

The Commission met on **Thursday, April 11, 2019**, with Commissioners Lipschultz, Schuerger, and Sieben present.

The following matters were taken up by the Commission:

IP-6499/WS-05-1707

In the Matter of the Application of Fenton Power Partners I, LLC for an Amendment to Its Site Permit

Commissioner Sieben moved to take the following actions:

1. Grant the wind-access buffer waiver as requested by Fenton Power Partners I, LLC in its March 25, 2019 filing for turbines 78, 79, 83, and 84.
2. Authorize Fenton Power Partners I, LLC to operate existing turbines 34, 44, 78, 79, and 84 with 77-meter blades, at their current locations, consistent with the terms of the 2006 site permit's wind-access buffer condition.

The motion passed 3–0.

P-6157/RV-18-535

In the Matter of the Revocation of American Phone Services Corp.'s Certificate of Authority

P-6085/RV-18-537

In the Matter of the Revocation of Gold Line Telemanagement, Inc.'s Certificate of Authority

P-5832/RV-18-538

In the Matter of the Revocation of Miracle Communications, Inc.'s Certificate of Authority

P-6174/RV-18-539

In the Matter of the Revocation of NECC Telecom, Inc.'s Certificate of Authority

Commissioner Lipschultz moved to revoke the above-captioned companies' certificates of authority.

The motion passed 3–0.

E-234,101/SA-19-152

In the Matter of the Joint Request of Elk River Municipal Utilities and Connexus Energy for Approval to Modify Electric Service Territory Boundaries

Commissioner Schuerger moved to approve the permanent service territory transfer from Connexus Energy to Elk River Municipal Utilities.

The motion passed 3–0.

E-126,201/SA-19-159

In the Matter of the Joint Request of Adrian Public Utilities, City of Adrian, MN and Nobles Cooperative Electric for Approval to Modify Electric Service Territory Boundaries

Commissioner Schuerger moved to approve the permanent service territory transfer from Nobles Cooperative Electric to Adrian Public Utilities, City of Adrian, MN.

The motion passed 3–0.

E-002/M-18-643

In the Matter of the Xcel Energy’s Petition for Approval of Electric Vehicle Pilot Programs

Commissioner Lipschultz moved that the Commission:

1. Approve Xcel’s proposal for implementing a Fleet EV Service Pilot and associated tariff, as modified.
2. Direct Xcel to file, within ten days of the Commission’s order, its Fleet EV Service Pilot service agreement for Commission approval. The Commission hereby delegates authority to the Executive Secretary to approve, via notice, the contract if no interested parties or Commission staff object or file an intent to object within 30 days of the filing.
3. Approve Xcel’s proposal for implementing a Public Charging Pilot and the associated tariff, as modified.
4. Direct Xcel to file, within ten days of the Commission’s order, the Public Charging Pilot service agreement for Commission approval. The Commission hereby delegates authority to the Executive Secretary to approve, via notice, the contract if no interested parties or Commission staff object or file an intent to object within 30 days of the filing.
5. Within six months of the Commission’s order, Xcel must file a commercial EV charging tariff that is more reflective of hourly system costs with a price signal designed to reduce peak demand.

6. Modify the Public Charging tariff to condition participation in the pilot program on agreement by site hosts to have a default time-differentiated rate structure that reflects the on-peak and off-peak time periods of Xcel's Pilot tariff and an energy rate differential ratio of at least 2:1. However, site hosts may opt out of the default arrangement at their discretion to set pricing that reflects other considerations or needs, provided that such prices are reported to the utility for purposes of Xcel's annual reporting. In its next rate case, Xcel must develop and propose a revised general service TOU rate that is more reflective of hourly system costs with a price signal designed to reduce peak demand.
7. Require that all chargers installed as part of the Fleet EV Service and Public Charging pilots to have smart charging capabilities.
8. Require Xcel to consider geographic and customer diversity in its selection of additional participants in the Fleet EV Service Pilot. Of the additional participants, one must be a public entity with a primary location outside Ramsey and Hennepin Counties. Further, no more than one of the additional participants in the Fleet EV Service Pilot may be a private or non-profit entity.
9. Approve Xcel Energy's request to classify its make-ready EV infrastructure investments as utility distribution plant for the Fleet EV Service and Public Charging Pilots, as well as Xcel's request to own charging equipment provided under the bundled service option in the Fleet EV Service Pilot. This classification is limited to EV infrastructure investments and charging equipment installed during the pilots.
10. Approve a waiver of service policy provisions for contributions in aid of construction (CIAC) and other customer contributions for only the three-year term of the Fleet EV Service Pilot and Public Charging Pilot.
11. Require Xcel to use its current CIAC formula to determine the amount of subsidy a participant would receive and track these costs for the pilot, including revenues.

The motion passed 3–0.

