



414 Nicollet Mall
Minneapolis, MN 55401

March 8, 2021

—Via Electronic Filing—

Will Seuffert
Executive Secretary
Minnesota Public Utilities Commission
121 7th Place East, Suite 350
St. Paul, MN 55101

RE: SUPPLEMENTAL COMMENTS
ELECTRIC VEHICLE PROGRAMS AS PART OF COVID-19 RELIEF &
RECOVERY AND ELECTRIC VEHICLE PILOT PROGRAM
DOCKET NOS. E002/M-20-745 AND E002/M-18-643

Dear Mr. Seuffert:

Northern States Power Company, doing business as Xcel Energy, submits the enclosed Reply Comments to the Minnesota Public Utilities Commission's NOTICE REQUESTING ADDITIONAL INFORMATION issued February 10, 2021 in the above-referenced dockets.

We have electronically filed this document with the Minnesota Public Utilities Commission, and copies have been served on the parties on the attached service list. Please contact me at Holly.R.Hinman@xcelenergy.com or Martha Hoschmiller at Martha.E.Hoschmiller@xcelenergy.com if you have any questions regarding this filing.

Sincerely,

/s/

HOLLY HINMAN
REGULATORY MANAGER

Enclosures
c: Service List

STATE OF MINNESOTA
BEFORE THE
MINNESOTA PUBLIC UTILITIES COMMISSION

Katie J. Sieben	Chair
Valerie J. Means	Commissioner
Matthew Schuerger	Commissioner
Joseph K. Sullivan	Commissioner
John A. Tuma	Commissioner

IN THE MATTER OF XCEL ENERGY'S
PETITION FOR APPROVAL OF ELECTRIC
VEHICLE PILOT PROGRAMS

E002/M-18-643

IN THE MATTER OF XCEL ENERGY'S
PETITION FOR APPROVAL OF ELECTRIC
VEHICLE PROGRAMS AS PART OF ITS
COVID-19 PANDEMIC ECONOMIC
RECOVERY INVESTMENTS

E002/M-20-745

SUPPLEMENTAL COMMENTS

Northern States Power Company, doing business as Xcel Energy, submits to the Minnesota Public Utilities Commission (Commission) these Supplemental Comments in accordance with the Commission's NOTICE REQUESTING ADDITIONAL INFORMATION issued February 10, 2021 in the above-referenced dockets.

In these Supplemental Comments we discuss the information requested about our Electric Vehicle Purchase Rebates, Public Fast Charging Stations, and Xcel Fleet Electrification proposals. In addition to providing a discussion of the noted topics, we also provide proposed terms and conditions that will be a part of the rebate application form for the purchase of light-duty vehicles and a proposed tariff for our Public Fast Charging Stations program. We are continuing to work—including by engaging stakeholders—on additional application forms for our rebate program and for site hosts for the public fast charging program.

SUPPLEMENTAL COMMENTS

I. ELECTRIC VEHICLE PURCHASE REBATES

- A. Tariffs or other specific documents, possibly including customer service agreements, outlining conditions for customers accepting rebates (such as the requirement to enroll in an off-peak charging rate)**

The Company proposes requiring customers to complete an application in order to receive a rebate payment. We foresee the application being used to gather information about the customer and the vehicle purchased, proof of purchase, and other necessary documentation. The application form will also contain the requirements for the program that customers must agree to in order to receive a rebate.

We are preparing four separate application forms for participating in the program. The first is for customers purchasing eligible light-duty vehicles who choose to submit the application for a rebate directly to the Company. The second is for automobile dealerships who work with the Company to offer rebates directly at the point of vehicle sale. The third is for transit agencies who purchase electric buses. The fourth is for school districts purchasing electric school buses.

The Company has developed the terms and conditions that will be included with the application form for light-duty vehicle purchases. To do so, the Company utilized its experience with other rebate programs, such as our Water Heater Rebate and Ground Source Heat Pump Rebate, to establish the terms governing these rebates. We have included a copy of the terms that will be a part of the application form for the purchase of light-duty vehicles as Attachment A to this supplement.

Development of the other applications—for automobile dealerships and electric buses—is comparatively new for the Company and, therefore, not yet complete. At a high-level, we expect the agreements to contain the conditions set forth in our proposal of these EV programs.¹ However, to ensure that we capture the intricacies of these new relationships, we have initiated discussions with automobile dealerships, transit agencies, and school districts to gather their views about how to operate the program most efficiently and share initial drafts of the applications for their input. While the timing of this process will depend in part on communications with parties, we anticipate providing final agreements for Commission review within 90 to 120 days.

The Company does not believe a tariff is necessary for the rebate program. There will not be specific energy rates dedicated to this program,² and the program requirements will be explicitly stated in the program applications that potential customers will have to complete. This is consistent with our other rebate programs as the applications/agreements for those programs are also not included in our rate books.

