



414 Nicollet Mall
Minneapolis, Minnesota 55401

June 1, 2020

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—Via Electronic Filing—

Will Seuffert
Executive Secretary
Minnesota Public Utilities Commission
121 7th Place East, Suite 350
St. Paul, MN 55101

RE: COMPLIANCE FILING
RESIDENTIAL ELECTRIC VEHICLE CHARGING TARIFF
DOCKET NO. E002/M-15-111, E002/M-17-817, AND E002/M-19-186

Dear Mr. Wolf:

Northern States Power Company, doing business as Xcel Energy, submits this filing in compliance with the Minnesota Public Utilities Commission's June 22, 2015 ORDER APPROVING TARIFFS AND REQUIRING FILINGS in Docket No. E002/M-15-111, Orders dated October 26, 2017, September 11, 2018 in Docket No. E002/M-15-111, and December 12, 2019 in Docket No. E002/M-15-111. In addition to Order dated May 9, 2018 in Docket No. E002/M-17-817, Order dated July 17, 2019 ORDER APPROVING PILOTS WITH MODIFICATIONS, AUTHORIZING DEFERRED ACCOUNTING AND SETTING REPORTING REQUIREMENTS in Docket No. E002/M-18-643, and Order in Docket No. E002/M-19-186 APPROVING PILOT WITH MODIFICATIONS, AND SETTING REPORTING REQUIREMENTS.

Attachment A filed with this report provides a reference guide highlighting where all required order points are discussed in the annual report.

We have electronically filed this document with the Commission, copies have been served on the parties on the attached service list, and a courtesy copy has been filed in Docket No. E002/M-18-643.

If you have any questions regarding this filing, please contact Carl Cronin at carl.cronin@xcelenergy.com or (612) 215-4669.

Sincerely,

/s/

AMY A. LIBERKOWSKI
DIRECTOR, REGULATORY PRICING & ANALYSIS

Enclosure
cc: Service List

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STATE OF MINNESOTA
BEFORE THE
MINNESOTA PUBLIC UTILITIES COMMISSION

Katie J. Sieben	Chair
Valerie Means	Commissioner
Matthew Schuerger	Commissioner
Joseph K. Sullivan	Commissioner
John A. Tuma	Commissioner

IN THE MATTER OF NORTHERN STATES
POWER COMPANY'S ANNUAL REPORT ON
RESIDENTIAL ELECTRIC VEHICLE (EV)
CHARGING TARIFF AND RESIDENTIAL EV
SERVICE PILOT

DOCKET NOS. E002/M-15-111
E002/M-17-817

ANNUAL REPORT

INTRODUCTION

Northern States Power Company, doing business as Xcel Energy, submits to the Minnesota Public Utilities Commission this Annual Report regarding our Residential Electric Vehicle (EV) Charging Tariff and Residential EV Service Pilot for the period ending April 30, 2020. We submit this Annual Report pursuant to the Commission's Orders dated June 22, 2015 and October 26, 2017 in Docket No. E002/M-15-111 and Order dated May 9, 2018 in Docket No. E002/M-17-817. We request the Commission accept our 2020 Annual Report.

Since our last Annual Report, we have continued to add customers to our EV tariffs and see an increase in EVs owned by customers in our territory. At the same time, the Company has continued our development and rollout of EV-related offerings for our customers. In July 2019, the Commission issued their Order approving our Fleet EV Service and Public Charging pilots. Our Fleet EV Service Pilot has launched with our initial partner, Metro Transit, who is currently testing eight fully-electric buses. We also are pursuing agreements with the Minnesota Department of Administration, the City of Minneapolis and potential trucking partners outside the metro area. Preparations for initial service under our Public Charging pilot also is ongoing, with community mobility hubs in St. Paul and Minneapolis likely being the first project.

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In October 2019, the Commission approved our EV Subscription Service pilot in October 2019. We began enrollment in the program in early 2020 and currently have about 50 customers enrolled.

Finally, we filed—and on May 7, 2020, the Commission approved—a proposal to expand the Residential EV Service pilot into a permanent program. expect to launch the openly available, permanent EV Home Service starting January 1, 2021.

Our EV pilots, along with upcoming offerings we are considering are discussed in greater detail in our annual Transportation Electrification Plan, which has been submitted on the same day as this Annual Report.

The Commission has issued several orders requiring the Company and other utilities to report information about their EV-related activities in our Annual Reports. The June 22, 2015 Order in Docket No. E002/M-15-111 initiated an annual reporting process for EV tariff information; the September 11, 2018 ORDER ACCEPTING 2018 ANNUAL REPORTS AND ESTABLISHING REQUIREMENTS FOR NEXT ANNUAL REPORTS in the same docket required the Company to provide a breakdown of costs by educational and outreach initiatives; and, the December 12, 2019 ORDER ACCEPTING ANNUAL REPORTS AND ESTABLISHING REQUIREMENTS FOR ADDITIONAL FILINGS added further reporting requirements.

Beyond our general EV Service tariff, the Commission has issued additional Orders approving other EV programs which requires information to be reported on an annual basis. The information for the programs listed below is also included in this Annual Report.

- Residential EV Service Pilot approved by Commission in May 9, 2018 ORDER APPROVING PILOT PROGRAM, GRANTING VARIANCE, AND REQUIRING ANNUAL REPORTS in Docket No. E002/M-17-817
- Fleet EV Service Pilot and Public Charging Pilot approved by Commission in July 17, 2019 ORDER APPROVING PILOTS WITH MODIFICATIONS, AUTHORIZING DEFERRED ACCOUNTING, AND SETTING REPORTING REQUIREMENTS in Docket No. E002/M-18-643.
- EV Subscription Service approved by Commission in October 7, 2019 ORDER APPROVING PILOT WITH MODIFICATIONS, AND SETTING REPORTING REQUIREMENTS in Docket No. E002/M-19-186

This Annual Report has been organized in a similar manner to our Annual Report from last year with some additional information. As we have launched both the Residential EV Subscription Service, Fleet Charging, and Public Charging Service

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Pilots within the last year, we have added sections for each of these pilots and include required participation and energy usage data, along with early learnings. In addition, we have included additional customer experience, reliability, and billing accuracy learnings related to the Residential EV Service Pilot. The balance of this filing is consistent with our reporting in last year’s EV Annual Report.

For ease of review, the Company provides a compliance matrix as Attachment A. This attachment lists the details of the various orders mentioned above and where the information required by each order point can be found in this annual report.

Included with this filling are the following attachments:

Attachment A Compliance Matrix
Attachment B Bill Savings Calculation Details

ANNUAL REPORT

I. RESIDENTIAL EV CHARGING SERVICE TARIFF

Our Residential EV Charging Service tariff¹ was launched on August 1, 2015 as a voluntary option to provide residential customers an incentive to charge their EVs during off-peak hours. This rate requires the installation of a second meter at the customer’s premises and provides customers with on-peak and off-peak electric rates for EV charging. This section provides the annual report of required information related to the operations under this tariff.

A. Customer Participation and Usage

Customers billed on the Residential EV Charging Service tariff and the corresponding energy usage history by month is summarized below in Table 1.

**Table 1
Total Customer Participation and Energy Usage²
Monthly KWH**

Date	Customers	Monthly KWH		
		On-Peak	Off-Peak	Total
Oct-15	8	0	1,741	1,741
Nov-15	7	77	1,967	2,044

¹ Rate Code A08

² Monthly information shown in Table 1 is based on general billing month indicator from our billing system. This is consistent with the presentation of monthly participation and energy usage from previous reports.

