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June 1, 2020

Will Seuffert  
Executive Secretary  
Minnesota Public Utilities Commission  
121 7<sup>th</sup> Place East, Suite 350  
St. Paul, MN 55101-2147

**RE: In the Matter of Otter Tail Power Company's Annual EV Tariff Report and  
Transportation Electrification Plan  
Docket Nos. E017/M-15-112 and E-999/CI-17-879**

Dear Mr. Seuffert:

Otter Tail Power Company (Otter Tail) respectfully submits this letter and the following report as its annual Electric Vehicle Tariff Report and Transportation Electrification Plan to the Minnesota Public Utilities Commission (Commission) in the above-referenced dockets per the Commission's ordering paragraphs number 2, 7, and 8 in its December 12, 2019 Order in Dockets E017/M-15-112 (and other utilities' similar dockets) and E-999/CI-17-879, in which the Commission ordered each utility to file annually by June 1<sup>st</sup> an Electric Vehicle Tariff Report and a Transportation Electrification Plan in each utility's respective electric vehicle tariff docket.

Otter Tail has electronically filed this document with the Commission and is serving a copy on all persons on the official service list for this docket. A Certificate of Service is also enclosed.

If you have any questions regarding this filing, please contact me at 218-739-8639 or at [jgrenier@otpc.com](mailto:jgrenier@otpc.com).

Sincerely,

/S/ JASON GRENIER  
Jason Grenier  
Manager  
Market Planning

kaw  
Enclosures  
By electronic filing  
c: Service List

**STATE OF MINNESOTA  
BEFORE THE  
MINNESOTA PUBLIC UTILITIES COMMISSION**

In the Matter of Otter Tail Power Company's  
Annual EV Tariff Report and Transportation  
Electrification Plan.

Docket Nos. E017/M-15-112 and  
E-999/CI-17-879

**ANNUAL REPORT OF  
OTTER TAIL POWER COMPANY**

**I. INTRODUCTION**

Otter Tail Power Company (Otter Tail or Company) respectfully submits the following report as its annual Electric Vehicle (EV) Tariff Report and Transportation Electrification Plan to the Minnesota Public Utilities Commission (Commission or MPUC) in the above-referenced dockets per the Commission's ordering paragraphs number 2, 7, and 8 in its December 12, 2019 Order (Order) in Dockets E017/M-15-112 (and other utilities' similar dockets) and E-999/CI-17-879, in which the Commission ordered each utility to file annually by June 1<sup>st</sup> an Electric Vehicle Tariff Report and a Transportation Electrification Plan in each utility's respective electric vehicle tariff docket.

**II. ANNUAL ELECTRIC VEHICLE TARIFF REPORT**

The Commission's December 12, 2020 ordering point number 2 requested future utility reports to include the following information:

- a. The amount of energy sold per time period, and number of customers on the rate, on a monthly basis.**

Otter Tail has included energy and customers participating in its off-peak EV tariff for May 2019 through April 2020 in Table 1 below.

**Table 1**

<b>OTP Monthly EV Tariff Energy Usage</b>				
<b>May 1, 2019 - April 30, 2020</b>				
<b>State</b>	<b>Year</b>	<b>Month</b>	<b>Customer Count</b>	<b>kWh</b>
MN	2019	May	5	1,512
MN	2019	June	6	2,279
MN	2019	July	6	1,653
MN	2019	August	6	1,730
MN	2019	September	6	2,355
MN	2019	October	5	1,298
MN	2019	November	6	2,092
MN	2019	December	7	2,109
MN	2020	January	7	2,418
MN	2020	February	7	2,135
MN	2020	March	7	1,869
MN	2020	April	8	2,163
<b>12-month Energy Total:</b>				<b>23,613</b>

**b. The number of customers choosing a renewable-source option.**

Two of Otter Tail's Off-Peak EV Tariff customers selected to have usage offset by Otter Tail's Tailwinds renewable energy program.

**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.**

Table 2 below includes a breakdown of costs by EV Program (Off-Peak EV Tariff) and General EV adoption initiatives. General EV adoption activities over the last 12 months mainly consists of Otter Tail's labor to develop its EV pilot proposal for Minnesota customers. Education and outreach initiatives include the following tasks: DESN, RBTN, CREL and CUST.

