generation Program	
66	5018.2	3 <sup>rd</sup> Party Medium Biomass Distributed Generation Program	
70		Renewable Portfolio Cost Rider	
72	7107.3	Fuel and Purchased Power Cost Adjustment Clause	
73	4030.3	General Service – Time of Use Rate	
76	7208	Solar*Connect Community Rate Rider	
77		RPS Reconciliation Rider	
78		Electric Vehicle Infrastructure Rider	<b>X</b>
79		Electric Vehicle Charging Equipment Rider	<b>X</b>
80		Electric Vehicle Charging Optimization Credit	<b>X</b>
81		Public Electric Vehicle Charging Service	<b>X</b>

290	<b>X</b>
Advice Notice No.	
<i>/s/ Evan D. Evans</i>	
<b>DIRECTOR - REGULATORY AND PRICING ANALYSIS</b>	

**SOUTHWESTERN PUBLIC SERVICE COMPANY**

**ORIGINAL RATE NO. 78**

**ELECTRIC VEHICLE INFRASTRUCTURE RIDER**

**APPLICABLE:** To bills for electric service provided at secondary voltage under SPS retail rate tariffs, excluding Area Lighting and Municipal Street Lighting. For the recovery of costs to implement and operate electric vehicle (“EV”) programs.

**TERRITORY:** Area served by SPS in New Mexico.

**RIDER:** A percentage-based charge that will apply to the amount charged to each customer for all base rate charges, as provided in the applicable SPS tariff for electric service, which includes the service availability charge, energy charge, demand charge, and power factor credit or charge.

For the calendar year 2021: 0.1728% x base rate charges

Charges shown above may be modified periodically, as authorized by the New Mexico Public Regulation Commission, as a result of changes in estimated costs, EV cost recovery balances, applicable base rate revenue, or other factors that may be identified from the time this rider becomes effective.

**INTEREST ON OVER AND UNDER RECOVERY:** Monthly over- and under-recovery balances will include interest at the customer deposit interest rate set by the NMPRC each January.

Effective Date: January 1, 2021

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Advice Notice No.

*/s/ Evan D. Evans*

**DIRECTOR OF REGULATORY AND PRICING  
ANALYSIS**

**SOUTHWESTERN PUBLIC SERVICE COMPANY**

**ORIGINAL RATE NO. 79**

**ELECTRIC VEHICLE CHARGING EQUIPMENT RIDER**

**APPLICABLE:** Under agreement with SPS, as described in the SPS Transportation Electrification Plan (“TEP”), to customer premises taking service under Residential Service or Residential Heating Service, and that have electric vehicle (“EV”) charging equipment at the premise installed and maintained by SPS.

In addition to charges for electric service at applicable rate, which also includes the Fuel and Purchased Power Cost Adjustment Clause, RPS Cost Rider, RPS Reconciliation Rider, Energy Efficiency Rider, and other charges that may take effect with New Mexico Public Regulation Commission authorization.

**TERRITORY:** Area served by SPS in New Mexico.

**CHARGE:** \$12.00 per month. As authorized by the New Mexico Public Regulation Commission, charge may vary periodically.

**METHOD OF PAYMENT:** A charge in addition to the charges on the customer’s bill from SPS under the applicable service tariff.

**EARLY TERMINATION:** Customer will be charged \$200.00 for the removal of EV charging equipment from the customer’s premise if the customer terminates payment before the end of the 10-year minimum time period specified in the Customer Service Agreement with SPS or the SPS TEP, as either applies to the customer’s installation.

**TAX ADJUSTMENT:** Billings under this schedule may be increased by an amount equal to the sum of the taxes payable under the Gross Receipts and Compensating Tax Act and of all other taxes, fees, or charges (exclusive of ad valorem, state and federal income taxes) payable by the utility and levied or assessed by any governmental authority on the public utility service rendered, or on the right or privilege of rendering the service, or on any object or event incidental to the rendition of the service.

Effective Date: January 1, 2021

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Advice Notice No.

*/s/ Evan D. Evans*

**DIRECTOR OF REGULATORY AND PRICING  
ANALYSIS**

**SOUTHWESTERN PUBLIC SERVICE COMPANY**

**ORIGINAL RATE NO. 80**

**ELECTRIC VEHICLE CHARGING OPTIMIZATION CREDIT**

**APPLICABLE:** Under agreement with SPS, as described in the SPS Transportation Electrification Plan, to customer premises taking service under Residential Service or Residential Heating Service, and that have qualifying electric vehicle (“EV”) charging equipment at the premise. Availability is restricted to EV charging equipment whose operation is able to communicate charging data to SPS through an approved vendor.

