

The Commission met on **Thursday, October 31, 2019** with Chair Sieben and Commissioners Means, Schuerger, Lipschultz, and Tuma present.

The following matters were taken up by the Commission:

**E-002/AA-19-293**

**In the Matter of Northern States Power Company d/b/a Xcel Energy, Incorporated's Petition for Approval of its 2020 Annual Fuel Forecast and Monthly Fuel Cost Charges**

Commissioner Tuma moved that the Commission adopt the recommendations from the Department's July 1 and August 30 filings.

The motion passed 5–0.

**E-015/AA-19-302**

**In the Matter of the Commission's June 12, 2019 Order Regarding the FCA Reform – Approving Additional Details of New Fuel Clause Adjustment Process for Minnesota Power**

Commissioner Lipschultz moved that the Commission adopt the recommendations of the Department, including the variance to 7825.2810.

The motion passed 5–0.

**E-017/AA-19-297**

**In the Matter of Otter Tail Power Company's Petition for Approval of the Annual Forecasted Rates for its Energy Adjustment Rider, Rate Schedule Section 13.01**

Commissioner Schuerger moved that the Commission:

1. Approve Otter Tail's 2020 initial system cost energy forecast of \$27.719 per MWh.
2. Require Otter Tail Power to identify any and all variables for which OTP's Strategist run outcome would be inconsistent with the historical data of the variable, and describe and justify any and all steps used to address the inconsistency issue(s).
3. Require Otter Tail Power to provide as public data the historical system sales and their breakdown by customer class, except for classes for which private customer usage could be derived.
4. Require Otter Tail Power to provide as public data the total historical net system FCA costs, including their breakdown by major components.

5. Require Otter Tail Power to update its 2010 internal line losses study and incorporate that information into the 2021 Forecast.
6. Approve the following variance to Minn. Rules 7825.2840: By September 1 of each year, gas utilities and by March 1 and May 1 of each year, electric utilities shall provide notice of availability of the reports defined in parts 7825.2800 to 7825.2830 to all intervenors in the previous two general rate cases.

The motion passed 5–0.

Commissioner Schuerger moved to clarify that the Commission should approve Otter Tail's 2020 initial system cost energy forecast of \$25.719 per MWh.

The motion passed 5–0.

**E-002/PA-18-777**

**In the Matter of the Petition of Northern States Power Company d/b/a Xcel Energy for Approval of the Acquisition of the Community Wind North Facilities and the Jeffers Wind Facility**

Commissioner Lipschultz moved that the Commission:

1. Find that Xcel's petition to acquire the Wind Facilities is consistent with public interest as required under Minn. Stat. 216B.50 and approve Xcel's request;
2. Grant Xcel's variance request to Minn. R. 7825.1800, subp. B;
3. Approve Xcel's request to recover acquisition adjustment for the Community Wind North facilities and Jeffers Wind Facility;
4. Deny Xcel's request to recover the cost of purchasing the Community Wind North and Jeffers Wind Facilities through its Fuel Clause Rider and authorize Xcel to seek recovery in its upcoming rate case; and
5. Require Xcel to file, within 60 days of completing the transaction, the final journal entries used to record the transaction.

The motion passed 4–1, with Commissioner Tuma voting no.

**E-999/CI-17-879**

**In the Matter of a Commission Inquiry into Electric Vehicle Charging and Infrastructure**

**E-002/M-17-817**

**In the Matter of Xcel Energy's Petition for Approval of a Residential Electric-Vehicle Service Pilot Program**

**E-002/M-15-111**

**In the Matter of Northern States Power Company d/b/a Xcel Energy's Petition for Approval of a Residential Electric Vehicle Charging Tariff**

**E-017/M-15-112**

**In the Matter of Otter Tail Power Company's Request for Approval of a Residential Off-Peak Electric Vehicle Service Tariff**

**E-015/M-15-120**

**In the Matter of Minnesota Power's Petition for Approval of a Residential Off-Peak Electric Vehicle Service Tariff**

Commissioner Lipschultz moved that the Commission:

1. Accept the 2019 Electric Vehicle Reports filed by Minnesota Power, Otter Tail Power, and Xcel Energy in Docket Nos. E-002/M-15-111, E-017/M-15-112, and E-015/M-15-120.
2. Require utilities to include the following information in future reports filed in Docket Nos. E-002/M-15-111, E-017/M-15-112, and E-015/M-15-120.
  - a. The amount of energy sold per time period, and number of customers on the rate, on a monthly basis.
  - b. The number of customers choosing a renewable-source option.
  - c. The status of the communications costs tracker account, if applicable, including a breakdown of costs by educational and outreach initiatives; where possible, a separation of costs used to promote specific EV programs versus EV adoption in general; and a brief description of the activities for which the Company has incurred costs.
3. Accept Xcel Energy's first annual Residential EV Service Pilot report.
4. Accept Minnesota Power, Otter Tail Power, and Xcel Energy's 2019 Transportation Electrification Plans.
5. In the first half of 2020, require Minnesota Power to file at least one additional EV program addressing residential charging.
6. Within nine months of the issuance of this order, require Xcel Energy to file a pilot or program addressing EV charging in multi-unit dwellings.

