STATE OF MINNESOTA BEFORE THE PUBLIC UTILITIES COMMISSION

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In the Matter of Otter Tail Power Company's 2022–2036 Integrated Resource Plan

DOCKET NO. E-017/RP-21-339

REPLY COMMENTS OF THE OFFICE OF THE ATTORNEY GENERAL

INTRODUCTION

The Office of the Attorney General—Residential Utilities Division ("OAG") respectfully submits these Reply Comments in response to the Commission's November 28, 2022 Notice of Amended Procedural Schedule regarding Otter Tail Power Company's ("Otter Tail" or "the Company") request for authority to commence development of on-site liquified natural gas ("LNG") fuel storage at its Astoria Station gas-fired peaking plant ("the Dual Fuel proposal").

The OAG's Initial Comments demonstrated that the Dual Fuel proposal's revenue requirements will likely far exceed its potential cost savings. The Department of Commerce ("the Department") came to similar conclusions regarding the cost-effectiveness of the project. However, the Department argues that the proposal's potential reliability benefits justify its approval.

As detailed in the OAG's Initial Comments, the Dual Fuel proposal's potential reliability benefits would be limited. Moreover, this large investment in fossil fuel infrastructure would expose customers to regulatory policy risk, as both state and federal governments have prioritized the transition to carbon-free generation. Thus, the Dual Fuel proposal is not in the public interest and should be rejected. Rather than investing millions of dollars in new fossil fuel infrastructure at

Astoria, Otter Tail should explore in its upcoming IRP other investments that could more meaningfully ensure customers' safety during extreme weather.

ANALYSIS

I. RESPONSE TO THE DEPARTMENT OF COMMERCE.

A. The Dual Fuel Proposal Is Not Cost-Effective.

The Department's review of the Dual Fuel proposal included an evaluation of its ability to "keep the customers' bills and the utility's rates as low as practicable, given regulatory and other constraints." The Department's analysis compared the Dual Fuel proposal's revenue requirements with the expected revenues from operation under LNG. Like the OAG, the Department found that the project's revenue requirements would likely significantly exceed its MISO market revenues, and so the proposal "is not justified solely based on the economic benefits as calculated by OTP."²

Despite its conclusions regarding the Duel Fuel proposal's potential bill impacts, the Department noted that resource plans must also be evaluated on their ability to "limit the risk of adverse effects on the utility and its customers from financial, social, and technological factors that the utility cannot control." The Department argued that "it is not unusual for projects undertaken for reliability purposes to fail a benefit/cost test" and concluded that "[c]onsidering all of the risks, . . . the Revised Proposal, while not directly connected to any existing reliability standard, is sufficiently related to reliability and related risks to make an economic test of lesser importance."

The OAG agrees that the Dual Fuel proposal should be evaluated on both its bill impacts and its possible risk mitigation. However, the OAG does not agree that the Dual Fuel proposal's potential reliability improvements justify its approval. The OAG's Initial Comments demonstrated that the

¹ Minn. R. 7843.0500, subp. 3(B).

² Department of Commerce, Initial Comments at 8.

³ Minn. R. 7843.0500, subp. 3(E).

⁴ Department of Commerce, Initial Comments at 8.

project's reliability benefits are limited, as gas transmission lines are very reliable and Astoria Station is located on a particularly advantageous position on the Northern Border Pipeline.⁵ Further, the next two subsections highlight additional factors that should be included in the Commission's risk analysis.

B. Climate Change Is Reducing the Frequency of Extreme Low Temperatures.

In its analysis of the potential reliability benefits of the Dual Fuel proposal, the Department cited the North American Electric Reliability Corporation's ("NERC") 2022-2023 Winter Reliability Assessment, which "highlighted the increased risk of extreme weather events" that could threaten reliability during winter peak events.⁶ The Department also stated that "NERC may be concerned that extreme weather events are likely to be more common than in the past."⁷

When considering the potential risk mitigation from the Dual Fuel proposal, it is imperative that the Commission consider not just the potential impacts of a severe winter weather event, but also the *probability* of these events. Contrary to NERC's concerns, Minnesota's rapidly warming climate means instances of extreme cold will likely occur less often in the future.

As the Minnesota Department of Natural Resources ("DNR") has documented, winters have been warming rapidly in Minnesota, and occurrences of severe cold have decreased dramatically. As shown in Figure 1, winter temperatures in Minnesota increased by roughly six degrees between 1896 and 2021.8 Further, the frequency of extreme low temperatures—i.e., -35°F in northern Minnesota or -25°F in southern Minnesota—has decreased by *90 percent*.9 In the words of the DNR, "even though Minnesota always will see periodic severe cold spells, the long-term decline in cold extremes is all but guaranteed to continue."¹⁰

⁵ Office of the Attorney General, Initial Comments at 3–4.

⁶ Department of Commerce, Initial Comments at 7.

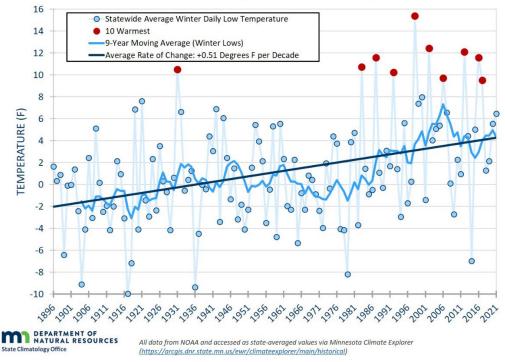
 $^{^{7}}$ Id.