¹ See our September 15, 2020 RESPONSE AND PETITION in Docket No. E,G999/CI-20-492, Attachment C, Pages 3-5. Petition was entered into Docket No. E002/M-20-745 on September 25, 2020.

² Customers will be required to take service on an available time-varying rate tariff or any future managed charging option.

B. Evidence and justification for rebate levels chosen, particularly for transit buses

The Company chose rebate amounts for light-duty EVs based on incentive levels in other states, including the Company’s Colorado service territory.³ Colorado’s state tax credit was \$4,000 in 2020 but has stepped down to \$2,500 in 2021. For further reference, we provide ranges of state tax credits rebates in other jurisdictions in Table 1 below.

**Table 1
Light-Duty EV Rebates in Other States**

Colorado	\$2,500 - \$4,000
New Jersey	\$400 - \$5,000 ⁴
California	\$1,000 - \$4,500 ⁵

The Company also assumed that the incremental costs for EVs compared to gasoline-powered vehicles will be declining and, as a result, has proposed lowering the rebate levels over time. With respect to the rebates for used vehicles, the Company has assumed the costs of the vehicles and the incremental costs would be less than for new vehicles and has proposed offering a rebate at roughly half the cost of the rebate for new vehicles.

The Company determined the proposed rebate amounts for electric transit buses and electric school buses based on what we believe is necessary to incentivize strong efforts at transportation electrification over the next few years, while also balancing the costs involved in order to create benefits for transit operators, school bus operators, our electric customers, and the State of Minnesota.⁶ Our development of the proposed rebate levels for electric transit buses stems in part from conversations with Metro Transit as well as our desire to strike the right balance between incentivizing electrification while still striving for long-term net benefits to ratepayers, operators, and society by limiting costs.

The Metropolitan Council and Metro Transit discussed the bus rebate proposal in their October 30, 2020 Comments in this docket. They note that their 2021-2026 Capital Improvement Program contains no funding for additional electric buses or

³ This information was also provided in our response to Minnesota Department of Commerce Information Request No. 1 in this Docket.

⁴ Based on mileage range of electric battery.

⁵ Includes vehicles with fuel cells.

⁶ This information was also provided in our response to Citizens Utility Board Information Request No. 11 in Docket No. E,G999/CI-20-492.

charging infrastructure/equipment due to unfunded capital maintenance demands. They estimate that the total average cost per electric bus, including infrastructure needs, is approximately \$1.2 million. They go on to state that the rebate program will give them the opportunity to cover these costs and continue to advance their electric bus program.

The benefits of the Company's proposed bus rebate program are clear. Without further financial support, Metro Transit is unable to move forward with bus electrification in 2021. Moreover, an expansion of bus electrification can open the benefits of transportation electrification to a much larger number of users through an expansion of public transit service with electric buses. These benefits will accrue to groups that currently may have less access to electric vehicles, including lower-income communities, communities impacted by higher transportation-related emissions, and communities with predominately black, indigenous, and people of color (BIPOC) residents.⁷

We developed the school bus rebates with the same goals in mind. The specific rebates proposed for non-vehicle-to-grid (V2G) electric school buses are designed to offset the incremental costs of electric school buses and associated charging equipment. They are also intended to mirror the maximum award announced for the Minnesota Pollution Control Agency's electric school bus pilot in the near-term to complement state efforts on school bus electrification. The proposed V2G electric school bus rebate is designed to offer a larger award in order to incentivize school bus operators to participate in a future program that will require additional coordination and collaboration with the Company on charging schedules, preferences, and parameters.

C. Cost effectiveness analysis (*Department of Commerce*)

As noted in the Commission's February 10, 2021 Notice Requesting Additional Information, the Company submitted an extensive cost-benefit analysis on January 11, 2021. The cost-benefit analysis showed that, with the rebate programs, electric vehicles in total provide benefits greater than costs for ratepayers, participants, and society at large.

⁷ BIPOC and low-income populations are more likely to live close to transit service than non-BIPOC and non-low income populations in Metro Transit's service area, Metropolitan Council Title VI Program, January 2020, Page 38, <https://www.metrotransit.org/Data/Sites/1/media/about/titlevi/2020%20Title%20VI%20Program%20Update.pdf>.

II. PUBLIC FAST CHARGING STATIONS

A. Tariff pages

The Company has developed a proposed tariff for the Public Fast Charging Stations program. The proposed tariff includes the time-varying rate structure we discussed in our September 15, 2020 RESPONSE AND PETITION. We have included the proposed tariff as Attachment B to these Supplemental Comments.

