

BEFORE THE NEW MEXICO PUBLIC REGULATION COMMISSION

IN THE MATTER OF SOUTHWESTERN PUBLIC SERVICE COMPANY’S APPLICATION FOR APPROVAL OF ITS 2025-2027 TRANSPORTATION ELECTRIFICATION PLAN; PROPOSED PLAN RIDERS AND CREDIT; AND OTHER ASSOCIATED RELIEF,)))))))))))))))	Case No. 24-00 ___ -UT
SOUTHWESTERN PUBLIC SERVICE COMPANY,)))))))	
APPLICANT.)))))))	

DIRECT TESTIMONY

of

BRIANNE R. JOLE

on behalf of

SOUTHWESTERN PUBLIC SERVICE COMPANY

April 1, 2024

TABLE OF CONTENTS

GLOSSARY OF ACRONYMS AND DEFINED TERMS.....	iii
I. WITNESS IDENTIFICATION AND QUALIFICATIONS	1
II. PURPOSE AND SUMMARY OF TESTIMONY AND RECOMMENDATIONS	3
III. DISTRIBUTION INVESTMENT INCLUDED IN SPS’S TEP	5
A. DISTRIBUTION INVESTMENT IN FEEDER UPGRADES AND VOLTAGE CONVERSIONS.....	6
B. DISTRIBUTION INVESTMENT FOR LINE EXTENSIONS	9
IV. DISTRIBUTION SYSTEM PLANNING HORIZON FOR TWO YEARS BEYOND THE TEP (2028-2029).....	11
VERIFICATION.....	15

GLOSSARY OF ACRONYMS AND DEFINED TERMS

<u>Acronym/Defined Term</u>	<u>Meaning</u>
Commission	New Mexico Public Regulation Commission
EVSI	Electric Vehicle Supply Infrastructure
EV	Electric Vehicle
MWh	Megawatt-hour
MW	Megawatt
NEVI	National Electric Vehicle Infrastructure
NMPRC	New Mexico Public Regulation Commission
SPS	Southwestern Public Service Company, a New Mexico corporation
TEP	Transportation Electrification Plan
TOU	Time of Use
XES	Xcel Energy Services, Inc
Xcel Energy	Xcel Energy, Inc

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole

I. WITNESS IDENTIFICATION AND QUALIFICATIONS

1 **Q. Please state your name and business address.**

2 A. My name is Brianne R. Jole. My business address is 4201 Frankford Avenue,
3 Lubbock, Texas 79401.

4 **Q. On whose behalf are you testifying in this proceeding?**

5 A. I am filing testimony on behalf of Southwestern Public Service Company, a New
6 Mexico corporation (“SPS”) and wholly-owned subsidiary of Xcel Energy Inc.
7 (“Xcel Energy”).

8 **Q. By whom are you employed and in what position?**

9 A. I am employed by Xcel Energy Services Inc. (“XES”), the service company
10 subsidiary of Xcel Energy, as Manager, System Planning and Strategy, Distribution
11 Integrated Planning.

12 **Q. Please briefly outline your responsibilities as Manager, Distribution System
13 Planning and Strategy.**

14 A. I am responsible for planning the distribution system to support reliability,
15 resiliency, and new growth, and ensuring the strategy behind SPS’s distribution
16 investment is in the best interest of new and existing customers.

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole

1 **Q. Please describe your educational background.**

2 A. I graduated from Texas Tech University with a bachelor's degree in mechanical
3 engineering in 2016. I obtained my professional engineering licenses in both Texas
4 and New Mexico in 2021.

5 **Q. Please describe your professional experience.**

6 A. I began my employment with SPS in Seminole, Texas as a distribution design
7 engineer in the distribution design engineering department. In October of 2023, I
8 accepted my current position with XES. I have worked to provide new service to
9 customers, address how all customers across Xcel Energy apply for and receive
10 service, and manage resiliency projects across the SPS footprint.

1 **II. PURPOSE AND SUMMARY OF TESTIMONY AND**
2 **RECOMMENDATIONS**

3 **Q. What is the purpose of your direct testimony?**

4 A. I support SPS’s request for authority to implement its 2025-2027 Transportation
5 Electrification Plan (“TEP”). Specifically, I:

- 6 • describe the Distribution Investment included in the TEP; and
- 7 • provide SPS’s Distribution System Plan for the two-year planning
8 horizon beyond the TEP (2028-2029).

9 **Q. Please summarize your testimony and recommendations.**

10 A. SPS is including distribution investment in the TEP for the costs of line extensions
11 to Commercial customers participating in SPS’s Electric Vehicle Supply
12 Infrastructure (“EVSI”) programs and to proactively assess and address grid
13 reinforcement projects such as feeder upgrades and voltage conversions that are
14 potential barriers to commercial and residential charging. These projects reduce the
15 cost and timeline burden on customers requesting charging facilities. SPS’s
16 distribution investment will allow SPS to work toward achieving its transportation
17 electrification goals and will thereby benefit customers, SPS, and the State of New

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole

1 Mexico. SPS's request to include distribution investment in the TEP is reasonable
2 and prudent and should be approved.