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Date	Customers	Monthly KWH		
		On-Peak	Off-Peak	Total
Dec-15	9	128	3,008	3,136
Jan-16	14	404	5,883	6,287
Feb-16	13	189	5,497	5,686
Mar-16	17	314	6,959	7,273
Apr-16	20	528	6,779	7,307
May-16	31	896	9,230	10,126
Jun-16	32	663	11,563	12,226
Jul-16	34	987	12,219	13,206
Aug-16	43	749	15,426	16,175
Sep-16	44	708	14,406	15,114
Oct-16	58	1,289	17,764	19,053
Nov-16	54	1,605	17,963	19,568
Dec-16	66	2,482	23,288	25,770
Jan-17	78	2,697	33,871	36,568
Feb-17	79	2,132	31,805	33,937
Mar-17	102	3,144	36,046	39,190
Apr-17	93	1,734	29,733	31,467
May-17	103	2,452	34,036	36,488
Jun-17	111	2,231	38,674	40,905
Jul-17	117	2,992	37,505	40,497
Aug-17	137	2,705	39,750	42,455
Sep-17	140	5,345	48,673	54,018
Oct-17	161	3,761	51,198	54,959
Nov-17	151	4,443	54,809	59,252
Dec-17	193	5,804	66,058	71,862
Jan-18	189	8,385	87,471	95,856
Feb-18	164	6,821	70,404	77,225
Mar-18	217	9,135	80,902	90,037
Apr-18	206	4,771	68,931	73,702
May-18	226	6,114	68,988	75,102
Jun-18	229	5,266	69,401	74,667
Jul-18	243	4,875	72,610	77,485
Aug-18	260	4,348	74,174	78,522
Sep-18	258	5,023	76,492	81,515
Oct-18	301	5,777	95,406	101,183
Nov-18	302	8,239	107,968	116,207
Dec-18	322	10,914	136,044	146,958
Jan-19	375	13,637	164,208	177,845

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Date	Customers	Monthly KWH		
		On-Peak	Off-Peak	Total
Feb-19	346	15,931	151,111	167,042
Mar-19	428	15,322	169,253	184,575
Apr-19	473	10,522	155,319	165,841
May-19	460	9,453	149,187	158,640
Jun-19	458	8,066	146,225	154,291
Jul-19	501	9,311	152,588	161,899
Aug-19	512	8,846	148,581	157,427
Sep-19	475	7,789	140,128	147,917
Oct-19	626	10,598	191,434	202,032
Nov-19	553	11,401	202,425	213,826
Dec-19	590	16,576	250,935	267,511
Jan-20	645	19,622	283,598	303,220
Feb-20	594	17,661	253,427	271,088
Mar-20	733	18,298	265,604	283,902
Apr-20	707	10,590	123,756	134,346

Table 2 below provides the EV Charging Rate customer counts by quarter (and for the single month of April 2020).

Table 2
Total Customer Participation by Quarter

Date	Customers
Dec-15	9
Mar-16	17
Jun-16	32
Sep-16	46
Dec-16	64
Mar-17	94
Jun-17	112
Sep-17	139
Dec-17	157
Mar-18	201
Jun-18	232
Sep-18	261
Dec-18	325
Mar-19	418
Jun-19	471
Sep-19	502

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Date	Customers
Dec-19	587
Mar-20	739
Apr-20	708

The monthly average percentage of charging during the off-peak period (9:00 p.m. to 9:00 a.m., holidays and weekends), under the Residential EV Charging Service tariff, has ranged from 90 to 95 percent for the last two years, with an average monthly off-peak share of 93 percent. The percentage of off-peak charging is consistent with what we reported last year.

B. Development and Promotional Activities

Beyond the development of new EV-related offerings, the Company has continued its educational campaigns about EVs. The Company’s EV-related educational efforts span multiple communication channels including sponsorship of public events, digital media, and dynamic communications. In general, digital outreach creates awareness about Xcel Energy’s offerings and the EV market, and public events enable education through an accessible format that addresses complex questions. Our education campaigns supply useful information on the benefits of EV ownership and Xcel Energy’s EV offerings to customers who are considering buying an EV or already own an EV. Industry outreach is also a key component of the Company’s promotional strategy for EV resources. By engaging industry allies directly, the Company aims to enable a positive customer experience by coordinating communications with two key groups: auto dealers and electricians.

1. Public Events

The Company selects events strategically to engage relevant audiences throughout their EV journey. Xcel Energy provided EV education and promoted our EV service options at ten public events since our last compliance filing. To support EV education and awareness, we built the first-of-its-kind interactive EV “garage” to offer customers hands-on experiences with EVs and home charging equipment at public events. In addition to digital tools, this EV garage included examples of level 1 and level 2 chargers that could be plugged into a display EV. It also featured an example of an electric service panel to help customers envision how they might get set up to charge an EV at home. The events we participated in included large-scale showcase events such as National Drive Electric Week in September 2019 and the Twin Cities Auto Show in Minneapolis in March 2020; local community gatherings like the EV Expo in Bloomington and Recharge Mankato; and corporate events such as the Best

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Buy Energy Expo. Xcel Energy provided over 1,300 EV ride & drive experiences in Minnesota since May 2019. We teamed up with Midwest Evolve, Mitsubishi, Nissan, Audi, Jaguar, Tesla, Chevrolet to provide customers experience with both PHEVs and BEVs across a range of price points. Additionally, Xcel Energy participated in multiple meetings and workshops with local stakeholders such as Drive Electric Minnesota and Shift2Electric.

2. Digital Media

The Company has developed several digital educational initiatives, including the creation of short animated videos to introduce electric vehicle options and the benefits of making the switch from internal combustion engines to electric.³ We sought to drive engagement through search engine optimization and social media posts directing customers to the videos and the Company's online resources for EV information. The EV webpage on the Company's website provides information about our time-of-use and EV-specific rates, equipment installation guidelines, and provides an online enrollment option at: www.xcelenergy.com/EVElectricPricing.

Through our Xcel Energy ConnectBlog, the Company has provided timely, useful information to inform the public on EV-related issues. The blog provides digestible information in a familiar tone on topics including home and business energy solutions, clean energy, and more. A January 2020 blog shared information on how our EV Advisor Online Tool can help customers compare the long-term cost to own a gas-powered vehicle vs an EV.⁴ The Company promotes EV content in the ConnectBlog through social media links. The Company also fields questions on EVs directly from customers through a dedicated email address, ElectricVehicles@xcelenergy.com.

3. EV Advisor Online Tool

The Company's EV Advisor tool fosters awareness and education of EVs by providing personalized recommendations for EV models and rate options that are a best fit. The EV Advisor widget provides customers with recommendations, in the form of a score, about how well they match certain EV options. The recommendations are based on answers provided by the customers to a series of lifestyle questions. Once the scores are calculated, customers can view the details behind their scores in order to get a better understanding of why they are or are not a

³ An example of these 20-second videos can be found at <https://youtu.be/tHpDirJr-s>.

⁴ <https://stories.xcelenergy.com/Clean%20Energy/DiscoverSavingsbyDrivinganElectricVehicle>

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good candidate for EVs. Additionally, the EV Advisor includes content to educate consumers on EVs, including information about:

- EVs available in the market;
- Environmental impact of EVs;
- Costs and benefits of EVs, including about fuel and long-term maintenance costs;
- Available incentives for purchasing or driving an EV; and
- Electric rate recommendations.

After answering the questions in the EV Advisor⁵, this content will be personalized to the individual customer's situations. The Company will continue to enhance this current online resource as it expands its service offerings to provide an easy customer experience. We note that Commission staff has expressed concern regarding the ease of finding the EV Advisor tool on our Company website; we appreciate this and hope that future enhancements will address this concern.

4. Auto Dealer Outreach

Sellers of electric vehicles are a key information resource for consumers to learn not only about electric vehicle models, but also other aspects of the EV experience, including charging options, electric rates, and renewable offerings. In 2019 and early 2020, the Company worked with Mitsubishi, Nissan and Jaguar manufacturers and dealerships in the Twin Cities area to offer special incentives on the purchase of EV and plug-in hybrid EV models to Xcel Energy customers. These special incentives were advertised on the Company's social media channels, at events throughout the year, through dealer websites, and by communications from sales personnel at the dealerships. As a result, we were able to leverage the dealers as an additional source of information to encourage EV purchases.