B. Site host application and agreement

The Company does not believe that Commission approval is required for the site host agreement template for the Public Fast Charging Stations program. The Company will not have a regulated relationship with the hosts as site hosts will not incur costs related to the installation of stations. Unlike with our other EV offerings, such as the Multi-Dwelling Unit EV Service Pilot program, site hosts will not be responsible for energy usage costs, as the cost of energy usage will be paid by charging station users directly. That relationship will be governed by the tariff discussed above. The Company has not yet developed the agreement for site hosts. We previously laid out the minimum requirements we expect to include in the final agreement in our formal proposal of the proposed EV programs.⁸

C. Justification and cost support for proposed rate design

The Company's proposed public fast charging rates were designed to be comparable to other public fast charging facilities, as listed in Table 2 below. The pricing of the proposed design is slightly above this observed public fast charging price range because the Company's selected sites are in more remote locations and are likely to be used less frequently. In addition, the Company's goal is to extend the network of publicly available fast charging locations rather than compete with other public charging facilities.

⁸ See Pages 16-17.

**Table 2
Public Fast Charging Price Comparison**

	Charging Speed (kW)	Price Per Minute ⁹	kWh Per Minute	Price per kWh ¹⁰
EVgo	50	\$0.30	0.833	<i>\$0.36000</i>
Electrify America	125	\$0.58	2.083	<i>\$0.27840</i>
Xcel Energy – Off-peak	50	<i>\$0.27</i>	0.833	\$0.32784
Xcel Energy – Mid-peak ¹¹	50	<i>\$0.32</i>	0.833	\$0.38014
Xcel Energy – On-peak	50	<i>\$0.42</i>	0.833	\$0.50366
Xcel Energy – Off-peak	150	<i>\$0.82</i>	2.500	\$0.32784
Xcel Energy – Mid-peak	150	<i>\$0.95</i>	2.500	\$0.38014
Xcel Energy – On-peak	150	<i>\$1.26</i>	2.500	\$0.50366

Despite the higher pricing proposed, the Company does not expect the revenues associated with the public charging stations to cover its costs. However, in evaluating the merits of the public fast charging stations we believe these investments should be considered together with all EV charging revenues. Public charging facilities are essentially infrastructure investments that support broader EV adoption.

D. Final budget, cost recovery, and treatment of revenues from stations

The projected budget for the public fast charging station program has not changed from what we initially provided in our proposal.¹² The total estimated cost is approximately \$5 million, of which \$4.5 million are capital costs. We forecast 21 charging stations for the program.

Since our initial proposal of these EV programs we have modified how we plan to recover the cost of this project, primarily due to the Commission’s approval of our

⁹ Prices in italics are equivalent rates as usage is priced per kWh for Xcel Energy stations. Includes only base rates for Xcel Energy pricing.

¹⁰ Prices in italics are equivalent rates as usage at these stations is priced per minute.

¹¹ Xcel Energy Mid-Peak and On-Peak prices shown in this table are average cost of seasonal charging.

¹² See Table 7 in our September 15 RESPONSE AND PETITION.

rate case stay out proposal and the withdrawal of our 2021 electric general rate case.¹³ As a part of the Commission approving our stay out proposal, we agreed to not put the costs of our relief and recovery proposals in the capital true-up and to not use existing accumulated deferred income tax balances to offset the costs. Instead, we intend to include the capitalized cost from this project in the rate base of a future electric general rate case. We still request that the Commission grant us approval to defer the operations and maintenance (O&M) costs related to the program marketing, outreach, and customer engagement via our existing EV Tracker Account.

We expect to operate the network of fast charging stations as a regulated business. As such, revenues from the program will be treated like revenues from our other regulated businesses to recover our costs. We expect that revenues from the stations will be modest at the start of the program and likely will be lower than the costs of the installations. However, these revenues will still be a small contribution to recovering the costs and over time we believe that a network of stations will help spur a growth in EV adoption, sales from EV charging, and a steady growth in revenues.

E. Details on what specific Service Policy Provision Xcel would like waived

As noted in our September 15, 2020 RESPONSE AND PETITION, the Company is requesting Commission approval to waive a provision within our Service Policy in order to allow for Company ownership of the EV service connection, EV supply infrastructure, and EV charging equipment assets installed as a part of this pilot. This type of equipment typically is paid for and owned by a customer under the service policy provisions in Section No. 6 of our tariff. Section No. 6, 2nd Revised Sheet No. 20 identifies the ownership division as the “point of connection,” which for our non-residential customers can vary depending on the service provided, location, and equipment installed. While the Company/site-host relationship will not be comparable to a normal relationship for the customer, we believe it is important to have clarity that our Service Policy will not inhibit the ownership of equipment for this program. Allowing for the Company to own equipment past this normal ownership demarcation will enable the Company to build out our planned public charging network and fulfill a need we do not believe will be met by the private sector currently.

¹³ *In the Matter of Northern States Power Company d/b/a Xcel Energy for Authority to Increase Rates for Electric Service in Minnesota*, Docket No. E002/GR-20-723, ORDER SUSPENDING RATES AND STAYING PETITION (December 30, 2020)

Stay out proposal verbally approved during Commission’s December 17, 2020 Agenda Meeting.