In addition to charges for electric service at applicable rate, which also includes the Fuel and Purchased Power Cost Adjustment Clause, RPS Cost Rider, RPS Reconciliation Rider, Energy Efficiency Rider, and other charges that may take effect with New Mexico Public Regulation Commission authorization.

**TERRITORY:** Area served by SPS in New Mexico.

**CREDIT:** \$50.00 per year, applied to the customer’s bill for SPS electric service in October of each year the credit is earned. As authorized by the New Mexico Public Regulation Commission, credit may be adjusted periodically.

**TAX ADJUSTMENT:** Billings under this schedule may be adjusted by an amount equal to the sum of the taxes payable under the Gross Receipts and Compensating Tax Act and of all other taxes, fees, or charges (exclusive of ad valorem, state and federal income taxes) payable by the utility and levied or assessed by any governmental authority on the public utility service rendered, or on the right or privilege of rendering the service, or on any object or event incidental to the rendition of the service.

**TERMS AND CONDITIONS:**

- Credit is earned through participation in the EV Optimization Program and will be paid to all customers enrolled at the time the credit posts to their bill;
  - Customer participation will be reviewed at the end of each calendar year;
  - A customer that does not follow their selected charging schedule equal to or more than 25% of the non-holiday week days during the calendar year will be removed from the program.

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Advice Notice No.

*/s/ Evan D. Evans*

**DIRECTOR OF REGULATORY AND PRICING  
ANALYSIS**

**SOUTHWESTERN PUBLIC SERVICE COMPANY**

**ORIGINAL RATE NO. 80**

**ELECTRIC VEHICLE CHARGING OPTIMIZATION CREDIT**

**TERMS AND CONDITIONS** (continued):

- If SPS determines that the charging data it receives from an approved vendor has been rendered ineffective due to tampering by use of mechanical, electrical, or other devices or actions by the customer:
  - the customer's participation in the program may be terminated;
  - SPS may rebill all prior load management credits received by the customer to the date the tampering appears to have first occurred or for the previous twelve months, whichever is longer; and
  - A customer removed from the program is only eligible to renew participation at the discretion of SPS, after SPS has verified it is able to collect accurate charging data for the customer.

**LIMITATION OF LIABILITY:** Customers who elect to participate in the EV Charging Optimization Credit program shall agree to indemnify and save harmless SPS from all personal or property claims or losses of any sort resulting from interruption of electric service under the EV Charging Optimization Credit program.

Effective Date: January 1, 2021

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Advice Notice No.

*/s/ Evan D. Evans*

**DIRECTOR OF REGULATORY AND PRICING  
ANALYSIS**

**SOUTHWESTERN PUBLIC SERVICE COMPANY**

**ORIGINAL RATE NO. 81**

**PUBLIC ELECTRIC VEHICLE CHARGING SERVICE**

**APPLICABLE:** For electric vehicle (“EV”) charging at stations operated by SPS and open to the public.

**TERRITORY:** Area served by SPS in New Mexico.

**CHARGE:** \$1.05 per minute during the months of October through May. For the months of June through September, \$2.10 per minute during peak hours of 12 noon through 6 p.m. Mountain Daylight Time, Monday through Friday, and \$1.05 per minute during all hours other than peak hours.

An idling fee of \$0.53 per minute will begin to apply if an EV remains at a charging port 10 minutes after charging is completed.

As authorized by the New Mexico Public Regulation Commission, charges may be modified periodically.

**METHOD OF PAYMENT:** Credit or debit card, or other payment methods accessible by SPS facilities. SPS is not responsible for payment methods that are not accessible for the purpose of obtaining payment at SPS-operated EV charging stations.

Effective Date: January 1, 2021

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Advice Notice No.