Over the last year, the Company has met with and established a community of over 75 dealerships to create the Xcel Energy EV Trade Ally Network. Working with dealers is important to ensure that customers receive accurate information about charging options and electric costs and will continue to be a key part of Xcel Energy's EV initiatives. For example, in early 2020, the Company launched a new EV Welcome Kit. The kits were provided to auto dealer allies in the Twin Cities metro area to provide to our shared customers who purchase or lease an EV. The kits include information about how the Company can help customers charge at home and includes a postcard encouraging them to sign up for the Company's Residential EV Subscription Pilot. The Company is committed to maintaining strong relationships

⁵ The EV Advisor can be found at:
https://www.xcelenergy.com/programs_and_rebates/residential_programs_and_rebates/electric_vehicles

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with dealers and will further enhance this element of the customer experience by bringing additional advisory services to dealers to support the promotion of EVs.

C. Renewable Program Participation

As of March 2020, 48 customers were enrolled in Windsource with their participation in the Residential EV Charging Service tariff. There are no customers taking service under the Residential EV Charging Service tariff rate who were enrolled in the Company's Renewable*Connect program.

D. EV Cost Tracker Balance

Costs associated with EV education and outreach activities are recorded to a tracker account that was established in 2015, of which \$288,006 was recorded to the EV Tracker account between May 1, 2019 and April 30, 2020. These costs support the strategies described in the Development and Promotional Activities section above including sponsorship and participation in community events, digital media and videos, print materials, and other customer and industry communications.

Consistent with Minn. Stat. Section 216B.1614, subd. 2(2), the Company expanded the message of educational initiatives to include general EV information, as well as EV Rate specific information.⁶ Costs associated with this outreach were recorded to the EV Tracker. As EV adoption increases, the Company will continue to tailor messaging and educational efforts to provide relevant information about EVs through appropriate channels.

Table 3 below provides our promotional education and outreach costs, broken down by major activities. In addition, we also separate general education and outreach costs from costs related to our Residential EV Service Pilot.

Table 3
EV Tracker Balance Costs
May 1, 2019 through April 30, 2020

Public Events and Outreach	\$161,012
Consumer Research	\$46,696
Brand and Digital Media	\$29,259
EV Advisor Online Tool	\$21,569

⁶ The expansion to EV Rate specific information was initially authorized by the Commission in their May 9, 2018 Order in Docket No. E002/M-17-817, Order Point 6.

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Collateral	\$11,250
Trade Allies (Dealers and Electricians)	\$10,610
EV Subscription Service Pilot Marketing	\$7,610
Total	\$288,006

II. RESIDENTIAL EV SERVICE PILOT

The Company's Residential EV Service Pilot⁷ offers an opportunity for customers who own or lease an EV to save upfront costs associated with the need to install a second meter, which normally is required to take service under the Residential EV Rate Charging tariff.⁸ The Pilot seeks opportunities for cost savings compared to the Company's current customer offerings and seeks to improve the customer experience while maintaining safe and reliable electric service.

The Commission recently verbally approved our proposal to expand this pilot into a permanent offering, called EV Home Service. We expect that expanded service to launch January 1, 2021. We believe that there will be immediate interest in the new EV Home Service as the current waiting list for the program is over 300 customers.

A. Customer Participation and Usage

The Pilot was approved to include a maximum of 100 customers. From the launch of the Pilot in August 2018, interest in participation was strong with 81 applications submitted in the first two days. Enrollment ultimately was closed in February 2019 after we received over 160 applications for participation. Over the course of the pilot, we have had seven customers terminate their participation for various reasons.⁹ Table 4 below summarizes the number of participating charging equipment units in the field and amount of energy usage, by month, since the pilot launch.

Table 4
Total Residential EV Service Pilot Participation and Energy Usage

⁷ Rate Codes A80 and A81

⁸ Rate Code A08

⁹ Two customers moved out of Xcel Energy service territory. Two customers no longer drive an EV (one due to it not being delivered and the other due to a car accident). Two customers installed rooftop solar and participate in net metering, making them ineligible for the pilot per the Customer Service Agreement. One customer determined that the costs to participate were no longer worth it because they do not drive enough electric miles with their plug-in hybrid electric vehicle (PHEV). No customers leaving the program chose to buy the charging equipment at termination.

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Date ¹⁰	Charging Equipment	Monthly KWH Usage		
		On-Peak	Off-Peak	Total
Oct-18	12	23	2,134	2,157
Nov-18	40	249	13,213	13,462
Dec-18	54	542	19,129	19,671
Jan-19	87	1,989	39,193	41,182
Feb-19	87	1,772	33,599	35,371
Mar-19	97	1,785	38,850	40,635
Apr-19	97	977	32,501	33,478
May-19	97	1,826	45,546	47,373
Jun-19	97	552	14,986	15,537
Jul-19	97	1,061	29,031	30,092
Aug-19	97	822	27,997	28,819
Sep-19	97	1,183	44,802	45,985
Oct-19	96	613	20,694	21,307
Nov-19	95	1,259	30,275	31,534
Dec-19	95	1,401	37,619	39,020
Jan-20	95	1,594	43,183	44,777
Feb-20	94	1,434	33,319	34,753
Mar-20	94	1,261	37,385	38,646
Apr-20	94	516	14,981	15,497
Total		20,859	558,437	579,296

Currently there are 93 customers participating in the Pilot. There is one customer with two chargers.

B. Cost Tracker Balance

In connection with Pilot operations, in the last year we have added no costs to the EV Cost Tracker authorized by the Commission. At the time of our previous report, the pilot was fully enrolled, and therefore the Company has not incurred additional promotion spend.

C. Customer Cost Savings

In last year’s Annual Report, we provided details about the average upfront cost savings experienced by customers due to their participation in the pilot. Since the Pilot does not require the installation of a second meter and service customers were able to avoid the primary upfront costs that can be a hindrance to participating in an EV tariff. The 100 customers that initially enrolled in the Pilot saved an average of

¹⁰ Date represents billing month

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\$2,196 in upfront costs. As there have not been any new enrollees in the pilot, this number has not changed since our last filing.

Beyond upfront savings, the average customer also saves on their monthly electric bills by participating in the pilot. Table 5 below summarizes savings on the pilot tariff over our standard residential tariff. For the Comparison, we use the three-period on and off-peak tariff rates the Commission verbally approved on May 7, 2020. The Company also made the conservative assumption that four percent of sales occur on-peak (non-holiday weekdays from 3PM to 8PM) and 6 percent of sales occur in the mid-peak hours (non-holiday weekdays from 6AM to 3PM and 8PM to 12AM). Based on this assumption and an estimated 350 kWh of usage per month, customers enrolled in the pilot would save \$12.45 per month or \$149.40 per year¹¹. Attachment B contains the calculation supporting this bill saving summary.

Table 5¹²
Estimated Bill Savings Charging on Residential EV Service Pilot Tariff

Monthly EV Usage Assumption (kWh)	150	250	350	450	550
Monthly Bill of EV Charging on the Standard Residential Tariff	\$18.91	\$31.50	\$44.14	\$56.73	\$69.35
Monthly Bill of EV Charging on the EV Service Pilot Tariff	\$17.42	\$24.54	\$31.69	\$38.83	\$45.95
Bill Savings per Month	\$1.49	\$6.96	\$12.45	\$17.90	\$23.40
Annual Saving per Customer	\$17.88	\$83.52	\$149.40	\$214.80	\$280.80

D. Customer Experience and Pilot Performance Lessons Learned

1. Customer Experience

In our last Annual Report, we provided detailed information discussing customer feedback about their initial experiences as a part of the pilot.¹³ This information included insights into the customer motivations for enrolling in the pilot, their experiences with the online enrollment process, sources for information about

¹¹ Should customers actual on-peak and mid-peak usage be less than what was assumed, customers would see even greater savings compared to the standard residential rate.

¹² The analysis in Table 5 excludes the upfront cost of the charger and installation to facilitate an apples-to-apples cost comparison of the tariffed pricing.