⁸ Minn. Dep't of Natural Res., *Climate trends*, (last visited Jan. 19, 2023).

⁹ *Id*.

¹⁰ *Id*.





C. Large Fossil Fuel Investments Expose Customers to Regulatory Policy Risk.

The Dual Fuel proposal's significant investment in fossil fuel infrastructure would expose Otter Tail's customers to the risk of new federal or state policies restricting or banning the use of fossil fuels in electricity generation. The Walz Administration aims for Minnesota to consume 100 percent carbon-free electricity by 2040. The Minnesota House has passed a bill to codify this goal in law, and the Senate is expected to vote on the bill as early as this week. The Biden Administration has set an even faster goal of "100 percent carbon pollution-free electricity by 2035." The Biden Administration has set an even faster goal of "100 percent carbon pollution-free electricity by 2035."

Otter Tail aims to install dual fuel capability at Astoria by 2026 and assumes the facility would operate through 2055. ¹⁴ Thus, the Company believes the project will still be in-service long after the

¹¹ Kirsti Marohn, Walz calls for 100 percent carbon-free electricity by 2040, MINN. PUB. RADIO, Jan. 25, 2021.

¹² Kirsti Marohn, Minnesota House passes bill requiring carbon-free electricity by 2040, MINN. PUB. RADIO, Jan. 27, 2023.

¹³ Fact Sheet, White House, <u>President Biden Sets 2030 Greenhouse Gas Pollution Reduction Target Aimed</u> <u>at Creating Good-Paying Union Jobs and Securing U.S. Leadership on Clean Energy Technologies</u> (Apr. 22, 2021).

¹⁴ Otter Tail Power, Supplemental Comments at 17-19 (Nov. 4, 2022).

Walz and Biden administrations' decarbonization targets. This means the Dual Fuel proposal would either 1) cease operations well before the end of its useful life, 2) require expensive retrofits that are not included in Otter Tail's cost assumptions, or 3) render the Company unable to meet state and federal policy goals.

In its evaluation of risk, it is important that the Commission consider not just the pipeline gas cost risks highlighted by the Department, but also the additional risks the Company would be taking on by making a significant investment fossil fuel infrastructure with a long expected operating life. The dual fuel infrastructure may well have a much shorter operating life than Otter Tail assumes, which would exacerbate the potential bill increases highlighted in the OAG's Initial Comments.

D. There Is No Urgency to Build the Dual Fuel Proposal.

Otter Tail has asked the Commission to expedite its review of the Dual Fuel proposal to avoid delaying construction of the project. However, the Company has not demonstrated a need for this urgency. The NERC Winter Assessment referenced above found that MISO's winter reserve margin fell five percentage points this winter. However, as the Department notes, even after this decrease MISO's 43 percent reserve margin is still well above the required "normal" reserve margin of 18 percent. Similarly, the Department notes that, though MISO has "indicated a concern with fuel assurance," MISO has neither prioritized fuel assurance nor provided an analysis of its potential benefits. In other words, MISO does not require on-site fuel storage to receive capacity accreditation and has given no indication that it will do so.

State and federal policies have been evolving rapidly, and neither MISO nor FERC has required—or even incentivized—on-site fuel storage for gas units. Considering its large bill impacts and the uncertain policy future, the Commission should reject the Dual Fuel proposal at this time.

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¹⁵ Department of Commerce, Initial Comments at 7.

¹⁶ Id.

CONCLUSION AND RECOMMENDATION

As detailed in the OAG's Initial Comments in this docket, the Dual Fuel proposal would provide minimal reliability benefits, and the proposal's revenue requirements will likely far exceed its potential benefits. Further, this large fossil fuel investment would expose Otter Tail's customers to regulatory policy risk. Accordingly, the Dual Fuel proposal is not in the public interest and should be rejected. Rather than investing millions of dollars in new fossil fuel infrastructure at Astoria, Otter Tail should explore in its upcoming IRP other investments that could more meaningfully ensure customers' safety during extreme weather.

Dated: February 1, 2023 Respectfully submitted,

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ATTORNEYS FOR OFFICE OF THE ATTORNEY GENERAL— RESIDENTIAL UTILITIES DIVISION February 1, 2023

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Re: In the Matter of Otter Tail Power Company's 2022–2036 Integrated Resource

Plan

MPUC Docket No. E-017/RP-21-339

Dear Mr. Seuffert:

Enclosed and e-filed in the above-referenced matter please find Reply Comments of the Minnesota Office of the Attorney General—Residential Utilities Division.

By copy of this letter all parties have been served. A Certificate of Service is also enclosed.

Sincerely,

/s/ Peter G. Scholtz

PETER G. SCHOLTZ Assistant Attorney General

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Re: In the Matter of Otter Tail Power Company's 2022–2036 Integrated Resource

Plan

MPUC Docket No. E-017/RP-21-339

I, JUDY SIGAL, hereby certify that on the 1st day of February, 2023, I e-filed with

eDockets Reply Comments of the Minnesota Office of The Attorney General—Residential

Utilities Division and served a true and correct copy of the same upon all parties listed on the

attached service list by e-mail, electronic submission, and/or United States Mail with postage

prepaid, and deposited the same in a U.S. Post Office mail receptacle in the City of St. Paul,

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/s/ Judy Sigal

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