III. XCEL FLEET ELECTRIFICATION

A. An estimate of the total charging infrastructure cost for Xcel's fleet electrification

We are still in the process of developing the estimates for charging infrastructure associated with our fleet electrification plans. We are currently refining the scope of work necessary for conducting site assessments of individual fleet locations. The site assessments will provide the details needed to estimate total charging infrastructure costs, which will be site-specific for each location.

IV. ALL PROGRAMS

A. Whether the Company's position on cost recovery for the proposed investments has shifted since the filing of the proposals

As we noted above, as a part of the Commission approving our recent stay out proposal, we agreed to not put the costs of our relief and recovery proposals in the capital true-up and to not use existing accumulated deferred income tax balances to offset the costs. With this decision, we have modified our position on how the costs of our EV programs should be recovered. For all projects other than the rebate program, we intend to include the capitalized costs from projects in the rate base of our next electric general rate case.

For the O&M costs related to our public fast charging program, we continue to request Commission approval to defer certain O&M expenses related to program marketing, outreach, and customer engagement via our existing EV Tracker Account. We also continue to request that the Commission grant approval to establish a regulatory asset for the cost of the rebates. To recover the balance of the regulatory asset, we ask that the amount be amortized over a prescribed period in a future rate case. In our initial proposal, we recommended a ten-year amortization period.

B. Ratepayer impact test

As noted above, the Company submitted an extensive cost-benefit analysis on January 11, 2021. The Company worked with the consulting firm, Energy+Environmental Economics, to prepare the analysis. This analysis assessed the impacts of EV adoption alone, along with the impact of specific proposals included in our proposal in this docket. This analysis specifically assessed the impact that EV adoption will have on ratepayers, showing that the benefits to ratepayers outweigh the costs that will be incurred by them through rates. While we expect that revenues in the near-

term will be modest, we believe that the analysis provides a strong indication the programs proposed here will support a positive ratepayer impact in the long-term.

CONCLUSION

We appreciate the opportunity to provide supplemental information in support of our EV proposals in this relief and recovery docket.

Dated: March 8, 2021

Northern States Power Company

Light-Duty EV Rebate

Application Minnesota

Light-Duty EV Rebate Details

Northern States Power Company (“Xcel Energy”) is offering a limited time Electric Vehicle rebate (“EV Rebate”) applicable to the acquisition of qualifying light-duty battery electric vehicles (BEV), Plug-in Hybrid Electric Vehicle (PHEV) and fuel cell vehicles (each an “EV”). The EV Rebate is available for both the purchase and lease of a new or used EV, and are available in addition to any Federal and State of Minnesota tax credits and rebates. Xcel Energy will issue cash rebates in the form of checks, or other payment mechanisms approved by Xcel Energy. The EV Rebates are subject to all terms and limitations set forth in this application form. Additional EV Rebate application and program details, rules and requirements can be found at xcelenergy.com/XXXXXXXXX.

Xcel Energy is not responsible if your automobile dealership has provided inaccurate information about the availability, amount and/or conditions of the actual EV Rebate or EV eligibility.

Qualifying Customers

Xcel Energy EV Rebates are available to: (1) residential Xcel Energy customers at the time the Qualifying EV is purchased or lease; (2) commercial electric service customer who intends to predominantly charge the EV at a valid address within Xcel Energy’s Minnesota service territory; (3) nonprofit corporation electric service customer who intends to predominantly charge the EV at a valid address within our Minnesota service territory; and (4) political subdivisions within Minnesota who intend to predominantly charge the EV at a valid address taking electric service within our Minnesota service territory Xcel Energy, that purchase or lease a Qualifying EV (as defined below) in Xcel Energy’s Minnesota service territory. To qualify for the EV Rebate, the applicant must register the EV with the Minnesota Department of Motor Vehicles.

How to apply for EV Rebates:

1. Fill out the EV Rebate application (for each EV).
2. Attach a copy of the signed vehicle lease or purchase agreement and proof of temporary or permanent Minnesota vehicle registration for the Qualifying.
3. Make a copy of this document and all documentation submitted with the application for your records.
4. If you have questions please contact XXXXXX
5. You can mail, fax, email your completed application to:
XXXX
XXXX
Or, submit application and application documentation online
xcelenergy.com/XXXXXX

6. Once completed application is submitted, EV Rebate payments are usually made in six to eight weeks after the rebate application has been approved and processed by Xcel Energy.

EV Rebate Program Rules and Requirements

Applications for EV Rebates must be completed and signed by the applicant and received by Xcel Energy with all required information as stated in this application. Unsigned or incomplete applications will be rejected and returned. Complete applications must be submitted (if mailed, postmarked) no later than three months from the execution of the Qualifying EV purchase or lease agreement. Xcel Energy is not responsible for any lost, late, stolen, illegible, illegible, misdirected or postage-due mail. It is the applicant’s responsibility to ensure all paperwork is postmarked by the deadline.