3

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole

III. DISTRIBUTION INVESTMENT INCLUDED IN SPS’S TEP

Q. Why is SPS including distribution investment in the TEP?

A. Distribution upgrades will be necessary at certain locations in SPS’s service territory to address barriers to commercial and residential charging, such as limited capacity and obsolete primary voltages.

Q. What types of distribution investment is SPS including in the TEP?

A. SPS proposes to invest in its distribution system to address feeder upgrades and voltage conversions necessary for expansion of EV (“Electric Vehicle”) charging. SPS is also proposing to recover the costs of line extensions for EV projects installed through the EVSI program proposed in this plan.

Q. What is the amount of distribution investment included in the TEP?

A. As set out below in Table BRJ-1, SPS has included \$6M in distribution feeder investment in the TEP, which is broken out for 2026 and 2027, as well as \$3M in line extension costs spread out over the full three years of the plan.

Table BRJ-1

Program	Spend Type	Category	2025	2026	2027	2025-2027
Commercial - Distribution	Capital		\$ 512,000	\$ 3,940,000	\$ 4,273,000	\$ 8,726,000
		Distribution - Line Extension	\$ 512,000	\$ 1,060,000	\$ 1,393,000	\$ 2,966,000
		Distribution - Feeders	\$ -	\$ 2,880,000	\$ 2,880,000	\$ 5,760,000
	O&M		\$ -	\$ 120,000	\$ 120,000	\$ 240,000
		Distribution - Feeders	\$ -	\$ 120,000	\$ 120,000	\$ 240,000
	Total			\$ 512,000	\$ 4,060,000	\$ 4,393,000

Case No. 24-00 ___-UT
Direct Testimony
of
Brianna R. Jole

1 As specific feeder projects are refined, SPS will file New Mexico Public
2 Regulation Commission (“Commission” or “NMPRC”) 440 forms to notify the
3 Commission of the initiation of a specific project and its inclusion in the TEP. A
4 consolidated list will also be provided for reference through SPS’s annual TEP
5 report filed in August of each year.

6 **A. DISTRIBUTION INVESTMENT IN FEEDER UPGRADES AND**
7 **VOLTAGE CONVERSIONS**

8 **Q. How did SPS develop its budget for the distribution feeder upgrade investment**
9 **included in the TEP?**

10 A. SPS anticipates the need for 6-9 projects over the lifecycle of this TEP, ranging
11 from \$0.5-\$1M per project across the population centers SPS serves. SPS also
12 understands that it might identify a need for additional projects during the
13 timeframe of this TEP. This budget will allow SPS to upgrade over 10 miles of
14 feeder lines within population centers. SPS also recognizes there are significant
15 planning and material lead times for the types of projects to be included in this plan.
16 For that reason, funding does not begin until 2026 even though the plan begins in
17 2025.

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole

1 **Q. Has SPS identified a definite need for the proposed feeder upgrades and**
2 **voltage conversions?**

3 A. Yes, SPS has identified locations along National Electric Vehicle Infrastructure
4 (“NEVI”) funded highways where charging infrastructure is needed but
5 understands that additional needs will likely arise through the life of this TEP within
6 SPS’s service territory beyond the NEVI funded highways. SPS is confident that
7 upgrades will need to be made but must retain the flexibility to assess the most
8 crucial locations during the life of this TEP to achieve the greatest benefit for
9 customers.

10 **Q. Please discuss the Distribution Investment included in the TEP pertaining to**
11 **feeder investments.**

12 A. Feeder upgrades benefit those in the community by increasing capacity that support
13 additional Electric Vehicle (“EV”) infrastructure and residential charging needs.
14 SPS is proposing feeder projects to address areas that would be strained to support
15 commercial charging. SPS is also performing yearly feeder forecasts, as charging
16 needs are expected to rise throughout the timeframe of this TEP.

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole

1 **Q. Please describe the Distribution Investment included in the TEP pertaining to**
2 **voltage conversions.**

3 A. Lower voltage primary systems see higher amps on their conductor for the same
4 load seen on a higher voltage primary system. Adding charging or any additional
5 load places greater strain on the primary conductors. Proactively converting
6 locations on lower voltage primary systems that are forecasted to have public facing
7 chargers enables a faster connection timeline for those sites.