*/s/ Evan D. Evans*

**DIRECTOR OF REGULATORY AND PRICING  
ANALYSIS**



- (D) approve SPS’s proposal to place TEP rebates into a regulatory asset, amortize the rebates over a 10-year amortization period, and earn a return on the asset at SPS’s most recently approved weighted average cost of capital (“WACC”);
- (E) approve SPS’s proposed revenue requirement for its TEP;
- (F) approve SPS’s proposed tariffs: Electric Vehicle Infrastructure Rider (“EV Rider”), Electric Vehicle Equipment Rider (“EV Equipment Rider”), Public Electric Vehicle Charging Service Rate, and Electric Vehicle Charging Optimization Rider (“EV Optimization Rider”);
- (G) approve SPS’s proposed evaluation and reporting criteria;
- (H) find that SPS’s TEP complies with the EV Statute, is reasonable, prudent, and in the public interest, and that the proposed cost recovery mechanisms set forth in the Application and supporting Direct Testimony and Attachments will provide for the implementation of just and reasonable rates; and
- (I) grant to SPS all other approvals, authorizations, waivers, or variances that the Commission determines are necessary for SPS to implement and effectuate the relief granted in this case.

1. NMSA 1978, 68-8-12 (“EV Statute”) requires that no later than January 1 2021, and thereafter upon request by the commission, but no more frequently than every two years, a public utility shall file with the commission an application to expand transportation electrification.

2. SPS is proposing the following three portfolios that target customers in Residential (including low income) and Commercial segments:

- 1. Residential Portfolio
  - Home Wiring Rebate
  - Low-Income Charging Rebate
  - Home Charging Service
  - EV Optimization
- 2. Public Fast Charging Portfolio

- Make-Ready for Public Charging Stations
  - Public Fast Charging Service
3. Advisory Services
- Residential Advisory Services
  - Fleet and Communities Advisory Services

3. SPS requests approval of its proposed TEP budget of \$3,168,000 total for plan years 2021, 2022 and 2023, and authorization to recover the costs of the TEP through an Electric Vehicle Infrastructure Rider, an Electric Vehicle Equipment Rider, and a Public Electric Vehicle Charging Service Rate.

4. The TEP filing includes SPS's request to use straight line depreciation for the charges at a 10% depreciation rate to apply to EV chargers through FERC account 371. This depreciation rate is based on an expected service life of 10 years for these assets.

5. The TEP filing includes a proposal to record the costs of the rebates paid to customers for charging equipment in a regulatory asset. The regulatory asset balance would be placed on SPS's balance sheet and would be amortized over a ten-year period, earning at SPS's weighted average cost of capital. The rebates proposed in the TEP are primarily designed to incentivize and support increasing access to EV charging by assisting customers in the installation of household EV chargers, which have an expected useful life of 10 years.

6. The TEP filing includes a request to develop a revenue requirement and earn a return on the capital investments made pursuant to the Public Utility Act. The revenue requirement calculation methodology forecasts the revenue requirement prior to each calendar year which is then trued up to actual costs and actual revenue. SPS will file a

true-up annually on August 1. SPS proposes to utilize its most recently approved cost of debt (WACC), Return on Equity (“ROE”), and capital structure. The costs included in the revenue requirement calculation include the plant placed in service, the associated plant-related costs (depreciation expense, accumulated depreciation, accumulated deferred income tax), operations and maintenance (“O&M”) expense, income tax expense, and the cost of rebates provided to customers for the installation of the necessary equipment. The proposed revenue requirement calculation also credits any revenues generated by the TEP assets towards the revenue requirement calculation. The projected TEP annual revenue requirement for 2021 is \$281,971. On October 1 each year, SPS will file the projected revenue requirement and rates with the Commission.

7. To implement its proposed TEP programs, and in accordance with NMSA 1978, 68-8-12 (C), SPS seeks Commission approval for its proposed Original Rate No. 78, EV Rider. The EV Rider recovers the EV infrastructure revenue requirement through a percentage-based charge that may vary periodically, to recover SPS’s reasonable capital costs for the TEP, as well as O&M, and the costs of rebates. The percentage-based charge will apply to the amount charged to each customer for all base rate charges, as provided in the applicable SPS tariff for electric service. The EV Rider will be charged only to secondary-voltage customer classes, excluding Area Lighting and Municipal Street Lighting.

8. The capital recovered in the EV Rider is included in the revenue requirement through the return and depreciation expense components of the revenue

requirement. In order to calculate the return component, a WACC is necessary. SPS proposes for the initial rider to use the currently-approved WACC of 7.19%, which was approved in Case No. 19-00170-UT. That WACC is based on an ROE of 9.45%, a cost of debt of 4.44% and a capital structure consisting of 54.77% equity and 45.23% debt. To the extent that the approved WACC changes during the TEP plan horizon, SPS will reflect the currently-approved WACC in the EV rider.