The applicant must take charging service for the Qualifying EV under one of Xcel Energy’s time-varying rate options or a future managed charging option. Please visit XXXX@XXXXX for more details on Xcel Energy rate options and charging programs.

If the applicant is an Xcel Energy commercial or business customer, the applicant must provide Xcel Energy with its plans to use any existing charging equipment they have or how they plan to charge their EV.

An application that is denied due to EV ineligibility will not be accepted with changed model or VIN numbers.

A complete copy of the executed and signed vehicle lease or purchase agreement and proof of temporary or permanent Minnesota vehicle registration for the Qualifying EV must accompany complete information on the front of this application form. The applicant agrees to (a) allow Xcel Energy to verify the vehicle identification number (VIN) and registration of the EV with the DMV and/or the EV manufacturer. All information on the purchase or lease agreement must match the information on the EV Rebate application or the application will be returned.

Xcel Energy reserves the right to refuse payment and participation if the applicant violates the EV Rebate program rules, requirements and procedures.

The applicant acknowledges that Xcel Energy may request additional information from the applicant to validate eligibility for the EV Rebate, and Xcel Energy’s obligation to pay any EV Rebate is subject to applicant providing such additional information.

Light-Duty EV Rebate

**Application
 Minnesota**

By signing the application, the applicant certifies that all personal and/or business information, as applicable, and EV information submitted to Xcel Energy is true and correct in all respects.

Qualifying EV

For an EV to qualify for an EV Rebate (a “Qualifying EV”), the applicant must purchase or lease a new or used light duty battery electric vehicle (BEV), Plug-in Hybrid Electric (PHEV) and fuel cell vehicle meeting the following criteria:

EV Rebate for New EVs – To qualify for the new EV Rebate, the purchased or leased EV: (1) must not have been previously owned or leased; (2) must not have been modified from the original manufacturer’s specifications; (3) must have a base manufacturer’s suggested retail price (MSRP) that does not exceed \$50,000; (4) must be purchased or leased after XX/XX/2021 for use by the Rebate applicant and not for resale; (5) if leased, does not have a lease term less than two years; (6) must have an odometer reading below 7,500 miles at the time of the purchase or lease; (7) must be purchased or leased via a Minnesota purchase or lease contract, and (8) must be registered in Minnesota.

EV Rebate for Used EVs – To qualify for the used EV Rebate, the purchased or leased EV: (A) must not previously received a new or used EV Rebate under this EV Rebate Program (each eligible EV can only receive one Rebate over its lifetime); (B) must be purchased or leased after the launch of the EV Rebate program for use Rebate applicant and not for resale; (C) must be purchased or leased via a Minnesota purchase or lease contract, and (D) must be registered in Minnesota.

EV Rebate

The following EV Rebates apply:

	EV REBATE AVAILABLE BY YEAR QUALIFYING EV IS PURCHASED OR LEASED				
	2021	2022	2023	2024	2025
New Qualifying EV	\$2,500	\$2,500	\$2,500	\$2,000	\$1,500
Used Qualifying EV	\$1,250	\$1,250	\$1,250	\$1,000	\$750

Xcel Energy will seek to make EV Rebate payments within six to eight weeks after the complete EV Rebate application has been processed and approved by Xcel Energy. Since there are only limited funds available for the EV Rebate program, EV Rebates will be issued on a first come, first served basis.

EV Rebate Program Limitations

EV Rebate qualifications and amounts are subject to change or cancellation anytime.

Residential Xcel Energy customers may not receive more than one rebate in a calendar year.

Commercial or business Xcel Energy customers can receive up to thirty EV Rebates per calendar year, with no limit on the annual number of EV Rebates that political subdivisions may claim.

The applicant is responsible for adhering to all laws, rules regulations related to the applicant’s purchase and use of the EV, and is responsible for paying all fees related to such purchase and use, including but not limited to any vehicle title and registration fee. The applicant is responsible for all tax liability imposed as a result of the EV Rebate, if any. Xcel Energy is not responsible for any taxes imposed on the applicant as a result of the EV Rebate, if any.

The applicant acknowledges that Xcel Energy, nor any of their respective employees, consultants, contractors, or agents, (a) are responsible for assuring that the EV complies with any particular laws, codes, or industry standards, or (b) have made any representations of any kind regarding (i) the results to be achieved by the EV Rebate Program or (ii) the EV, including, but not limited to, its performance, fitness for use, or safety. Xcel Energy does not endorse any particular manufacturer or EV by offering these rebates. Xcel Energy does not expressly or implicitly warrant the performance of the EV (contact your dealer or manufacturer for detailed warranties). Xcel Energy is not liable for any damage caused by the operation or malfunction of the EV; and does not guarantee that a specific level of energy, fuel or cost savings will result from the purchase and use of an EV funded under this EV Rebate program.