8 **Q. Please describe the methodology SPS will use to select projects.**

9 A. SPS will first review and evaluate grid reinforcement projects along NEVI funded
10 highways at locations likely to install charging facilities. Based on that evaluation,
11 SPS will identify and install the necessary feeder upgrades and voltage conversions.
12 If SPS identifies a need for new substation infrastructure, those upgrades will be
13 included in SPS's Distribution System Plan for years beyond this TEP. SPS will
14 assess all feeder lines on an annual basis. During that assessment, SPS will review
15 enrollment in its residential and commercial programs and adoption rates across the
16 state to forecast additional load SPS expects to see on its system. Upgrades
17 identified during the annual review due to EV adoption would be considered for
18 projects under this TEP.

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole

1 **B. DISTRIBUTION INVESTMENT FOR LINE EXTENSIONS**

2 **Q. How did SPS develop its budget for line extensions?**

3 A. SPS and Xcel Energy have implemented EVSI and public charging programs across
4 Colorado and New Mexico over the past three years. Accordingly, SPS used line
5 extension cost data for projects completed through these programs and applied the
6 costs to participation forecasts for its Commercial Portfolio. The budget covers the
7 line extension cost of EVSI projects correlating to the amount of charging capacity
8 installed.

9 **Q. Why is SPS proposing to recover line extension costs through this rider?**

10 A. Recovering EV-specific line extension costs through this rider will provide cost
11 transparency and ensure that costs incurred to facilitate transportation
12 electrification are appropriately attributed to SPS's TEP programs. It will also give
13 SPS budget certainty and allow for timely cost recovery.

Case No. 24-00 ___-UT
Direct Testimony
of
Brianna R. Jole

1 **Q. Does the inclusion of these costs in the EV Rider impact SPS's current line**
2 **extension policy?**

3 A. No. Customers who install EV charging through SPS programs will still be
4 responsible for costs outside of those covered by SPS's existing line extension
5 policy (Rule 16 on file with NMPRC).¹

6 **Q. Is SPS's proposed distribution investment reasonable and prudent?**

7 A. Yes. As explained above, SPS's proposed distribution investment will provide
8 necessary infrastructure to support charging stations, which will benefit SPS's
9 customers, communities, and the state. The inclusion of line extension costs related
10 to program efforts will enable budget certainty and cost transparency, resulting in
11 an effective and efficient process.

¹ <https://www.prc.nm.gov/consumer-relations/company-directory/electric-companies/xcel-energy-sps/>

Case No. 24-00 ___ -UT
Direct Testimony
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Brianne R. Jole

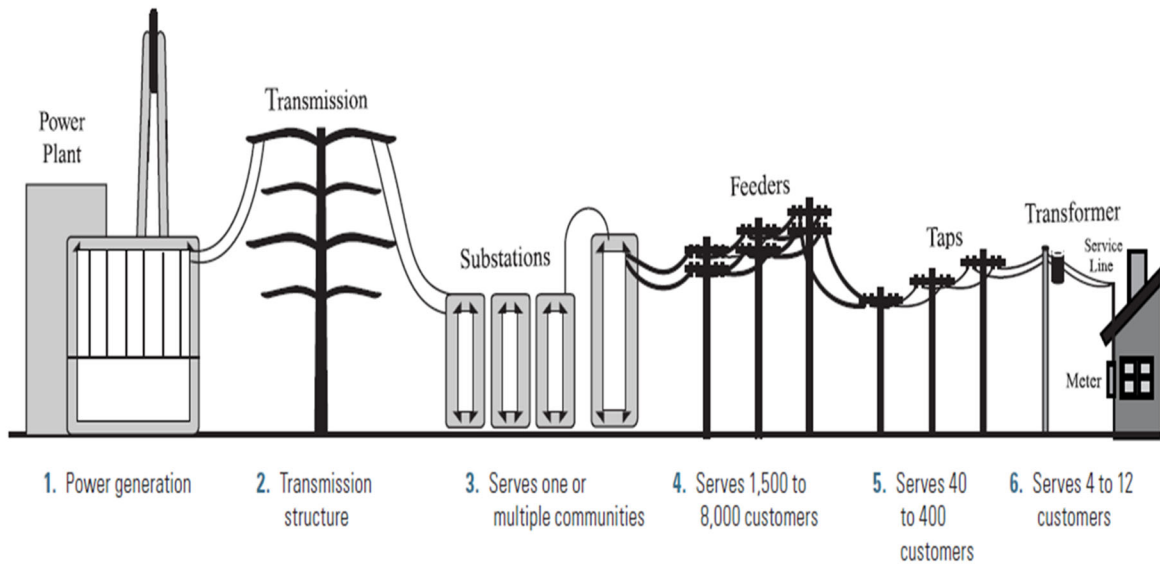
1 **IV. DISTRIBUTION SYSTEM PLANNING HORIZON FOR TWO YEARS**
2 **BEYOND THE TEP (2028-2029)**