9. To implement its proposed Home Charging Service program, SPS seeks Commission approval for its proposed Original Rate No. 79, EV Equipment Rider in order to recover the costs for the supply, installation, and maintenance by SPS of EV charging equipment. SPS proposes a monthly charge of \$12.00 to residential customers that take advantage of charging equipment provided and installed by SPS. The charge is based upon the levelized return on SPS's average investment over the course of the expected 10-year useful life of the charging equipment, plus: annual depreciation, expected maintenance costs, and program administration costs. The levelized return on investment is based upon a 7.19% WACC from SPS's recently concluded Case No. 19-00170-UT, multiplied by the average plant in service balance over the 10-year expected useful life of the charging equipment. The EV Equipment Rider includes an early termination charge of \$200 for the removal of EV charging equipment.

10. To implement its proposed EV Optimization program, SPS seeks Commission approval for its proposed Original Rate No. 80, EV Charging Optimization Credit. For customers participating in the EV Optimization program, the credit is a

mechanism by which SPS may issue an annual \$50.00 credit to reward the optimal use of the SPS electric power and delivery system for EV charging. Credits will apply to the customer's bill for SPS electric service in October of each applicable year.

11. Rates for SPS-owned DCFC public charging stations are contained within Original Rate No. 81. The stations will charge customers an off-peak charge of \$1.05 per minute and \$2.10 per minute during on-peak hours. The proposed rate for on-peak charging is double the off-peak rate. A 100% premium for charging during on-peak hours of 12 noon through 6 p.m. on weekdays during the summer months of June through September is a strong incentive to charge during off-peak hours.

12. The following tables present the bills and anticipated bills, including the proposed 2021 EV Rider, under each affected customer class and for the indicated levels of consumption:

**Residential Service**

	<b>Annualized Monthly Bill at Present Rates</b>	<b>Annualized Monthly Bill with EV Rider</b>	<b>\$ Change</b>	<b>% Change</b>
<b>Consumption Level</b>	<b>Present</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>
0 kWh	\$9.90	\$9.92	\$0.02	0.2%
250 kWh	\$32.76	\$32.81	\$0.05	0.2%
500 kWh	\$55.62	\$55.71	\$0.09	0.2%
750 kWh	\$78.49	\$78.60	\$0.11	0.1%
1,000 kWh	\$101.35	\$101.50	\$0.15	0.1%
2,000 kWh	\$192.80	\$193.07	\$0.27	0.1%

### Residential Service TOU

	<b>Annualized Monthly Bill at Present Rates</b>	<b>Annualized Monthly Bill with EV Rider</b>	<b>\$ Change</b>	<b>% Change</b>
<b>Consumption Level</b>	<b>Present</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>
0 kWh	\$10.93	\$10.95	\$0.02	0.2%
250 kWh	\$32.88	\$32.93	\$0.05	0.2%
500 kWh	\$54.83	\$54.91	\$0.08	0.1%
750 kWh	\$76.78	\$76.89	\$0.11	0.1%
1,000 kWh	\$98.73	\$98.88	\$0.15	0.2%
2,000 kWh	\$186.53	\$186.79	\$0.26	0.1%

### Residential Heat Service

	<b>Annualized Monthly Bill at Present Rates</b>	<b>Annualized Monthly Bill with EV Rider</b>	<b>\$ Change</b>	<b>% Change</b>
<b>Consumption Level</b>	<b>Present</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>
0 kWh	\$9.90	\$9.92	\$0.02	0.2%
250 kWh	\$29.92	\$29.97	\$0.05	0.2%
500 kWh	\$49.94	\$50.02	\$0.08	0.2%
750 kWh	\$69.97	\$70.07	\$0.10	0.1%
1,000 kWh	\$89.99	\$90.12	\$0.13	0.1%
2,000 kWh	\$170.08	\$170.33	\$0.25	0.1%

### Small General Service

	<b>Annualized Monthly Bill at Present Rates</b>	<b>Annualized Monthly Bill with EV Rider</b>	<b>\$ Change</b>	<b>% Change</b>
<b>Consumption Level</b>	<b>Present</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>
0 kWh	\$15.78	\$15.80	\$0.02	0.1%
250 kWh	\$34.42	\$34.47	\$0.05	0.1%
500 kWh	\$53.06	\$53.14	\$0.08	0.2%
750 kWh	\$71.70	\$71.81	\$0.11	0.2%
1,000 kWh	\$90.34	\$90.47	\$0.13	0.1%
2,000 kWh	\$164.91	\$165.14	\$0.23	0.1%