Help with EV Rebate Application or for Additional Information

Customers interested in the EV Rebate or need help completing the Rebate application can email us at electricvehicles@xcelenergy.com or call us at 800.895.4999.

Redline

**ELECTRIC SERVICE PUBLIC CHARGING STATION
PILOT
RATE CODE A91**

Section No. 5
Original Sheet No. 52.7

AVAILABILITY

Available while this Pilot Service is in effect to customers purchasing electricity used to recharge a battery that powers an electric vehicle from a Company-owned and operated public charging stations.

CHARACTER OF SERVICE

The Company is proposing to install, own, and operate Direct Current Fast Charging (DCFC) stations in our service territory.

DETERMINATION OF CUSTOMER'S CHARGES

Customers who elect to use Company-owned and operated public charging stations will be charged for electricity provided by the charging stations. Customer's charges shall reflect energy charges (if applicable) based on customer's kWh usage. Energy charges also include applicable riders, adjustments, surcharges, voltage discounts, energy credits, and other applicable charges. Details regarding the specific charges applicable to this service are listed below.

RATE

Energy Charge per kWh

June-September

<u>On-Peak Period</u>	<u>\$0.52576</u>
<u>Mid-Peak Period</u>	<u>\$0.39013</u>
<u>Off-Peak Period</u>	<u>\$0.32784</u>

Other Months

<u>On-Peak Period</u>	<u>\$0.49266</u>
<u>Mid-Peak Period</u>	<u>\$0.37515</u>
<u>Off-Peak Period</u>	<u>\$0.32784</u>

FUEL CLAUSE

Customer charges are subject to the adjustments provided for in the Fuel Clause Rider.

RESOURCE ADJUSTMENT

Customer charges are subject to the adjustments provided for in the Conservation Improvement Program Adjustment Rider, the State Energy Policy Rate Rider, the Renewable Development Fund Rider, the Transmission Cost Recovery Rider, the Renewable Energy Standard Rider and the Mercury Cost Recovery Rider.

ENVIRONMENTAL IMPROVEMENT RIDER

Customer charges are subject to the adjustments provided for in the Environmental Improvement Rider.

SURCHARGE

In certain communities, customer charges are subject to surcharges provided for in a Surcharge Rider.

DEFINITION OF PEAK PERIODS

The On-Peak period is defined as those hours between 3:00 p.m. and 8:00 p.m. Monday through Friday, except the following holidays: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. When a designated holiday occurs on Saturday, the preceding Friday will be designated a holiday. When a designated holiday occurs on Sunday, the following Monday will be designated a holiday. The Mid-Peak period is defined as all hours not defined as On-Peak or Off-Peak periods. The Off-Peak period is defined as those hours between midnight (12:00 a.m.) and 6:00 a.m. every day.

(Continued on Sheet No. 5-52.8)

Date Filed: 03-08-21 By: Christopher B. Clark Effective Date:
President, Northern States Power Company, a Minnesota corporation
Docket No.: E002/M-20-745 Order Date:

N

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**ELECTRIC SERVICE PUBLIC CHARGING STATION
PILOT (Continued)
RATE CODE A91**

Section No. 5
Original Sheet No. 52.8

TERMS AND CONDITIONS OF SERVICE

1. This schedule is also subject to provisions contained in the General Rules and Regulations.
2. Customers must adhere to all Company instructions regarding the safe and efficient use of the public charging stations displayed on or near the station and must follow all recommendations, guidelines, and requirements published by the manufacturer of customer's electric vehicle regarding the charging of the electric vehicle, including the compatibility of the public charging station with the customer's electric vehicle.
3. Customer's use of the public charging station will be unsupervised, and customer's use of the public charging station is at Customer's own risk.
4. The Company has the right to control the use of the public charging station and may suspend or refuse access to public charging station at any time, for any reason.
5. The Company will use reasonable efforts to maintain the operability of the public charging stations and keep the public charging stations in working order, but the Company does not guarantee, and is under no obligation to ensure the availability, compatibility with customer's electric vehicle or performance of any public charging station.
6. Customer data may be collected by the Company in connection with Customer's use of a public charging station, and the Company will maintain any such information in accordance with and subject to the Company's then current Privacy Policy.

N

N

Clean

**ELECTRIC SERVICE PUBLIC CHARGING STATION
PILOT
RATE CODE A91**

Section No. 5
Original Sheet No. 52.7

AVAILABILITY

Available while this Pilot Service is in effect to customers purchasing electricity used to recharge a battery that powers an electric vehicle from a Company-owned and operated public charging stations.

