

The Commission met on **Thursday, May 20, 2021**, with Chair Sieben and Commissioners Schuerger, Sullivan, and Tuma present.

The following matters were taken up by the Commission:

E-002/M-20-711

In the Matter of Xcel Energy’s Petition for Approval of a Multi-Dwelling Unit Electric Vehicle Pilot Program

Commissioner Schuerger moved that the Commission:

1. Approve the Multi-Dwelling Unit Electric Vehicle Pilot project proposed by Northern States Power Company d/b/a Xcel Energy (Xcel) with modifications as listed below.
2. Require site hosts to pass through time-of-use price signals to electric vehicle (EV) customers as a default arrangement. Site hosts opting out of this default shall report their electricity pricing to Xcel.
3. Require Xcel to consider providing an incentive to encourage site hosts with shared charging to charge their EV customers using Xcel’s residential time-of-use tariff in any full program roll out.
4. Require Xcel to include knowledgeable community member(s) and affordable housing professional(s) in the development of the scoring criteria for the competitive project proposals.
5. Require Xcel to provide updated installation and charging equipment costs that will be based on a Request for Proposals as soon as available. The Commission delegates authority to the Executive Secretary to approve, via notice, the customer charges if no interested parties or Commission staff object or file an intent to object within 30 days of the filing.
6. Approve Xcel’s proposed Multi-Dwelling Unit (MDU) EV Service Pilot tariffs.
7. Approve Xcel’s proposed customer service agreements—Electric Vehicle Multi-Dwelling Unit Site Host Service Agreement—Assigned Parking; Electric Vehicle Multi-Unit Dwelling Unit Site Host Service Agreement—Shared Parking; and EV Multi-Dwelling Unit Housing Assigned Parking Customer Service Agreement—with the following amendments:
 - A. Modify all relevant customer service agreement language to clearly exclude port removal fees for participants choosing to leave the program at the expiration of the contract term.

- B. Add language to Section 6.6 of the Electric Vehicle Multi-Dwelling Unit Site Host Service Agreement–Assigned Parking to ensure affordable housing customers with assigned parking do not have to pay for those additional fees either.
 - C. Incorporate language from the Electric Vehicle Multi-Unit Dwelling Unit Site Host Service Agreement–Shared Parking (Section 2.1.5) regarding port minimums for affordable housing locations into the Electric Vehicle Multi-Dwelling Unit Site Host Service Agreement–Assigned Parking (Section 2.1.5.) to be consistent.
8. Approve Xcel’s proposed waiver of service policy provisions for contributions in aid of construction and other customer contributions for only the three-year term of the pilot. Xcel shall record the infrastructure costs net of customer contributions and shall not be eligible to receive a return on any customer contributions.
 9. Require Xcel to use its current contributions in aid of construction formula to determine the amount of subsidy a participant would receive and track these costs, as well as revenues, for each pilot parking option.
 10. Approve Xcel’s proposed accounting for the capital investments for EV service connections, EV supply infrastructure and EV charging equipment assets in rate base via the Electric Distribution or General Plant FERC accounts only for purposes of this pilot project. These capital costs are forecasted to be \$3.149 million.
 11. Grant deferred accounting for Xcel’s O&M and depreciation expenses associated with the pilot, incurred during the period between issuance of this order and January 1, 2022, the expected onset of the test year in Xcel’s forthcoming rate case. Xcel must track in its deferred account all incremental costs and revenues (amounts not already reflected in current rates) associated with the Company’s proposed EV pilot. Xcel must establish a new tracker account for costs associated with the pilot.
 12. Approve Xcel’s proposal for a variance from state metering rules, Minnesota Rules parts 7820.3700 and 7820.3800 for EV charging equipment, in addition to waiving relevant portions of Section 3 of the Company’s Electric Rate Book Section 6 tariff (Metering and Billing).
 13. Adopt the reporting requirements as outlined in Attachment A, filed on an annual basis throughout the pilot as part of Xcel’s Annual EV report in Docket No. E-002/M-15-111, with a copy filed in this docket, E-002/M-20-711. Where applicable, Xcel shall include data in spreadsheet (.xlsx) format. The Commission delegates authority to the Executive Secretary to establish final reporting format and to clean up any inconsistencies between various existing reporting requirements in individual dockets.