**Small General Service (TOU)**

	<b>Annualized Monthly Bill at Present Rates</b>	<b>Annualized Monthly Bill with EV Rider</b>	<b>\$ Change</b>	<b>% Change</b>
<b>Consumption Level</b>	<b>Present</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>
0 kWh	\$16.81	\$16.84	\$0.03	0.2%
250 kWh	\$34.65	\$34.69	\$0.04	0.1%
500 kWh	\$52.48	\$52.56	\$0.08	0.2%
750 kWh	\$70.31	\$70.42	\$0.11	0.2%
1,000 kWh	\$88.15	\$88.27	\$0.12	0.1%
2,000 kWh	\$159.49	\$159.71	\$0.22	0.1%

**Secondary General Service**

	<b>Annualized Monthly Bill at Present Rates</b>	<b>Annualized Monthly Bill with EV Rider</b>	<b>\$ Change</b>	<b>% Change</b>
<b>Consumption Level</b>	<b>Present</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>
1,500 kWh and 12 kW	\$281.82	\$282.27	\$0.45	0.2%
7,500 kWh and 35 kW	\$839.33	\$840.58	\$1.25	0.1%
15,000 kWh and 35 kW	\$1,026.10	\$1,027.48	\$1.38	0.1%
30,000 kWh and 100 kW	\$2,552.93	\$2,556.56	\$3.63	0.1%

**Secondary General Service (TOU)**

	<b>Annualized Monthly Bill at Present Rates</b>	<b>Annualized Monthly Bill with EV Rider</b>	<b>\$ Change</b>	<b>% Change</b>
<b>Consumption Level</b>	<b>Present</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>
1,500 kWh and 12 kW	\$251.40	\$251.79	\$0.39	0.2%
7,500 kWh and 35 kW	\$787.11	\$788.28	\$1.17	0.1%
15,000 kWh and 35 kW	\$1,071.07	\$1,072.52	\$1.45	0.1%
30,000 kWh and 100 kW	\$2,510.99	\$2,514.54	\$3.55	0.1%

### Irrigation Service

	Annualized Monthly Bill at Present Rates	Annualized Monthly Bill with EV Rider	\$ Change	% Change
Consumption Level	Present	2021	2021	2021
1,500 kWh and 12 kW	\$152.68	\$152.91	\$0.23	0.2%
7,500 kWh and 35 kW	\$623.84	\$624.72	\$0.88	0.1%
15,000 kWh and 35 kW	\$1,158.03	\$1,159.64	\$1.61	0.1%
30,000 kWh and 100 kW	\$2,350.20	\$2,353.47	\$3.27	0.1%

### Irrigation Service (TOU)

	Annualized Monthly Bill at Present Rates	Annualized Monthly Bill with EV Rider	\$ Change	% Change
Consumption Level	Present	2021	2021	2021
1,500 kWh and 12 kW	\$148.03	\$148.24	\$0.21	0.1%
7,500 kWh and 35 kW	\$601.50	\$602.34	\$0.84	0.1%
15,000 kWh and 35 kW	\$1,119.41	\$1,120.95	\$1.54	0.1%
30,000 kWh and 100 kW	\$2,265.84	\$2,268.97	\$3.13	0.1%

### Large Municipal and School Service

	Annualized Monthly Bill at Present Rates	Annualized Monthly Bill with EV Rider	\$ Change	% Change
Consumption Level	Present	2021	2021	2021
10,000 kWh and 30 kW	\$669.93	\$670.83	\$0.90	0.1%
20,000 kWh and 45 kW	\$1,110.17	\$1,111.57	\$1.40	0.1%
30,000 kWh and 75 kW	\$1,741.95	\$1,744.17	\$2.22	0.1%

### Large Municipal and School Service (TOU)

	Annualized Monthly Bill at Present Rates	Annualized Monthly Bill with EV Rider	\$ Change	% Change
Consumption Level	Present	2021	2021	2021

10,000 kWh and 30 kW	\$672.76	\$673.66	\$0.90	0.1%
20,000 kWh and 45 kW	\$1,171.35	\$1,172.85	\$1.50	0.1%
30,000 kWh and 75 kW	\$1,803.89	\$1,806.22	\$2.33	0.1%

**Small Municipal and School Service**

	<b>Annualized Monthly Bill at Present Rates</b>	<b>Annualized Monthly Bill with EV Rider</b>	<b>\$ Change</b>	<b>% Change</b>
<b>Consumption Level</b>	<b>Present</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>
500 kWh	\$47.93	\$48.00	\$0.07	0.1%
1,000 kWh	\$80.29	\$80.40	\$0.11	0.1%
2,000 kWh	\$145.00	\$145.20	\$0.20	0.1%