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Energy Charge per kWh

June-September

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Other Months

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Mid-Peak Period	\$0.37515
Off-Peak Period	\$0.32784

FUEL CLAUSE

Customer charges are subject to the adjustments provided for in the Fuel Clause Rider.

RESOURCE ADJUSTMENT

Customer charges are subject to the adjustments provided for in the Conservation Improvement Program Adjustment Rider, the State Energy Policy Rate Rider, the Renewable Development Fund Rider, the Transmission Cost Recovery Rider, the Renewable Energy Standard Rider and the Mercury Cost Recovery Rider.

ENVIRONMENTAL IMPROVEMENT RIDER

Customer charges are subject to the adjustments provided for in the Environmental Improvement Rider.

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In certain communities, customer charges are subject to surcharges provided for in a Surcharge Rider.

DEFINITION OF PEAK PERIODS

The On-Peak period is defined as those hours between 3:00 p.m. and 8:00 p.m. Monday through Friday, except the following holidays: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. When a designated holiday occurs on Saturday, the preceding Friday will be designated a holiday. When a designated holiday occurs on Sunday, the following Monday will be designated a holiday. The Mid-Peak period is defined as all hours not defined as On-Peak or Off-Peak periods. The Off-Peak period is defined as those hours between midnight (12:00 a.m.) and 6:00 a.m. every day.

(Continued on Sheet No. 5-52.8)

Date Filed:	03-08-21	By: Christopher B. Clark	Effective Date:
Docket No.:	E002/M-20-745	President, Northern States Power Company, a Minnesota corporation	Order Date:

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**ELECTRIC SERVICE PUBLIC CHARGING STATION
PILOT (Continued)
RATE CODE A91**

Section No. 5
Original Sheet No. 52.8

TERMS AND CONDITIONS OF SERVICE

1. This schedule is also subject to provisions contained in the General Rules and Regulations.
2. Customers must adhere to all Company instructions regarding the safe and efficient use of the public charging stations displayed on or near the station and must follow all recommendations, guidelines, and requirements published by the manufacturer of customer's electric vehicle regarding the charging of the electric vehicle, including the compatibility of the public charging station with the customer's electric vehicle.
3. Customer's use of the public charging station will be unsupervised, and customer's use of the public charging station is at Customer's own risk.
4. The Company has the right to control the use of the public charging station and may suspend or refuse access to public charging station at any time, for any reason.
5. The Company will use reasonable efforts to maintain the operability of the public charging stations and keep the public charging stations in working order, but the Company does not guarantee, and is under no obligation to ensure the availability, compatibility with customer's electric vehicle or performance of any public charging station.
6. Customer data may be collected by the Company in connection with Customer's use of a public charging station, and the Company will maintain any such information in accordance with and subject to the Company's then current Privacy Policy.

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CERTIFICATE OF SERVICE

I, Mustafa Adam, hereby certify that I have this day served copies of the foregoing document on the attached list of persons.

xx by depositing a true and correct copy thereof, properly enveloped with postage paid in the United States mail at Minneapolis, Minnesota