3 **Q. Please generally describe SPS’s Distribution System Plan for 2028-2029.**

4 A. SPS intends to assess on an annual basis its loading levels on feeders², the additional
5 forecasted projects SPS expects to serve on the feeders, and an overall corporate
6 forecast for general growth throughout the system. The purpose of these
7 assessments is to proactively plan for the future, maintain and
8 improve resiliency, and identify existing and anticipated capacity deficiencies or
9 constraints that will potentially result in overloads during normal (also called
10 “system intact” or N-0) and single contingency (N-1) operating conditions. Normal
11 operation is the condition under which all electric infrastructure equipment is fully
12 functional. Single contingency operation is the condition under which a single
13 element (feeder circuit or distribution substation transformer) is out of service.
14 Figure BRJ-1 below depicts the traditional power system, going from Generation
15 all the way down to the customer’s meter.

² A feeder is a three-phase set of conductors leaving from a substation circuit breaker serving load.

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole



1

2

SPS strives to limit feeders to 75% of their rated capacity during our planning cycle.

3

This allows SPS to transfer load to feeders from adjacent connections during

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outages, while also having room to address load requests in a timely manner. Once

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a feeder has reached 75% of its rated capacity based on current system peaks and

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future forecasts, a project will be developed and proposed through the yearly budget

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cycle. Additionally, once a substation reaches similar constraints, a new project is

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initiated to address the capacity constraints.

9

New substation assets have been identified to support current residential and

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commercial growth unrelated to transportation electrification. Additional capacity

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole

1 will be brought into city centers and feeders will be extended from new locations
2 to prepare for EV adoption as those assets are integrated. The reliability and
3 resiliency provided by additional capacity in city centers is valuable to all
4 customers who reside in those locations regardless of the speed at which EV
5 adoption takes place. Currently, SPS anticipates the need for an additional
6 substation in Portales to address the voltage conversion work required to support
7 EV growth in the area estimated at \$17-20M. Additional substation needs are
8 expected to arise through the life of this TEP and will be forecasted in SPS's annual
9 TEP update.

10 **Q. What are the anticipated grid management requirements and projected peak**
11 **load requirements to reliably accommodate expanded transportation**
12 **electrification in SPS's New Mexico service territory, and how may the**
13 **requirements be reduced by improved distribution planning?**

14 A. Currently, there has been slower than expected EV adoption in SPS's service
15 territory. The forecast of EV adoption across SPS's service territory described by
16 Mr. Murphy for all EVs in his Table PJM-9 reflects 44,156 megawatt hour
17 ("MWh") on SPS's system by 2029. This increase is expected to impact SPS's
18 distribution peak by 13.5 megawatt ("MW") spread across the territory based on

Case No. 24-00 ___-UT
Direct Testimony
of
Brianne R. Jole

1 EV load shapes seen in other Xcel Energy operating companies. Adoption at the
2 forecasted rate will allow SPS to study the impact of time of use (“TOU”) rates on
3 customer behavior, effectiveness of charging programs at shifting charging to off
4 peak times, and additional proactive investments in a strategic way to limit the
5 future impact increased adoption will have on SPS’s system peak and reliability for
6 all customers served.

7 **Q. Does this conclude your pre-filed direct testimony?**

8 A. Yes.

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PUBLIC SERVICE COMPANY’S)
APPLICATION FOR APPROVAL OF ITS)
2025-2027 TRANSPORTATION)
ELECTRIFICATION PLAN; PROPOSED)
PLAN RIDERS AND CREDIT; AND OTHER)
ASSOCIATED RELIEF,) **Case No. 24-00__-UT**
)
)
SOUTHWESTERN PUBLIC SERVICE)
COMPANY,)
)
APPLICANT.)
)
)

VERIFICATION

On this day, April 1, 2024, I, Brianne R. Jole, swear and affirm under penalty of perjury under the law of the State of New Mexico, that my testimony contained in Direct Testimony of Brianne R. Jole is true and correct.

/s/Brianne R. Jole
BRIANNE R. JOLE

BEFORE THE NEW MEXICO PUBLIC REGULATION COMMISSION

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PUBLIC SERVICE COMPANY'S
APPLICATION FOR APPROVAL OF ITS
2025-2027 TRANSPORTATION
ELECTRIFICATION PLAN; PROPOSED
PLAN RIDERS AND CREDIT; AND OTHER
ASSOCIATED RELIEF,**

**SOUTHWESTERN PUBLIC SERVICE
COMPANY,**

APPLICANT.

Case No. 24-00 ___-UT

CERTIFICATE OF SERVICE

I certify that a true and correct copy of *Southwestern Public Service Company's Application and the Direct Testimony of Jeremiah W. Cunningham, Patrick J. Murphy, Brianne R. Jole, Stephanie N. Niemi and Alexander G. Trowbridge* was electronically sent to each of the following on this 1st day of April 2024:

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