



## **Filing Receipt**

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<b>APPLICATION OF EL PASO ELECTRIC COMPANY FOR APPROVAL OF TEXAS ELECTRIC VEHICLE-READY PILOT PROGRAMS AND TARIFFS</b>	<b>§ § § §</b>	<b>BEFORE THE STATE OFFICE OF ADMINISTRATIVE HEARINGS</b>
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**CITY OF EL PASO COMMENTS ON EPE PROPOSED FINDINGS OF FACT,  
CONCLUSIONS OF LAW, AND ORDERING PARAGRAPHS**

Consistent with its Initial and Reply Briefs the City of El Paso submits these comments on EPE's Proposed Findings of Fact, Conclusions of Law and Ordering Paragraphs. The intent of the comments is to assure, that if any of the programs are approved, the non-participating customers are insulated from the costs of the programs. Only the FOF's COL's which need to be changed are included in these comments. The changes/additions are shown in redline.

**Smart Rewards Pilot Program**

49. In consideration of El Paso Electric's EV load projections and its incremental cost of capacity, the proposed budget is reasonable. However, EPE should not be entitled to recover the reasonableness of any costs actually incurred in the pilot program from non-participating customers. and sought for cost recovery in the future would be reviewed if presented in a future proceeding, and any such request for recovery of the pilot program costs would be subject to applicable ratemaking laws and rules.

50.

51. The proposed Schedule No. EVRS — EV Smart Rewards Pilot Program included as Exhibit AR-4 to the direct testimony of Ms. Rodriguez other than potential future cost recovery is reasonable and should be approved.

**Whole House EV Pilot Incentive Credit Rider**

66. The proposed incentive may benefits El Paso Electric's other customers by helping diminish the impact of EV charging on system peak demand.
72. The proposed Schedule No. WHEV — Whole House EV Pilot Incentive Credit Rate Rider included as Exhibit MC-3 to the direct testimony of Mr. Carrasco other than potential cost recovery from non-participating customers is reasonable and should be approved.

**PowerConnect Pilot Program**

81. Through the PowerConnect Pilot, El Paso Electric proposes to subsidize the costs of make-ready infrastructure but does not in this proceeding seek recovery of the costs of the subsidies through rates or charges for services provided by the electric utility's regulated services under PURA § 42.0103(d). However, EPE should not be permitted to seek recovery of the pilot program costs in the future.
85. El Paso Electric's proposed limitations on the pilot, including its two-year duration, the proposed budget, and the tracking and accounting for the pilot costs are appropriate and sufficient conditions to ensure that Texas customers who have not subscribed to the pilot program are not ~~unreasonably~~ affected by approval of the application.
86. The proposed Schedule No. PC - PowerConnect Pilot Program included as Exhibit AR-2S to the supplemental direct testimony of Ms. Rodriguez other than potential cost recovery from non-participating customers is reasonable and should be approved.

**Take Charge TX Pilot Program**

103. The revenue collected by El Paso Electric under each agreement with a participating person will allow the utility to recover the costs of owning, constructing, financing, operating, and maintaining the public electric vehicle charging station from the person and not the utility's

other customers under PURA § 42.0103(p)(2). However, EPE should not be permitted to seek recovery of the costs of this pilot program from non-participating customers.


104. The proposed Schedule No. TCTX — Take Charge TX Pilot Program included as Exhibit MC-1S to the supplemental direct testimony of Mr. Carrasco other than potential cost recovery from non-participating customers is reasonable and should be approved.

Respectfully submitted,

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By: \_\_\_\_\_  
Donald C. Davie

**Certificate of Service**

I certify that a true and correct copy of the foregoing document was served on all parties of record in this proceeding on this 2nd day of May 2024 by facsimile, electronic mail, and/or first class, U.S. Mail.

*Don Davie*

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Donald C. Davie