¹³ Filed on May 31, 2019 in Docket Nos. E002/M-15-111 and E002/M-17-817

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charging equipment options, installation process and timeline experiences, and initial operational challenges.

Since our last Annual Report, we have received additional feedback from customers about their experiences. Last November, the Company conducted focus groups with 29 participants to further assess the pilot's performance regarding customer satisfaction and EV charging perception. Overall, participants shared that they are highly satisfied with the program and appreciate the upfront and ongoing cost savings, ease of installation and service, and reduced impact to the grid and environment. There was a consensus that the pilot allowed them more flexibility and convenience to charge with faster, level 2 charging. One customer noted, that the pilot was integral in their decision to purchase an EV and without the pilot, their transition to an EV would have slowed down. While participants appreciated the service, they noted that they would like more communication and clarity from the Company, surrounding the overall process, pricing and savings. As described earlier, we will continue to enhance this information using our digital platforms and EV Advisor tool.

The information uncovered from these focus groups confirms that the Company's approach to EV charging provides direct customer benefit and results in an easier EV driving experience. Further, these learnings are critical for the Company to build off of the pilot's success, and apply them to the permanent EV Home Service program.

Seven customers who were taking service under the bundled option left the program (none under the prepay option have left). None of the participants elected to buy out the equipment, and when they requested termination, the Company was able to dispatch its contract installers to remove the charging equipment from the premises and stop service in the back-end billing system.

2. Safety and Reliability

As with the initial installation of all charging equipment, all charger maintenance or replacement service calls have been performed by the pilot's contracted, licensed electricians who comply with industry best practices and National Electrical Code Standards.

The pilot relies on participant Wi-Fi networks for billing purposes. Upon installation, the charging equipment was set up and connected to the premises' Wi-Fi by the contract installers. Though the Company sees using customer Wi-Fi for billing purposes as a viable option moving forward, we have experienced minor limitations due to customer preferences for and characteristics of this wireless technology. We have come across an infrequent scenario where a customer's Wi-Fi network has a

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firewall enabled that blocks the equipment vendor's application from successfully obtaining energy usage data for billing. The equipment vendor's customer support has been able to troubleshoot with the participant to resolve the issue so that the energy data can be exchanged. Moving forward, the Company will explore ways to make participants aware of specific Wi-Fi network configurations that are required to allow for the successful exchange of energy data. In other instances, the Wi-Fi strength at a charging location can fluctuate and cause the station to disconnect then reconnect. When a customer's charging equipment reconnects, it is able to send the previous 90 days' worth of stored energy usage data to meet billing needs. We have also witnessed customers making changes to their Wi-Fi network that inhibits the charging equipment from reconnecting and sending energy usage data for billing. In both occurrences where the charging equipment does not reconnect, the Company is able to work with charging equipment vendors and customers to identify disconnection and provide instruction for reconnection.

3. Billing Accuracy

Similar to what the Company described in our previous annual report, we continue to experience minor challenges to maintain billing accuracy within the pilot.

Formatting the energy data so that the Company can receive it successfully from the charging equipment vendors and upload to the billing system requires ongoing maintenance and support. Specifics such as individual charging equipment IDs, electric service points, meter numbers, interval periods and times all must be accurate within the exchanged files for successful billing integration for each participant. Changes such as daylight savings, leap years, customers moving or changing equipment, all impact this data formatting and consistency, and requires extensive coordination between the Company and charging equipment vendors. Formatting issues are typically resolved in less than three weeks from when they are identified.

Like most technology such as smart phones, charging equipment firmware is periodically updated by the vendors as new software and capabilities become available. As such, we continue to experience issues due to equipment malfunction. To reference the firmware issue that we described from our 2019 annual report, where energy usage data transmittance was prohibited but mostly resolved via an over-the-air equipment update, the Company did have to physically replace a handful of charging equipment impacted as those units did not accept the remote update. Since then, we have encountered two other instances where individual equipment is not able to adhere to pilot billing requirements due to firmware and technology limitations, requiring the Company to dispatch an electrician to swiftly replace the units and minimize impact to the participants.

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The overall impact of these encountered issues has been relatively minor, and we believe supports the value of Company-provided charging equipment, which delivers a reliable customer service by limiting potential data formatting and firmware issues. As we launch and scale the EV Home Service, we will identify opportunities for automating processes and streamlined alternatives for energy data integration.

We have also heard the interest in a bring your own charger option which has been voiced by several parties in other EV dockets, and included in the Commission's recent verbal decision approving our EV Home Service. We will be bringing a new EV offering that will allow customers to use their own charging equipment within the next year.

4. EVSE Equipment Choice

No new installations have taken place in the last year as enrollment in the program is capped. In the initial enrollment period, we purchased 50 of each type of charging equipment, ChargePoint and Enel X¹⁴. Customer's choices were limited to the type of equipment on-hand. However, as we mentioned in our last Annual Report, we did not see any material difference in interest from customers in the equipment options.

5. Effectiveness of Car-Dealer Incentives

We do not have any additional information to discuss about the effectiveness of car dealer incentives from the last year. No dealer incentives have been offered in the last year to push enrollment in the pilot, since enrollment has been closed for over a year. For more information about the effectiveness of these incentives for marketing the pilot, please refer to our EV Annual Report filed last year.

E. Bundled Option Statistics

In the pilot participant population, customers preferred to pay for the charging equipment and installation through a bundled monthly charge instead of the pre-payment option. 73 participants chose to pay for the equipment through the bundled monthly charge. 66 of these customers remain enrolled in the program. The bundled option will carry over to the permanent EV Home Service, launching in 2021.

¹⁴ Formally known as eMotorWerks

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To date, the Company has incurred \$79,662¹⁵ in costs related to operating the pilot for customers who chose the bundled option. Table 6 below shows costs broken down by capital, operations and maintenance (O&M) costs, marketing and communication costs, and research and development (R&D) costs. The marketing and communications costs have been added to the EV Tracker Account for future cost recovery consideration.

Table 6
Bundled Option Costs

Capital Costs	\$67,529
O&M Costs	\$7,928
Marketing and Communications	\$2,449
R&D Costs ¹⁶	\$1,716
Total Costs	<u>\$79,662</u>

During pilot operations, the Company brought in \$15,548 in revenues from the monthly service charge from customers who chose the bundled option. In addition, we brought in \$14,732 in revenues from energy usage charges.

F. Pre-Pay Option Statistics

27 customers chose to pre-pay for the EVSE at installation. To date, the Company has incurred \$29,450 in costs related to operating the pilot for customers who chose the bundled option. Table 7 below shows costs broken down by capital, O&M costs, marketing and communication costs, and R&D costs. The marketing and communications costs have been added to the EV Tracker Account for future cost recovery consideration.

Table 7
Pre-Pay Option Costs

Capital Costs ¹⁷	\$24,977
O&M Costs	\$2,932
Marketing and Communications	\$906

¹⁵ To arrive at the split costs between the Bundled and Pre-pay options, the total costs were multiplied by the percentage of customers who participated in each option.

¹⁶ Includes costs for equipment testing and installer training

¹⁷ Capital costs included here as they were initially incurred by the Company. Customers under pre-pay option have paid for all applicable capital costs at their enrollment and the Company will not include any of these capital costs in rate base.

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R&D Costs	\$635
Total Costs	<u>\$29,450</u>

In addition to the pre-payment for installed charging equipment, during pilot operations, the Company brought in \$2,357 in revenues from the monthly service charge from customers who chose the pre-pay option. In addition, we brought in \$4,554 in revenues from energy usage charges.

III. RESIDENTIAL EV SUBSCRIPTION SERVICE PILOT

In early February of 2020, the Company launched the Residential EV Subscription Service Pilot.¹⁸ The Pilot allows customers to charge off-peak for a preset monthly fee. This will encourage off-peak charging and offer customers certainty in monthly charging costs. The Pilot provides customers with all the services of the Residential EV Service Pilot¹⁹, but in exchange for a straightforward monthly subscription fee that makes the cost of charging an EV easy to understand and consistent from month to month.