**Table 2**

<b>Otter Tail's May 2019 - April 2020 Electric Vehicle Expense Summary</b>			
<b>EV Projects</b>	<b>Task</b>	<b>Description</b>	<b>\$</b>
Off-Peak EV Tariff	ADMN	Admin. Labor	\$405
	CUSR	Vehicle Mileage	\$215
	DESN	Design Labor	\$1,119
	RBTN	Customer Rebates	\$1,600
<b>Off-Peak EV Tariff Total</b>			<b>\$3,339</b>
General EV Development	ADMN	Admin. Labor	\$464
	CREL	Cust. Rel. Labor	\$153
		Materials and Supplies	\$3,300
	CUST	Labor	\$561
	DESN	Design Labor OVT	\$227
		Design Labor	\$2,551
		Meals	\$35
	EVAL	Evaluation Labor	\$1,098
	PROF	Professional Labor	\$2,082
	SPLN	Dues, Subscrip, Books	\$16
		Misc Employee Exp.	\$450
		Lodging	\$585
		Planning Labor - Premium	\$182
		Planning Labor	\$32,590
		Planning Meals	\$41
		Planning Travel	\$692
		Planning Vehicle	\$288
	TRNG	Training Labor	\$501
<b>General EV Development Total</b>			<b>\$45,816</b>
<b>Total May 2019 - April 2020 EV Expenses</b>			<b>\$49,155</b>

### III. OTTER TAIL'S TRANSPORTATION ELECTRIFICATION PLAN

The Commission's December 12, 2019 Order, in ordering point 7, requested the utilities to file with the Commission, Transportation Electrification Plans (TEPs) annually. Ordering point 8 includes ordering points a. through o. for future utility annual TEP filings. Otter Tail has listed each ordering point a. through o. in bold and its response to each ordering point below.

**a. Number of EVs in service territory, by type where possible (e.g. light duty, transit, medium duty, heavy duty).**

There are currently 60 EV vehicle registrations in Otter Tail's Minnesota service area. The type of EV's is unknown at this time but assumed to be mostly made up of light duty vehicles. The Company is not aware of any transit, medium duty, or heavy duty EVs.

- b. Number of customers and vehicles on each off peak or managed charging rate, energy consumed, and average hourly load profiles by month.**

Otter Tail has eight customers receiving off peak or a managed charging rate. The energy consumed from May 1, 2019 to April 30, 2019 by these customers is 23,613 kWh. Otter Tail currently does not have metering that results in hourly load profiles by month for these customers.

- 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.**

Otter Tail currently does not have metering that measures level of demand for the customers on EV rates. Hours of operation for customers on these EV rates are limited to the off-peak hours of 10 p.m. to 6 a.m.

- d. Consumption of electricity (in kilowatt-hours) by electric vehicles during each hour of the day, or if not yet available, during each timer period in a utility's timer-differentiated tariff, for each electric vehicle tariff offered by the utility**

Otter Tail does not have metering that provides a breakdown of consumption of electricity by electric vehicles during each hour of the day. The yearly consumption of 23,613 kWh was consumed in the off-peak period of 10 p.m. to 6 a.m.

- e. Number and capacity of known Level 2 Charging Stations (public, and any enrolled in a utility program).**

**Table 3**

<b><u>Location</u></b>	<b><u>Quantity</u></b>	<b><u>Capacity (kW)</u></b>	<b><u>Public/Private?</u></b>	<b><u>Enrolled in Utility Program?</u></b>
Fergus Falls	4	10	Public	No
Bemidji	3	7.7	Public	No
Crookston	1	10	Public	No
Morris	2	7.2	Public	No

- f. Number and capacity of direct current fast charging (DCFC) stations (including breakout of DCFC installed through a utility program).**

In January 2020, Otter Tail developed a 50kW DCFC site in Fergus Falls. On January 31, 2020, the Company requested approval of time-differentiated rates with the Commission in docket number E017/M-20-181. At this time the Commission has not made a decision in this docket.

- 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.**

Residential: Otter Tail has not completed any system upgrades to accommodate EV charging as participation remains low. Residential charging systems also are sized smaller in capacity (<10kW) as a longer charging period is typically available.

