

Small correction to Table 3 – Pre-pay and Bundled labels were flipped.

Table 3: Comparison of Upfront Costs to Enroll in Various Rate Options

	Charging Level	Upfront cost to enroll in rate without a Level 2 Charger	Upfront cost to enroll in rate with a Level 2 Charger
Existing EV Tariff	Level 1 (Level 2 optional)	\$200-\$2,000	\$650-\$3,525
PILOT: Pre-Pay	Level 2	n/a	\$1,061.50 – \$1,736.50
PILOT: Bundled	Level 2	n/a	\$0 – \$675
Residential Service	Level 1 (Level 2 optional)	\$0	\$450-\$2,000
Whole House TOU	Level 1 (Level 2 optional)	\$0	\$450-\$2,000
Note: Cost ranges depend on a variety of customer situations, such as: <ul style="list-style-type: none"> • Does the customer have a 240v outlet already installed? • Does the customer require additional wiring to accommodate a higher level of charging? • What model of EVSE is the customer selecting? (on existing options) 			

Revised Decision Options 7 and 8

I. Decision Options

Pilot Approval

1. Approve Xcel's proposal for implementing a Residential EV Service Pilot.
2. Approve Xcel's proposal for implementing a Residential EV Service Pilot with modifications.
3. Deny Xcel's proposal for implementing a Residential EV Service Pilot.

Accounting Treatment

4. Approve Xcel's proposed accounting treatment. *(Xcel, Department)*
5. Deny Xcel's request to place the capitalized costs of the EVSE equipment and installation in ratebase for recovery unless it removes the associated monthly charges.
6. Allow Xcel to place costs incurred for customer education and information initiatives in the existing tracker account under the EV service Tariff in Docket No. E002/M-15-111.

Monthly Customer Charge

7. Eliminate the portions of the monthly customer charge related to the purchase and installation of the EVSE from the bundled service option and allow Xcel to place all the costs associated with the pilot in a tracker account for possible recovery in a future rate case.
8. Eliminate the portions of the monthly fee related Load Monitoring and Data Management, and Maintenance service from the bundled and pre-pay options, and allow Xcel to place the costs in a tracker account for possible recovery in a future rate case.

Pilot Tariff

9. Approve Xcel's proposed Customer Agreement and Residential EV Service Pilot Tariff. *(Xcel)*
10. Modify Xcel's tariff to add the following sentence to the Renewable Energy Supply Option section of the proposed pilot tariff: "The renewable energy supply option is available subject to the provisions contained in the Voluntary Renewable and High-Efficiency Energy Purchase (Windsor Program) Rider, or other available rate schedule for voluntary renewable energy supply that is applicable." *(Department)*

Rule Variance

11. Approve Xcel's request for a rule variance to Minn. R. 7829.3200 and 7829.1300 *(Xcel)*
12. Grant the Company a variance to Minnesota Rules, parts 7820.3700 and 7820.3800 and the associated tariff language in Xcel's Electric Rate Book, limited to errors occurring due to the pilot participant's Wi-Fi connection. *(Department)*

Reporting Requirements

13. Within 60 days of the order, Xcel shall develop a set of evaluation criteria for the pilot meant to assess desired outcomes of the pilot and what success would entail.
14. Xcel shall, in its 2019 annual compliance filing, include a plan to transition the pilot into a permanent program, including modifications to address the following concerns, by no later than June 2020.
 - a. Minimize equipment and installation costs, including a “bring your own” option
 - b. Reduce the size of the monthly fixed customer charge
 - c. Include multifamily housing
(CEO)
15. Xcel shall file biannual reports with the Commission, including, at a minimum:
 - a. number of participating customers and amount of electricity sold in the program, reported on a monthly basis;
 - b. tracker balances;
 - c. analyses of customer cost savings;
 - d. learnings on customer experience and pilot performance under Xcel’s safety and reliability standards;
 - e. the number of customers choosing the bundled option;
 - f. the costs and revenues associated with the bundled option;
 - g. the number of customers choosing the pre-pay option;
 - h. the costs and revenues associated with the pre-pay option;
 - i. which types of EVSE equipment are chosen by the participants;
 - j. the contractors’ estimated second-meter installation costs;
 - k. the extent to which Wi-Fi connections impacted pilot participation; and
 - l. how often Wi-Fi connectivity issues prevented billing under the pilot.
(Department)
16. Where not otherwise specifically required, require Xcel, within 30 days of the Order in this matter, to submit compliance filings in the current docket and updated tariff sheets to reflect the Commission’s decisions.