We note that the Commission has required the Company to update the subscription service monthly charge to correspond with the EV Home Service program. As mentioned previously, the Commission verbally approved the EV Home Service program during their May 7 Agenda Meeting.

A. Customer Participation Statistics

Interest in the subscription service program was immediately robust. Within the first month we saw 60 customers start the enrollment process for the program. As of April 30, 2020, we have 53 customers enrolled in the program.

48 of the customers have chosen the bundled option, which allows them to pay for the charger monthly. Five of the customers chose to pre-pay for the charger at the time of installation. For charging equipment, 42 participants have chosen the ChargePoint charger, while 11 have chosen the Enel X charger. Of the participating customers, 35 have chosen to source their electricity using Windsource.

The immediate interest in the Pilot has slowed considerably from its initial launch. We do not believe this signals a lack of interest in the program. Rather, this

¹⁸ Rate Codes A82 and A83

¹⁹ Rate Codes A80 and A81

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slowdown in interest corresponds with the new safety protocols which limit movement in response to the COVID-19 pandemic. With most people in our service territory restricted from going to their worksites, the amount of driving has decreased. This lowered daily driving has made a program that can facilitate unlimited off-peak charging likely not as interesting to customers as it was initially. We are currently assessing how to adjust the program based on the decrease in customer need for unlimited charging during this time. If we determine program modifications are necessary and require Commission approval, we will bring that proposal to the Commission for consideration.

B. Customer Energy Usage

Table 8 below shows the monthly on- and off-peak energy consumption. The table also shows the high and low usage for an individual customer in each month.

Table 8
Total Residential EV Subscription Service Pilot Energy Usage

Date ²⁰	Customers	Monthly kWh Usage			Individual Customer by Month (kWh)	
		On-Peak	Off-Peak	Total	High Usage	Low Usage
Mar-20	14	68	3,108	3,176	628	36
Apr-20	32	117	7,865	7,982	620	42
Total		185	10,973	11,158		

When developing the EV Subscription Service pilot, we estimated that the average customer would have a monthly energy usage of 340 kWh. The preliminary usage data we have from this pilot, as shown in Table 8, shows the average customer has used about 235 kWh per month for charging. We are unsure how this revenue impact will evolve over time. We cannot yet estimate the overall decrease in charging resulting from the COVID-19 pandemic keeping people home. As we have said before, we are assessing this program now, and addressing the revenue differences may be necessary in any needed filings for the subscription service.

C. Cost and Revenues

1. Bundled Option

Through April 30, 2020, the Company has incurred \$68,864 to provide service to customers choosing the bundled option. Table 9 below shows costs broken down by

²⁰ Date represents billing month. Some enrolled customers had not yet received their first bill as of April 30, 2020.

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capital, O&M costs, marketing and communication costs, and R&D costs. The marketing and communications costs have been added to the EV Tracker Account for future cost recovery consideration. The capital costs related to charging equipment for customers choosing the bundled option will be capitalized and included as a part of our rate base.

Table 9
Bundled Option Costs

Capital Costs	\$61,364
O&M Costs	\$353
Marketing and Communications	\$6,892
R&D Costs	\$254
Total Costs	<u>\$68,864</u>

The Company brought in \$1,893 in revenues from the monthly service charge from customers who chose the bundled option. In addition, we brought in \$7 in revenues from excess on-peak energy usage charges from bundled customers.

2. Pre-Pay Option Statistics

Through April 30, 2020, the Company has incurred \$7,173 to provide service to customers choosing the pre-pay option. Table 10 below shows costs broken down by capital, O&M costs, marketing and communication costs, and R&D costs. The marketing and communications costs have been added to the EV Tracker Account for future cost recovery consideration.

Table 10
Pre-pay Option Costs

Capital Costs ²¹	\$6,392
O&M Costs	\$37
Marketing and Communications	\$718
R&D Costs	\$26
Total Costs	<u>\$7,173</u>

In addition to the pre-payment for installed charging equipment, during pilot operations, the Company brought in \$138 in revenues from the monthly service

²¹ Capital costs included here as they were initially incurred by the Company. Customers under pre-pay option have paid for all applicable capital costs at their enrollment and the Company will not include any of these capital costs in rate base.

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charge from customers who chose the pre-pay option. In addition, we brought in \$1 in revenues from excess on-peak energy usage charges.

3. Program Revenue Neutrality

The Residential EV Subscription Service Pilot is in its early stages. As such, costs have exceeded revenues. We anticipated immediate growth in the pilot and expected that, over the life of the pilot, subscription revenues would come close to matching program costs. Due to the COVID-19 pandemic, pilot enrollment has slowed considerably. As such, we expect to take in less subscription revenue in the near term. On the other hand, customers have driven significantly less than our initial estimate, and, as such, the costs of energy used in the program is less than initially estimated.

Currently the full impact of the pandemic on this pilot are difficult to ascertain. We will continue to assess the revenue and cost impacts of this pilot and will address any major differences in future filings.

D. Initial Learnings

The pilot has been operating for 4 months. Over the course of launching the pilot, we have uncovered initial learnings, some consistent with the EV Service pilot and some new, given the emergence of COVID-19 and the current unprecedented time. These learnings are described below.

1. Operational challenges

Similar to what we discovered in the EV Service Pilot, we have encountered an additional scenario where a particular electric car model does not comply with electrical connector standards for EVs in North America. Due to this issue, on some occasions, the charging equipment latch does not fully engage the vehicle's charging port and therefore either completely inhibits the customer from plugging in their vehicle, or in some cases prevents charging sessions to occur properly. The issue was identified upon installing the equipment, and the Company worked with charging equipment vendors to develop a workaround in order to mitigate impact to participants. All participants who may be impacted have been informed of this issue and the workaround.

2. COVID-19 Pandemic Impacts

Differentiating from the EV Service Pilot, the primary enrollment channel for the EV Subscription Service Pilot is through auto dealership allies. The Company is working

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directly with 11 local auto dealers to test customer and dealer understanding and satisfaction at the time of purchase with the flat, consistent monthly subscription model for EV charging. During launch preparations, our auto dealer allies expressed significant interest and desire for this simple offering. Upon making the pilot available we alerted customers who had previously expressed interest, but we primarily drove awareness to auto dealers in effort to evaluate this enrollment channel and the effectiveness of the subscription model. As described earlier, we saw overwhelming interest with 60 enrollment applications - more than 30 percent coming from dealers. Enrollment continued to grow into March with nearly four applications coming in per week on average.

In late March, however, the State of Minnesota issued a Stay-At-Home order due to the emerging threat of COVID-19, effectively shutting down local business, including auto dealerships.²² Because our primary enrollment channel for the pilot is working with dealerships to make new EV drivers aware of the offering, the enrollment rate has since dropped to less than 1 application coming in per week. Per Commission Order in docket 19-186, the Company is allotted a 1-year enrollment period to fill 100 spots. The Company is working with its auto dealers to align with their current priorities given the pandemic and beginning to explore alternate enrollment channels to meet its enrollment requirements.

In addition, we have heard feedback and concerns from a small number of participating customers about how the COVID-19 Stay-At-Home order may impact them financially in taking service from the pilot. The Company realizes that because of the Government order, participants may not be driving as many electric miles as they otherwise would and therefore not seeing the full benefit of the competitive subscription price for off-peak EV charging. The Company is evaluating aggregated energy usage data during the Stay-At-Home order period and assess the total impact that customers may be experiencing because of charging less and driving fewer miles. In connection with this analysis, we are considering options to support participants during this unprecedented pandemic.

IV. FLEET AND PUBLIC CHARGING PILOTS

The Commission approved our Fleet and Public Charging pilots in July 2019. At the time of this Annual Report only the Fleet Charging Pilot²³ has been formally launched, with one current participant.