Commissioner Lipschultz moved that the Commission:

1. Approve Xcel's proposal to defer the O&M costs and depreciation expenses associated with capital assets that are placed in service for the Fleet EV Service Pilot and Public Charging Pilot.
2. Grant deferred accounting for Xcel's O&M and depreciation pilot expenses incurred during the period between issuance of the Commission's order approving the pilots and January 1, 2020, the expected test year for Xcel's forthcoming rate case.

3. Require Xcel to address in its next rate case filing how it intends to handle and budget for future pilots.
4. Find that, for these proposed Xcel pilots, it would be reasonable to depart from the historic four-part test the Commission previously applied to deferred accounting requests.
5. Require Xcel to track both the costs and the associated revenues for the Fleet EV service Pilot and Public Charging Pilot.
6. Require Xcel to establish a new tracker account for non-promotional and educational expenses associated with the pilots.

The motion passed 2–1, with Commissioner Sieben voting against the motion.

Commissioner Schuerger moved that the Commission:

1. Adopt the following reporting requirements, filed on an annual basis throughout the pilot as part of Xcel’s Annual EV Report in docket 15-111, with a copy filed in the present docket, 18-643.
2. For the Fleet EV Service Pilot, Xcel must report on:
 - A. Program level
 - i. Participation over time:
 - a. number of fleets
 - b. number of vehicles
 - c. number of ports
 - ii. End-user satisfaction, including surveys of fleet electric vehicle drivers and transit users riding electric buses
 - iii. Publically accessible information on site host characteristics
 - iv. Customer charging behavior in response to rate structure
 - B. Site level, annual
 - i. Location of the fleet charging site
 - ii. Number of ports at the site, and individual port capabilities
 - iii. Costs
 - a. Program implementation
 - b. Installation costs:
 - EV Service connection
 - EV Supply infrastructure
 - Optional EV charging equipment

- Cost of distribution system upgrade investments for the make-ready component of the pilot, including cost per kW
 - c. Customer service and technical assistance needs
 - d. Dollar estimate of public and private funds being leveraged
 - e. Any other costs not reflected in the list above
 - iv. Revenues, broken down by:
 - a. Energy revenues
 - b. Demand charge revenues
 - c. Fixed cost revenues
 - d. Optional charger cost revenues
 - v. Whether the customer elected to charge with renewable energy
- C. Site level, monthly
- i. kWh consumed in the on- and off-peak periods of Xcel's tariff
 - ii. Coincident peak demand, at the MISO system peak and NSP system peak, including the time of day at which the peak occurred
 - iii. Non-coincident peak demand, at the MISO system peak and NSP system peak, including the time of day the peak occurred
 - iv. Number of vehicles, reported by the customer, using the charging infrastructure
 - v. Percentage of charging that aligned with any onsite generation, if applicable
3. For the Public Charging Pilot, Xcel must report on:
- A. Program level
- i. Participation over time:
 - a. number of site hosts
 - b. number of ports
 - ii. End-user satisfaction
 - iii. Publicly accessible information on site host characteristics
 - iv. Customer charging behavior in response to rate structure
- B. Site level, annual
- i. Location of the site
 - ii. Number of ports at the site, and individual port capacities
 - iii. Costs
 - a. Program implementation
 - b. Installation costs:
 - EV service connection
 - EV supply infrastructure
 - EV charging equipment

- Cost of distribution system upgrade investments for the make-ready component of the pilot, including cost per kW
- c. Customer service and technical assistance needs
- d. Dollar estimate of public and private funds being leveraged
- e. Any other costs not reflected in the list above
- iv. Revenues, broken down by:
 - a. Energy revenues
 - b. Demand charge revenues
 - c. Fixed cost revenues
- v. Whether the site host has elected to charge with renewable energy
- vi. Rates and fees charged to end user customers, and if those rates changed during the year, what period they were in effect


C. Site level, monthly

- i. kWh consumed in the on- and off-peak periods of Xcel's tariff
 - ii. Coincident peak demand, at the MISO system peak and NSP system peak, including the time of day at which the peak occurred
 - iii. Non-coincident peak demand, at the MISO system peak and NSP system peak, including the time of day the peak occurred
 - iv. Number of charging events, times, and durations, to the extent available
 - v. Percentage of charging that aligned with any onsite generation, if applicable
4. In its annual report, Xcel must discuss the interoperability of installed charging equipment under both pilots, including which, if any, standards the pilots require. This should include hardware and software standards.
5. Where not otherwise noted, Xcel must file a compliance filing consistent with the Commission's decisions in this matter no later than ten days from the date of the Commission's order.

The motion passed 3–0.

There being no further business, the meeting was adjourned.

APPROVED BY THE COMMISSION: May 29, 2019



Daniel P. Wolf, Executive Secretary