xx electronic filing

Docket Nos. E002/M-18-643
E002/M-20-745

Dated this 8th day of March 2021

/s/

Mustafa Adam
Regulatory Administrator

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Alison C	Archer	aarcher@misoenergy.org	MISO	2985 Ames Crossing Rd Eagan, MN 55121	Electronic Service	No	OFF_SL_18-643_Official 18-643
Thomas	Ashley	tom@greenlots.com	Greenlots	N/A	Electronic Service	No	OFF_SL_18-643_Official 18-643
Kevin	Auerbacher	kauerbacher@tesla.com	Tesla, Inc.	1050 K Street NW, Suite 101 Washington, DC 20001	Electronic Service	No	OFF_SL_18-643_Official 18-643
Max	Baumhefner	MBAUMHEFNER@NRDC.ORG	Natural Resources Defense Council	111 Sutter St 21st Fl San Francisco, CA 94104	Electronic Service	No	OFF_SL_18-643_Official 18-643
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Carolyn	Berninger	cberninger@mncenter.org	Minnesota Center for Environmental Advocacy	26 E Exchange St Ste 206 Saint Paul, MN 55101	Electronic Service	No	OFF_SL_18-643_Official 18-643
James J.	Bertrand	james.bertrand@stinson.com	STINSON LLP	50 S 6th St Ste 2600 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_18-643_Official 18-643
James	Canaday	james.canaday@ag.state.mn.us	Office of the Attorney General-RUD	Suite 1400 445 Minnesota St. St. Paul, MN 55101	Electronic Service	No	OFF_SL_18-643_Official 18-643
Ray	Choquette	rchoquette@agp.com	Ag Processing Inc.	12700 West Dodge Road PO Box 2047 Omaha, NE 68103-2047	Electronic Service	No	OFF_SL_18-643_Official 18-643
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Generic Notice	Commerce Attorneys	commerce.attorneys@ag.state.mn.us	Office of the Attorney General-DOC	445 Minnesota Street Suite 1400 St. Paul, MN 55101	Electronic Service	Yes	OFF_SL_18-643_Official 18-643
Riley	Conlin	riley.conlin@stoel.com	Stoel Rives LLP	33 S. 6th Street Suite 4200 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_18-643_Official 18-643
Brooke	Cooper	bcooper@allete.com	Minnesota Power	30 W Superior St Duluth, MN 558022191	Electronic Service	No	OFF_SL_18-643_Official 18-643
Heidi	Corcoran	Heidi.Corcoran@CO.DAKOTA.MN.US	Dakota County	N/A	Electronic Service	No	OFF_SL_18-643_Official 18-643
George	Crocker	gwillc@nawo.org	North American Water Office	PO Box 174 Lake Elmo, MN 55042	Electronic Service	No	OFF_SL_18-643_Official 18-643
James C.	Erickson	jericksonkbc@gmail.com	Kelly Bay Consulting	17 Quechee St Superior, WI 54880-4421	Electronic Service	No	OFF_SL_18-643_Official 18-643
John	Farrell	jfarrell@ilsr.org	Institute for Local Self-Reliance	2720 E. 22nd St Institute for Local Self-Reliance Minneapolis, MN 55406	Electronic Service	No	OFF_SL_18-643_Official 18-643
Sharon	Ferguson	sharon.ferguson@state.mn.us	Department of Commerce	85 7th Place E Ste 280 Saint Paul, MN 551012198	Electronic Service	No	OFF_SL_18-643_Official 18-643
Edward	Garvey	edward.garvey@AESLconsulting.com	AESL Consulting	32 Lawton St Saint Paul, MN 55102-2617	Electronic Service	No	OFF_SL_18-643_Official 18-643
Bruce	Gerhardson	bgerhardson@otpc.com	Otter Tail Power Company	PO Box 496 215 S Cascade St Fergus Falls, MN 565380496	Electronic Service	No	OFF_SL_18-643_Official 18-643

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Nick	Mark	nick.mark@centerpointenergy.com	CenterPoint Energy	505 Nicollet Mall Minneapolis, MN 55402	Electronic Service	No	OFF_SL_18-643_Official 18-643
Pam	Marshall	pam@energycents.org	Energy CENTS Coalition	823 7th St E St. Paul, MN 55106	Electronic Service	No	OFF_SL_18-643_Official 18-643
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Michael	Noble	noble@fresh-energy.org	Fresh Energy	Hamm Bldg., Suite 220 408 St. Peter Street St. Paul, MN 55102	Electronic Service	No	OFF_SL_18-643_Official 18-643
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Generic Notice	Residential Utilities Division	residential.utilities@ag.state.mn.us	Office of the Attorney General-RUD	1400 BRM Tower 445 Minnesota St St. Paul, MN 551012131	Electronic Service	Yes	OFF_SL_18-643_Official 18-643
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Stuart	Tommerdahl	stommerdahl@otpc.com	Otter Tail Power Company	215 S Cascade St PO Box 496 Fergus Falls, MN 56537	Electronic Service	No	OFF_SL_18-643_Official 18-643
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Lisa	Veith	lisa.veith@ci.stpaul.mn.us	City of St. Paul	400 City Hall and Courthouse 15 West Kellogg Blvd. St. Paul, MN 55102	Electronic Service	No	OFF_SL_18-643_Official 18-643
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Patrick	Zomer	Pat.Zomer@lawmoss.com	Moss & Barnett a Professional Association	150 S. 5th Street, #1200 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_18-643_Official 18-643

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Alison C	Archer	aarcher@misoenergy.org	MISO	2985 Ames Crossing Rd Eagan, MN 55121	Electronic Service	No	OFF_SL_20-745_Official
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Carolyn	Berninger	cberninger@mncenter.org	Minnesota Center for Environmental Advocacy	26 E Exchange St Ste 206 Saint Paul, MN 55101	Electronic Service	No	OFF_SL_20-745_Official
James J.	Bertrand	james.bertrand@stinson.com	STINSON LLP	50 S 6th St Ste 2600 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_20-745_Official

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Ray	Choquette	rchoquette@agp.com	Ag Processing Inc.	12700 West Dodge Road PO Box 2047 Omaha, NE 68103-2047	Electronic Service	No	OFF_SL_20-745_Official
John	Coffman	john@johncoffman.net	AARP	871 Tuxedo Blvd. St. Louis, MO 63119-2044	Electronic Service	No	OFF_SL_20-745_Official
Generic Notice	Commerce Attorneys	commerce.attorneys@ag.state.mn.us	Office of the Attorney General-DOC	445 Minnesota Street Suite 1400 St. Paul, MN 55101	Electronic Service	Yes	OFF_SL_20-745_Official
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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