²² According to the National Automobile Dealer Association, the coronavirus has lowered consumer confidence and decreased new auto sales, with March seeing nearly a 40% decline compared to March of 2019. <https://blog.nada.org/2020/04/07/nada-issues-first-quarter-2020-analysis-of-auto-sales/>

²³ Rate Codes A87, A88, and A89

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We are still in the planning stages of additional projects for the Fleet Charging Pilot and initial projects for the Public Charging Pilot. We acknowledge that the growth of both of these Pilots has been slower than we initially expected it to be. While we have seen interest from several parties, the process of negotiating contracts for participation in the pilot has been slow. Each of the potential participants is a sophisticated organization with specific needs. Although the Commission has approved form contracts to be used by the Company in connection with these pilots, reaching agreement on a number of specific details particular to each participant has been challenging. Among other things, we are working through nuanced issues related to what happens with the equipment at the end of each contract's term and state contracting restrictions. We continue to work these issues as a part of the negotiations and hope to resolve them soon so that participation can be expanded.

When we brought these pilots forward, we anticipated that contracting with sophisticated commercial customers regarding work on their property could be a challenge. An important learning from this pilot is that this assumption was correct and possibly even underestimated. As we consider if and how to scale the pilot to a program, developing approaches for streamlining the contracting will be critical.

In the remainder of this Annual Report, we will only report on Fleet Charging Pilot activities as that is the only program that has begun operation. Future Annual Reports will contain information on both programs after the Public Charging Pilot formally launches.

A. Fleet Charging Pilot Site Characteristics

Currently, there is one fleet participating under the Fleet Charging Pilot, Metro Transit. They are operating eight electric buses as a part of the program. These vehicles are being charged via eight charging ports at their Heywood Garage in Minneapolis. In addition, Metro Transit is using two overhead chargers at the Brooklyn Center Transit Center (BCTC) for in-route charging needs.

The chargers installed at the Heywood Garage are made by Siemens and have a power rating of 150kW each, which are capable of fully charging a bus in up to 4 hours. The two on-route chargers are also made by Siemens at the BCTC have a power rating of 300kW.

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B. Energy Usage and Charging Behaviors

Table 11 below shows the monthly on- and off-peak energy usage for Metro Transit fleet charging.

**Table 11
Total Metro Transit Fleet Charging Energy Usage
Monthly kWh Usage**

Billing Date	[Protected Data Begins...	On-Peak	Off-Peak	Total	
7/14/2019					
8/12/2019					
9/13/2019					
10/9/2019					
11/4/2019					
12/3/2019					
1/3/2020					
2/2/2020					
3/3/2020					
4/2/2020 ²⁴					
4/30/2020					
Total					...Protected Data Ends]

As can be seen in the energy usage statistics above, about **[Protected Data Begins...
... Protected Data Ends]** percent of Metro Transit’s charging has come during the off-peak period. Even though Metro Transit has a unique usage profile, with driving taking place throughout the day, they are still able to do most of their charging in off-peak periods. It is important to understand that Metro Transit’s initial charging behavior reflects some of the difficulty of getting their bus charging program started. We do not expect this year’s charging to be representative of future use and expect the information in future year’s to be more representative of steady state bus charging.

Metro Transit charging use is on the Fleet Electric Vehicle Service Pilot tariff²⁵ and is not on the Windsource or Renewable*Connect tariffs. They do not have any on-site generation that is used to provide energy for charging purposes.

For demand, Table 12 below shows the monthly coincident and non-coincident peaks, including time of peak.²⁶

²⁴ First month when both Heyward Garage and BCTC chargers were in-service. BCTC charging billing date was March 31, 2020. Shown combined with Heyward Garage usage, which had a billing date of April 2, 2020.

²⁵ Rate Code A87

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Table 12
Metro Transit Charging Monthly Peak (KW) Information²⁷

[Protected Data

Begins... Date	NSP System Coincident	Date and Time	Non- Coincident	Time of Day
Sep-19				
Oct-19				
Nov-19				
Dec-19				
Jan-20				
Feb-20				
Mar-20				
Apr-20				

...Protected Data Ends]

C. Fleet Charging Pilot Costs

Through April 2020, the Company has incurred about \$45,000 of costs to implement the Fleet Charging Pilot. These costs were incurred for program advertising, IT setup, and contract labor needed to build out future projects.

For installation of charging equipment at Metro Transit’s facility, the Company has incurred \$546,261. Table 13 below shows these costs broken down by service connection, supply infrastructure, charging equipment and distribution system upgrades.

Table 13
Metro Transit Fleet Charging Equipment Installation Costs

EV Service Connection	\$40,655
EV Supply Infrastructure	\$473,430
EV Charging Equipment	\$0
Distribution System	\$32,176
Upgrades ²⁸	_____

²⁶ Please note that we do not have MISO coincident peaks shown in this year’s filing for the fleet projects. MISO peak information is normally only available for summer months. More peak MISO information will be available in future annual filings.

²⁷ Full month demand data was only available starting September 2019

²⁸ Transformers added for projects

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Total Costs	<hr style="width: 100%;"/> \$546,261
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Based on the rated capacity of the charging equipment, the average cost per kW for the distribution system upgrades only is \$18.

Metro Transit received both Federal and local grants to facilitate electrifying their bus fleet. They received a grant from the Federal Transit Administration’s (FTA) Low and No Emission Vehicle Program²⁹ which was used primarily for the purchase of buses. Metro Transit also received funding from the FTA’s Urbanized Area Funding Grants program,³⁰ which was matched with local regional transit funds. These funds were used for smaller parts of the projects including design and other miscellaneous needs.

D. Fleet Charging Pilot Revenues

Through April 30, 2020, the Company has taken in over **[Protected Data Begins...
...Protected Data Ends]** in revenues related to providing service to Metro Transit as a part of the Fleet Charging pilot. Table 14 below shows these revenues, broken down by revenue type.

**Table 14
Fleet Charging Pilot Revenues**

[Protected Data Begins...]	Energy Rate	
	Demand Charge	
	Customer	
	Charge	
	Charger Cost	
	Total Revenues	<hr style="width: 100%;"/> ...Protected Data Ends]

E. Customer Experience

We have received some feedback from Metro Transit about their initial experiences participating in the Pilot. In their experience, the charging infrastructure is the need with the longest lead time part of participation. However, bus procurements drive the

²⁹ 49 U.S.C. 5339 (c)/FAST Act Section 3017

³⁰ 49 U.S.C. 5307

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need for charging, so schedules need to be carefully coordinated across departments and partners to achieve expected timelines.

Also, equipment drawings for chargers are critical for successful installation. Any contracts for equipment should include all items that are needed to aid a smooth installation. In addition, having a construction/infrastructure project manager from the charger manufacturer can add a lot of value to review engineering drawings for any conflicts with the charging equipment. In addition, due to the rapid change in the industry and equipment designs, it is critical that shop drawings and specification information specific to the equipment received are included as a part of equipment procurement.

Finally, robust testing and commissioning specifications and practices are essential. The project schedule needs to incorporate enough time for testing and commissioning to ensure successful and timely turnover to operations.

We initially planned to survey Metro Transit riders for their experiences riding the new electric buses. However, our plans to do so were put on hold during the current COVID-19 pandemic. We anticipate having survey results for our next EV Annual Report, if public health mandates determine it is safe to do so.

F. Equipment Interoperability

The Company has interoperability requirements for all charging equipment in its pilots. For the Public Charging pilot, Level 2 chargers must have a SAE J1772 electrical connector and DCFC stations must have both CHAdeMO and SAE Combined Charging System electrical connectors. In other cases, when the Company is owning, maintaining, and operating charging equipment, the equipment must be Open Charge Point Protocol compliant.

We will consult with customers to help them determine the best equipment that meets our requirements for charging equipment if they choose to procure equipment through us. Our customer service agreement grants us the ability to terminate participation if the customer does not choose to operate equipment that meets the general requirements for equipment.