Government Fleet: No costs to report.

Private Fleet: No costs to report.

Public Charging: \$8,257 paid by utility for distribution extension to serve one public DCFC site.

- h. EV adoption forecast scenarios (low, likely, high) by sector (residential, medium duty, and heavy duty).**

Otter Tail's EV adoption forecast remain low for all sectors in its service area. Otter Tail is encouraged since EV ownership in its territory did increase from 44 in 2018 to 60 EVs in 2019. A late 2018 survey of residential customers, performed by Otter Tail, found that 2.6 percent of customers indicated that they are very likely or somewhat likely to purchase an EV in the next 3-5 years. This percentage is similar to the current market share of EV sales in the United States.

Range anxiety remains a large barrier as little public charging infrastructure has been developed. Low adoption rates can be seen in existing EV ownership when compared to other Minnesota electric utilities. Otter Tail serves approximately 4.1% of electric customers among Minnesota's three investor-owned utilities, but only serves 0.65% of EVs among the three utilities. The Company believes if public charging infrastructure is developed Otter Tail customers will realize market adoption similar to other areas, aligning with the 2.6 percent "likely to purchase" rate customers indicated in its 2018 survey.

Otter Tail has filed a pilot plan with the MPUC (docket no. E017/M-20-181) to develop a basic DCFC network, offer DCFC non-demand rates to DCFC host sites, expand its off-peak rates for home and business charging, and install L2 chargers throughout its Minnesota service territory to grow EV adoption. Otter Tail believes these initiatives if approved will be a major initial step in eliminating major barriers to EV adoption in its Minnesota service territory.

**i. EV load forecast scenarios (low, likely, high) for capacity and energy, by sector (residential, medium duty, and heavy duty).**

At this time Otter Tail forecasts minimal capacity and energy load growth for all sectors as adoption of EV's remain low in its service area. Similar to industry norms, Otter Tail expects 80%+ of residential charging to be done in the home and likely being done during low-cost or off-peak periods.

**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.**

As Otter Tail listed above in (h) the Company has filed a pilot plan with the MPUC to develop a minimum basic DCFC network, offer DCFC non-demand rates to DCFC host sites, expand its off-peak rates for home and business charging, and install L2 chargers throughout its Minnesota service territory to grow EV adoption. The Company has recently filed a residential Time-of-Day pilot before the MPUC, docket no. E017/M-20-331. The Company is hopeful the maturity of a Time-Of-Day rate offering will lower costs for home charging and encourage charging to occur in the off-peak periods. Other programs the Company offers include:

- Participation public awareness events,
- regularly drives two EVs as part of its fleet,
- EV Off-peak tariff
- rebate to customers who install a L2 charger on its off-peak EV tariff
- partnerships with local public entities to develop L2 sites for public charging

Off peak EV tariff, modify other off-peak rates, develop DCFC network, offer non-demand rates for third-party DCFC development, expand plans to the Dakotas, company has residential TOD pilot, develop further home and business charging solutions.

**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;**

Only one public DCFC is served by Otter Tail in its Minnesota territory. The single DCFC site was developed through a partnership between Zef Energy, the U.S. Department of Energy, a local host-site business, and Otter Tail, and was completed in January 2020. Due to the lack of DCFC development by the private sector, Otter Tail has included in its pilot filing before the MPUC a plan to develop a minimal DCFC network of 11 DCFC sites in its Minnesota territory. This minimal network will be placed so 97

percent of its customers are within 30 miles of a DCFC site, and 100 percent of customers are within 60 miles of a DCFC site.

**ii. availability of residential charging options for both single family and multiple unit dwellings;**

At this time multi-unit dwellings are not explicitly targeted in Otter Tail's existing and proposed residential offerings. However, Otter Tail believes there is potential to expand its EV initiatives to multi-unit dwellings provided suitable charging hardware is available. Otter Tail's looks forward to working with multi-unit owners to encourage EV-ready construction practices as part of its education and outreach efforts.

**iii. programs or tariffs in development to address flexible load or reduce metering and data costs; and**

In Otter Tail's January 2020 EV pilot filing the Company requested modifications to its existing off-peak rates to also allow off-peak EV charging. These rates were traditionally reserved for space and domestic water heating technologies. This allows existing off-peak heating customers to potentially add an EV charger to their existing off-peak electric service meter, avoiding extra costs of an additional electric service.