**Small Municipal and School Service (TOU)**

	<b>Annualized Monthly Bill at Present Rates</b>	<b>Annualized Monthly Bill with EV Rider</b>	<b>\$ Change</b>	<b>% Change</b>
<b>Consumption Level</b>	<b>Present</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>
500 kWh	\$48.46	\$48.53	\$0.07	0.1%
1,000 kWh	\$80.32	\$80.43	\$0.11	0.1%
2,000 kWh	\$144.04	\$144.24	\$0.20	0.1%

13. Further information regarding this case may be obtained by contacting SPS or the Commission at the addresses and telephone numbers provided below. All inquiries or written comments concerning this matter should refer to Case No. 20-\_\_\_\_\_-UT.

14. A public hearing on the Application will be held beginning on \_\_\_\_\_, 2020, and continuing thereafter if necessary. The hearing to hear and receive testimony, exhibits, arguments, and any other appropriate matters pertaining to the Application will be held either (i) at the offices of the Commission, PERA Building, 1120 Paseo de

Peralta, Santa Fe, New Mexico, or (ii) via the Zoom platform in whole or in part depending on potential COVID-19 restrictions and guidelines and related safety concerns.

15. By no later than \_\_\_\_\_, 2020, any person who desires to become a party to this case must file a motion for leave to intervene, pursuant to 1.2.2.23.A and 1.2.2.23.B NMAC.

16. By no later than \_\_\_\_\_, 202\_, the Utility Division Staff shall, and any Intervenors may, file direct testimony.

17. Any desired rebuttal testimony shall be filed on or before \_\_\_\_\_, 202\_.

18. SPS's Application, together with supporting pre-filed direct testimony, and any exhibits and related papers, may be examined by any interested person online at the SPS website [https://www.xcelenergy.com/company/rates\\_and\\_regulations/filings](https://www.xcelenergy.com/company/rates_and_regulations/filings), or the Commission's website Case Lookup E-Docket <http://www.nmprc.state.nm.us/>, or in person at the offices of SPS or the Commission at the following addresses, and all inquiries or written comments should refer to Case No. 20-\_\_\_\_\_-UT:

Mike McLeod  
Southwestern Public Service Company  
111 East Fifth Street  
Post Office Box 1937  
Roswell, New Mexico 88201  
Telephone: 575-625-5499 or 1-800-895-4999

Records Management Bureau  
New Mexico Public Regulation Commission

PERA Building – 1120 Paseo de Peralta  
Santa Fe, New Mexico 87501  
Telephone: 505-827-6968

19. Any interested person may appear at the time and place of hearing and make written or oral comment pursuant to 1.2.2.23.F NMAC without becoming an Intervenor. Interested persons may also send written comments, which shall reference Case No. 20-\_\_\_\_\_-UT, to the Commission at the address set out above. All such comments will not be considered as evidence in this case.

20. The procedural dates and requirements provided herein are as provided in the Procedural Order issued in this case, and are subject to further order of the Commission or Hearing Examiner.

21. Any interested person should contact the Commission at 505-827-6956 for confirmation of the hearing date, time, and place since hearings are occasionally rescheduled.

22. Anyone filing pleadings or testimony will serve copies thereof on all parties of record and the Utility Division Staff by first class mail or hand-delivery and by e-mail as provided by the Procedural Order. Any person whose testimony has been pre-filed will attend the hearing and submit to examination under oath.

23. All documents mailed to the Commission and its personnel shall be mailed to: P.O. Box 1269, Santa Fe, New Mexico, 87504. The physical address of the Commission shall be used only for special or hand deliveries. Copies of all filings shall

be served on all parties of record and Staff as specified in the most recent Certificate of Service issued in this case.

24. The Commission's Rules of Procedure found at 1.2.2 NMAC will apply to this case unless modified by order of the Commission or Hearing Examiner. A copy of such Rules may be obtained from the offices of the Commission and are available online at the official NMAC website <http://www.nmcpr.state.nm.us/nmac/>.

25. Any person with a disability requiring special assistance in order to participate in this case should contact the Commission at least 24 hours prior to the commencement of the hearing.

**ISSUED** at Santa Fe, New Mexico, this \_\_\_\_\_ day of \_\_\_\_\_ 2020.

**NEW MEXICO PUBLIC REGULATION COMMISSION**

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