V. COST RECOVERY MECHANISMS

Order Point 12 of the Commission's February 1, 2019 Order in Docket No. 17-879 requires the Company to file an EV promotional cost recovery mechanism consistent with Minn. Stat. § 216B.1614, subd. 2(c)(2). The Statute states that the Commission

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may approve EV tariff if the tariff includes a mechanism to allow the recovery of costs, including,

costs to inform and educate customers about the financial, energy conservation, and environmental benefits of electric vehicles and to publicly advertise and promote participation in the customer-optional tariff.

The Company's approved Residential EV Service tariff notes that these costs are being deferred in a tracker account.

In the February 1, 2019 Order, the Commission acknowledged that the Statute allows for utilities to recover the cost of education efforts beyond just encouraging enrollment in an EV tariff. The Commission also stated that utilities are "uniquely situated" to provide education to the public about EV adoption benefits.³¹

Considering the important role, the Commission sees utilities playing in educating the public, the Company initially included a proposal to seek recovery of our EV promotional costs in the general electric rate case we filed in November 2019.³² However, this rate case was withdrawn. The Company intends to instead seek recovery of our EV promotional costs in our next general electric rate case.

CONCLUSION

We respectfully request the Commission accept this 2020 Annual Report in compliance with several previous EV-related Orders issued by the Commission.

Dated: June 1, 2020

Northern States Power Company

³¹ See Page 6 of the Order

³² Docket No. E002/GR-19-564

Docket No.	Order Date	Order Point Requirement	Reference
15-111	22-Jun-15	Annually, by June 1st, each utility must file an Electric Vehicle Tariff Report in its electric vehicle tariff docket. Each utility must include, on a per-quarter basis and in addition to the information required by Minn. Stat. § 216B.1614, subd. 3(1) and (2), the following information in its reports:	
		a. The amount of energy sold in on- and off-peak periods, if applicable;	Petition, Section I, Part A, Table 1
		b. A brief description of all development and promotional activities and their costs;	Petition, Section I, Part B
		c. The number of customers choosing the renewable-source option;	Petition, Section I, Part C
		d. The status of the communications costs tracker account, if applicable;	Petition, Section I, Part D
	e. Copies of any EV promotional materials distributed to customers.	N/A, Superseded by December 12, 2019 in same Docket	
15-111	11-Sep-18	2. Required the utilities, in subsequent reports, to provide a breakdown of costs by educational and outreach initiatives, including, where possible, a separation of costs used to promote the off peak charging tariff versus EV adoption in general.	Petition, Section I, Part D, Table 3
17-817	9-May-18	8. Beginning in 2019, Xcel shall file, by June 1, an annual report on the pilot, including at a minimum:	
		a. the number of participating customers and amount of electricity sold in the program, reported on a monthly basis;	Petition, Section II, Part A, Table 4
		b. tracker balances;	Petition, Section II, Part B
		c. analyses of customer cost savings;	Petition, Section II, Part C
		d. lessons learned regarding customer experience and pilot performance under Xcel's safety and reliability standards;	Petition, Section II, Part D
		e. the number of customers choosing the bundled option;	Petition, Section II, Part E
		f. the costs and revenues associated with the bundled option;	Petition, Section II, Part E
		g. the number of customers choosing the pre-pay option;	Petition, Section II, Part F
		h. the costs and revenues associated with the pre-pay option;	Petition, Section II, Part F
		i. the types of EVSE equipment that are chosen by the participants;	Petition, Section II, Part D, Subpart 4
		j. the contractors' estimated second-meter installation costs;	Petition, Section II, Part C
		k. the extent to which wireless connections impacted pilot participation;	Petition, Section II, Part D, Subpart 2
		l. how often wireless connectivity issues prevented billing under the pilot; and	Petition, Section II, Part D, Subpart 2
m. analysis of the effectiveness of car-dealer incentives.	Petition, Section II, Part D, Subpart 5		
	9. Xcel shall, in its June 1, 2019 annual report, include a plan to transition the pilot into a permanent program.	Filed in Docket 19-559 on August 30, 2019	
	17. The Commission adopts the following reporting requirements, filed on an annual basis throughout the pilot, as part for Xcel's Annual EV Report in Docket 15-111, with a copy filed in the present docket, 18-643.		
	18. For the Fleet EV Service Pilot, Xcel must report on:		
	A. Program level:		
	1. Participation over time on:		
	a. the number of fleets;	Petition, Section IV, Part A	
	b. the number of vehicles; and	Petition, Section IV, Part A	

18-643	17-Jul-19	c. the number of ports	Petition, Section IV, Part A
		2. End-user satisfaction, including surveys of fleet EV drivers and transit users riding electric buses;	Petition, Section IV, Part E
		3. Publicly accessible information on site host characteristics; and	Petition, Section IV, Part A
		4. Customer charging behavior in response to rate structure.	Petition, Section IV, Part B
		B. Site level, annual:	
		1. Location of the fleet charging site;	Petition, Section IV, Part A
		2. Number of ports at the site, and individual port capacities;	Petition, Section IV, Part A
		3. Costs:	
		a. program implementation;	Petition, Section IV, Part C
		b. installation costs:	
		i. EV service connection;	Petition, Section IV, Part C
		ii. EV supply infrastructure;	Petition, Section IV, Part C
		iii. Optional EV charging equipment;	Petition, Section IV, Part C
		iv. Cost of distribution system upgrade investments for the make-ready component of the pilot, including cost per kW.	Petition, Section IV, Part C
		c. customer service and technical assistance needs;	Petition, Section IV, Part C
		d. dollar estimate of public and private funds being leveraged; and	Petition, Section IV, Part C
		e. any other costs not reflected in the list above.	Petition, Section IV, Part C
		4. Revenues, broken down by:	
		a. energy revenues;	Petition, Section IV, Part D
		b. demand charge revenues;	Petition, Section IV, Part D
		c. fixed costs revenues; and	Petition, Section IV, Part D
		d. optional charger cost revenues.	Petition, Section IV, Part D
		5. Whether the customer elected to charge with renewable energy.	Petition, Section IV, Part B
		C. Site level, monthly:	
		1. kWh consumed in the on- and off-peak periods of Xcel's tariff;	Petition, Section IV, Part B, Table 11
		2. Coincident peak demand, at the MISO system peak and NSP system peak, including the time of day at which the peak occurred;	Petition, Section IV, Part B, Table 12
		3. Non-coincident peak demand, including the time of day the peak occurred;	Petition, Section IV, Part B, Table 12
		4. Number of vehicles, reported by the customer, using the charging infrastructure; and	Petition, Section IV, Part A

	5. Percentage of charging that aligned with any onsite generation, if applicable.	Petition, Section IV, Part B
	19. For the Public Charging Pilot, Xcel must report on:	
	D. Program level:	Petition, Section IV
	1. Participation over time:	<p>Note: Public Charging Pilot has not launched yet. None of the remaining information is available at this time.</p>
	a. number of site hosts;	
	b. number of ports;	
	2. End-user satisfaction;	
	3. Publicly accessible information on site host characteristics; and	
	4. Customer charging behavior in response to rate structure.	
	E. Site level, annual:	
	1. Location of the site;	
	2. Number of ports at the site, and individual port capacities;	
	3. Costs:	
	a. program installation;	
	b. installation costs:	
	i. EV service connection	
	ii. EV supply infrastructure	
	iii. EV charging equipment	
	iv. 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; and	
	e. Any other costs not reflected in the list above.	
	4. Revenues, broken down by:	
	a. energy revenues;	
	b. demand charge revenues; and	
	c. fixed cost revenues.	
	5. Whether the site host has elected to charge with renewable energy; and	
	6. Rates and fees charged to end-user customers, and if those rates changed during the year, what period they were in effect.	
	F. Site level, monthly:	
	1. kWh consumed in the on-and off-peak periods of Xcel's tariff;	
	2. Coincident peak demand, at the MISO system peak and NSP system peak, including the time of day at which the peak occurred;	
	3. Non-coincident peak demand, including the time of day the peak occurred;	
	4. Number of charging events, times, and durations, to the extent available; and	
	5. Percentage of charging that aligned with any onsite generation, if applicable.	
	20. 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.	Petition, Section IV, Part F
	7. In each year of the pilot project, Xcel shall file –	
	A. both in the current docket, and as part of Xcel's Annual EV report in Docket No. 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,	
	B. the following information and include, where applicable, data in spreadsheet (.xlsx) format:	
	1) Participant information:	
	a) Number of pilot participants	Petition, Section III, Part A
	b) Number selecting each type of equipment	Petition, Section III, Part A
	c) Number choosing to pre-pay for the charger, and number choosing to spread the payments over time	Petition, Section III, Part A
	d) Number choosing Windsource, and number choosing standard rates.	Petition, Section III, Part A
	2) kWh consumption details on a per month basis, including:	
19-186	7-Oct-19	