The Company has also filed a Residential Time-Of-Day rate tariff before the MPUC. If approved this option could also avoid the expense to the customer of an additional electric service meter and panel.

**iv. fleet electrification**

Fleet electrification including that of heavy duty-trucks and buses is not directly addressed as part of Otter Tail's two-year Transportation Electrification Plan; however, they are areas in which the Company is researching and seeking out customers who may have the opportunity and interest in electrifying their fleets. The lack of potential participants is the main reason for not specifically including fleets and heavy-duty trucks and buses in the Company's TEP. Otter Tail will continue to seek feedback from customers and will likely begin designing rates and programs for this purpose in the years to come.

**I. A summary of customer EV education initiatives. Utilities need not include specific examples of outreach materials.**

Otter Tail plans to expand its current promotional activities as additional programs and projects are approved by the MPUC. Currently Otter Tail utilizes the following channels for promotion of EV adoption:



- Bill Inserts and Messages
- Company website
- Social Media posts
- News Releases
- Hosting Ride and Drive Events
- Participating in local public out-reach and education events
- Personal meetings with customers interested in EV ownership and charging solutions.

**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.**

The Company's recent EV pilot proposal, docket no. E017/M-20-181, encourages off-peak charging, renewable energy, and grid management and system efficiency in several proposed offerings. First the Company has requested approval of a time differentiated and seasonal differentiated rate offering for its DCFC rate schedule. This sends EV charging customers the proper market prices signals to encourage charging in lower costs periods which tend to be higher renewable periods. The Company also plans to retire renewable energy credits for all energy consumed at Company-owned DCFC sites, thus supporting renewable energy projects.

The Company's proposal to modify its off-peak rates to allow EV charging on the existing off-peak meters at homes and businesses helps Otter Tail to more efficiently manage its system by not increasing generation capacity needs and utilizing the existing system more in low-cost and higher renewable energy periods. In all Otter Tail's EV planning efforts for new EV program offerings the Company first looks for solutions that encourage off-peak energy use, reflect market prices, and support renewable energy.

**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).**

Otter Tail has not submitted any EV related reports to other regulatory agencies.

**o. Attachments or links to the most recent reports for any ongoing EV pilots or programs.**

Otter Tail's most recent EV pilot filing is docket no. E017/M-20-181 and can be found on the Minnesota Department of Commerce's e-dockets website at:

<https://www.edockets.state.mn.us/EFiling/edockets/searchDocuments.do?method=showeDocketsSearch&showEdocket=true&userType=public>

#### **IV. CONCLUSION**

Otter Tail's pilot proposals have been filed before the MPUC and the Company expects a decision by the MPUC in the summer of 2020. If the MPUC approves Otter Tail's request the Company will work diligently to bring its proposed pilots to a reality. If Otter Tail is not successful in gaining approval of its proposed pilots the Company will take the MPUC's direction and work to develop other EV proposals. Once the Company's initial pilot programs have gained maturity the Company plans to expand its offerings in both the residential / multi-unit, business, and fleet areas. The Company will continue to advise customers on EV rates, equipment, EV-ready construction practices, and any other related EV topics.

Dated: June 1, 2020

Respectfully submitted,

**OTTER TAIL POWER COMPANY**

By: /s/ JASON A. GRENIER

Jason A. Grenier

Manager, Market Planning

Otter Tail Power Company

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## **CERTIFICATE OF SERVICE**

**RE: In the Matter of Otter Tail Power Company's Annual EV Tariff Report and  
Transportation Electrification Plan  
Docket Nos. E017/M-15-112 and E-999/CI-17-879**

I, Kim Ward, hereby certify that I have this day served a copy of the following, or a summary thereof, on Will Seuffert and Sharon Ferguson by e-filing, and to all other persons on the attached service list by electronic service or by First Class Mail.

**Otter Tail Power Company  
Annual Report of Otter Tail Power Company**

Dated this **1st** day of **June, 2020**.

/s/ KIM WARD

Kim Ward  
Regulatory Filing Coordinator  
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