7. Starting on June 1, 2020, require the utilities to file Transportation Electrification Plans annually.
8. In each annual Transportation Electrification Plan, require utilities to provide the following information and data to the greatest extent practicable. For any instance in which the utility is not able to provide the information and data, or it is not practicable to do so, require the utility to (1) explain why it is unable to provide the information and data; and (2) make a reasonable effort to provide an approximation of the required information and data. If the utility is unable to provide an approximation of the required information and data, require the utility to provide the reason or reasons and explain whether it will be possible to provide the required information and data in the future.
  - a. Number of EVs in service territory, by type where possible (e.g. light duty, transit, medium duty, heavy duty).
  - b. Number of customers and vehicles on each off peak or managed charging rate, energy consumed, and average hourly load profiles by month.
  - c. Level of demand (in kilowatts) resulting from electric vehicles during each hour of the day, or if not yet available, during each time period in a utility's time-differentiated tariff, for each electric vehicle tariff offered by the utility.
  - d. Consumption of electricity (in kilowatt-hours) by electric vehicles during each hour of the day, or if not yet available, during each time period in a utility's time-differentiated tariff, for each electric vehicle tariff offered by the utility.
  - e. Number and capacity of known Level 2 Charging Stations (public, and any enrolled in a utility program).
  - f. Number and capacity of direct current fast charging (DCFC) stations (including breakout of DCFC installed through a utility program).
  - g. Any system upgrades performed to accommodate EV charging, total costs paid by utility and by customer, and average cost per upgrade. Cost should be reported separately for the following customer groups: Residential, Government Fleet, Private Fleet, and Public Charging.
  - h. EV adoption forecast scenarios (low, likely, high) by sector (residential, medium duty, and heavy duty).
  - i. EV load forecast scenarios (low, likely, high) for capacity and energy, by sector (residential, medium duty, and heavy duty).
  - j. A summary of the utility's ongoing transportation electrification efforts, including existing programs and projects in development over at least the next 2 years.

- k. How the utility plans to facilitate:
    - i. availability and awareness of public charging infrastructure, including an assessment of the private sector fast charging marketplace for the utility's service territory;
    - ii. availability of residential charging options for both single family and multiple unit dwellings;
    - iii. programs or tariffs in development to address flexible load or reduce metering and data costs; and
    - iv. fleet electrification.
  - l. A summary of customer EV education initiatives. Utilities need not include specific examples of outreach materials.
  - m. How the utility plans to optimize EV benefits, including a discussion of how to align charging with periods of lower customer demand and higher renewable energy production and by improving grid management and overall system utilization/efficiency.
  - n. Summaries of any proposals or pilots, including links to full reports, submitted to other regulatory agencies or jurisdictions (for example, proposals submitted under Conservation Improvement Programs or pilots run in other states).
  - o. Attachments or links to the most recent reports for any ongoing EV pilots or programs.
9. Delegate authority to the Executive Secretary to establish final report formatting and to clean up any inconsistencies between various existing reporting requirements in individual dockets.
10. Grant Otter Tail Power an extension until December 12, 2019, to file its EV pilot proposals.

The motion passed 5–0.

**E-002/M-13-867**

**In the Matter of the Petition of Northern States Power Company, d/b/a Xcel Energy, for Approval of its Proposed Community Solar Garden Program**

**E-999/M-14-65**

**In the Matter of Establishing a Distributed Solar Value Methodology under Minn. Stat. § 216B.164, subd. 10 (e) and (f)**

Commissioner Schuerger moved that the Commission:

1. Approve Xcel's proposed methodology for calculating the avoided distribution cost component for the 2020 VOS rate applied to the CSG program, except for the 50% deferral-reduction factor.
  - a. If Xcel proposes a deferral-reduction factor for the 2021 VOS rate, the Company shall provide additional supporting evidence in its September 1, 2020 VOS annual compliance filing. Such evidence should include an evaluation of solar project locations (both CSG and other distributed solar projects if possible) compared to the locations of deferrable distribution investments made over the past five years and planned within the next three to five years.
  - b. Require Xcel to report annually on its planned and actual distribution spending, along with the placement of CSGs to assist with evaluating Xcel's avoided distribution cost calculation methodology for possible future use in locational differentiation.
2. Adopt Xcel's cost categorization for the 2020 VOS rate but direct Xcel, within 30 days of the order, to file a categorization framework or decision tree showing how specific types of distribution projects will be categorized for future calculations of the VOS avoided-distribution-capacity-cost component.
3. Require Xcel to discuss with the Department and other stakeholders how the following concepts could be utilized to improve the VOS methodology: (1) long-term load growth assumptions, (2) sensitivity analysis of different time periods for system-wide calculation, and (3) methods to de-average avoided distribution costs to account for specific location differences.

The motion passed 5–0.

There being no further business, the meeting was adjourned.

**APPROVED BY THE COMMISSION: March 4, 2020**



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**Will Seuffert, Executive Secretary**