14. Require Xcel, where not otherwise noted, to submit a compliance filing consistent with the Commission’s decision in this matter no later than 30 days after the date of the order.

The motion passed 4–0.

E-002/M-20-86

In the Matter of a Petition of Northern States Power, doing business as Xcel Energy, for Approval of General Time-Of-Use Service Tariff

Commissioner Schuerger moved that the Commission do the following:

1. Find that it is in the public interest to develop a new general service time-of-use rate and implement it as soon as reasonably possible. Based on this record, it appears that a new general service time-of-use rate could be implemented as early as 2024, and the Commission will direct Xcel to make steps to ensure that a fully developed new general service time-of-use rate can be developed in that timeframe.
2. Require Xcel to pilot both the rate design proposed by the Clean Energy Organizations and the rate design proposed by Xcel starting in 2022 and running until a new default general service time-of-use rate is in place, and within six months of the Commission order, make a filing in this docket that includes at least the following elements:
 - A. Detailed implementation plan for the pilot;
 - B. Customer education and engagement plan for the pilot;
 - C. Details of customer bill protection mechanism;
 - D. Details of true-up mechanism for revenue neutrality billing system and justification for why one is required;
 - E. Discussion of how pilots will inform the development of a new general service time-of-use rate to be proposed as early as 2024;
 - F. Enrollment process for both electric vehicle charging and non-electric-vehicle customers; and
 - G. Reporting requirements and an evaluation of and assessment plan for pilot results including electric vehicle charging—including a discussion of possible segregation of commercial and industrial customers for separate time-of-use tariffs that may result in more effective and equitable rates while accomplishing the goals of a general service time-of-use rate structure.

3. Require Xcel, before filing, to consult with, at minimum, the Clean Energy Organizations, the Office of the Attorney General, the Minnesota Department of Commerce, the City of Minneapolis, Target Corporation, Tesla, the Metropolitan Council, and Xcel's Large Industrial customers (XLI) to get feedback on pilot design and explain how that feedback is incorporated.
4. Defer a decision on a default general service time-of-use rate structure in this matter. Require Xcel to file for a request for a new default general service time-of-use rate structure in Xcel's next rate case following the substantial completion of the installation of advanced metering infrastructure meters in Xcel's Minnesota service territory, or in a separate proceeding within one year of the substantial completion of the installation of advanced metering infrastructure meters in Xcel's Minnesota service territory, whichever comes first, but in any case no later than Nov. 1, 2025.
5. Require Xcel to provide a detailed analysis and explanation of forecasted 2025 load data from most recent Integrated Resource Plan, including an analysis and a determination of whether there is a systematic bias contained within the 2025 forecasted hourly cost duration model.
6. Require Xcel to include in the six-month filing a discussion of how the following would be assessed:
 - A. An explanation of how the time-of-use pilot rate addresses the weighted representation of the 150 highest system cost hours (in terms of dollars per megawatt) from Xcel's forecasted 2025 load data from its most recent Integrated Resource Plan (2025 hourly cost duration model).
 - B. A specific method for addressing high-cost hours—which could be a critical peak pricing component, a Super-Peak Period for those months, or other method—and an explanation of why the method was selected.

The motion passed 4–0.

E-999/CI-16-521

In the Matter of In the Matter of Updating the Generic Standards for the Interconnection and Operation of Distributed Generation Facilities Established under Minn. Stat. §216B.1611

The Commission heard oral arguments but took no action on this item.

There being no further business, the meeting was adjourned.

APPROVED BY THE COMMISSION: February 2, 2022

A handwritten signature in black ink, appearing to read "Will Seuffert", with a long horizontal flourish extending to the right.

Will Seuffert, Executive Secretary