		a) kWh consumed in the on-peak period	Petition, Section III, Part B
		b) kWh consumed in the off-peak period	Petition, Section III, Part B
		c) comparison of actual consumption to estimated amounts	Petition, Section III, Part B
		d) highest and lowest usage customer in each month	Petition, Section III, Part B
		3) The costs and revenues associated with each service option, including the amount of metering equipment added to rate base and whether the pilot is revenue neutral.	Petition, Section III, Part C
		4) Insights drawn from customer experience and pilot performance under Xcel's safety and reliability standards.	Petition, Section III, Part D
15-111 17-817 17-879	12-Dec-19	2. Utilities must 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.	Petition, Section I, Part A, Table 1
		b. The number of customers choosing a renewable-source option.	Petition, Section I, Part C
		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.	Petition, Section I, Part D
		6. Within nine months of the issuance of this order, Xcel Energy must file a pilot or program addressing EV charging in multi-unit dwellings.	In Development

Bill Savings on EV Service Pilot tariff compared Standard Residential tariff

In dollars, except where specified

EV Service Pilot Tariffs Bill Calculation @ 350 kWh

	Rate	KWh	EV Service Pilot	Notes
Level 2 Charge Cost				Pre-Paid
Incremental Customer Charge			\$6.68	
Energy Charges				
Off-Peak	\$ 0.027840	315.0	\$8.77	
Mid-Peak (Summer)	\$ 0.090130	6.1	\$0.55	
Mid-Peak (Winter)	\$ 0.075150	14.9	\$1.12	
On-peak (Summer)	\$ 0.225760	4.1	\$0.92	
On-peak (Winter)	\$ 0.192660	9.9	\$1.91	
Sub-Total Energy Charges		350.0	\$13.27	
Fuel Clause Rider	\$ 0.026735	350.0	\$9.36	
Other Riders Charges				
Transmission Cost Recovery	\$ 0.003607	350.0	\$1.26	
Renewable Development Fund	\$ 0.001252	350.0	\$0.44	
Conservation Improvement Program	\$ 0.001682	350.0	\$0.59	
Renewable Energy Standard	0.450%		\$0.09	
Sub-Total Other Rider Charges			\$11.74	
Total Monthly Charge			\$31.69	(A)

Standard Residential Tariff @ 350 kWh

	Rate	KWh	Standard	Notes
Level 2 Charge Cost				Pre-paid
Incremental Customer Charge			\$0.00	
Energy Charges				
Summer	\$ 0.103010	101.7	\$10.48	
Winter	\$ 0.088030	248.3	\$21.86	
		350.0	\$32.34	
Fuel Clause Rider	\$ 0.026735	350.0	\$9.36	
Other Riders Charges				
Transmission Cost Recovery	\$ 0.003607	350.0	\$1.26	
Renewable Development Fund	\$ 0.001252	350.0	\$0.44	
Conservation Improvement Program	\$ 0.001682	350.0	\$0.59	
Renewable Energy Standard	0.450%		\$0.15	
Sub-Total Other Rider Charges			\$11.80	
Total Monthly Charge			\$44.14	(B)
Bill Savings			\$12.45	(B) - (A)

CERTIFICATE OF SERVICE

I, Lynnette Sweet, hereby certify that I have this day served copies or summaries of the foregoing documents on the attached list(s) of persons.

xx by depositing a true and correct copy thereof, properly enveloped with postage paid in the United States Mail at Minneapolis, Minnesota

or

xx electronic filing

Docket No. E002/M-15-111 & E002/M-17-817

Dated this 1st day of June 2020

/s/

Lynnette Sweet
Regulatory Administrator

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Brendan	Jordan	bjordan@gpisd.net	Great Plains Institute	2801 21st Ave S., Suite 220 Minneapolis, MN 55407	Electronic Service	No	OFF_SL_19-186_M-19-186
Mark J.	Kaufman	mkaufman@ibewlocal949.org	IBEW Local Union 949	12908 Nicollet Avenue South Burnsville, MN 55337	Electronic Service	No	OFF_SL_19-186_M-19-186

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Frank	Kohlasch	frank.kohlasch@state.mn.us	MN Pollution Control Agency	520 Lafayette Rd N. St. Paul, MN 55155	Electronic Service	No	OFF_SL_19-186_M-19-186
Michael	Krikava	mkrikava@taftlaw.com	Taft Stettinius & Hollister LLP	2200 IDS Center 80 S 8th St Minneapolis, MN 55402	Electronic Service	No	OFF_SL_19-186_M-19-186
Peder	Larson	plarson@larkinhoffman.com	Larkin Hoffman Daly & Lindgren, Ltd.	8300 Norman Center Drive Suite 1000 Bloomington, MN 55437	Electronic Service	No	OFF_SL_19-186_M-19-186
Douglas	Larson	dlarson@dakotaelectric.com	Dakota Electric Association	4300 220th St W Farmington, MN 55024	Electronic Service	No	OFF_SL_19-186_M-19-186
James D.	Larson	james.larson@avantenergy.com	Avant Energy Services	220 S 6th St Ste 1300 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_19-186_M-19-186
Annie	Levenson Falk	annielf@cubminnesota.org	Citizens Utility Board of Minnesota	332 Minnesota Street, Suite W1360 St. Paul, MN 55101	Electronic Service	No	OFF_SL_19-186_M-19-186
Ryan	Long	ryan.j.long@xcelenergy.com	Xcel Energy	414 Nicollet Mall 401 8th Floor Minneapolis, MN 55401	Electronic Service	No	OFF_SL_19-186_M-19-186
Susan	Ludwig	sludwig@mnpower.com	Minnesota Power	30 West Superior Street Duluth, MN 55802	Electronic Service	No	OFF_SL_19-186_M-19-186
Kavita	Maini	kmaini@wi.rr.com	KM Energy Consulting, LLC	961 N Lost Woods Rd Oconomowoc, WI 53066	Electronic Service	No	OFF_SL_19-186_M-19-186

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Pam	Marshall	pam@energycents.org	Energy CENTS Coalition	823 7th St E St. Paul, MN 55106	Electronic Service	No	OFF_SL_19-186_M-19-186
Joseph	Meyer	joseph.meyer@ag.state.mn.us	Office of the Attorney General-RUD	Bremer Tower, Suite 1400 445 Minnesota Street St Paul, MN 55101-2131	Electronic Service	No	OFF_SL_19-186_M-19-186
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Kevin	Miller	kevin.miller@chargepoint.com	ChargePoint, Inc.	254 E. Hacienda Avenue Campbell, California 95008	Electronic Service	No	OFF_SL_19-186_M-19-186
David	Moeller	dmoeller@allete.com	Minnesota Power	30 W Superior St Duluth, MN 558022093	Electronic Service	No	OFF_SL_19-186_M-19-186
Andrew	Moratzka	andrew.moratzka@stoel.com	Stoel Rives LLP	33 South Sixth St Ste 4200 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_19-186_M-19-186
David	Niles	david.niles@avantenergy.com	Minnesota Municipal Power Agency	220 South Sixth Street Suite 1300 Minneapolis, Minnesota 55402	Electronic Service	No	OFF_SL_19-186_M-19-186
Michael	Noble	noble@fresh-energy.org	Fresh Energy	Hamm Bldg., Suite 220 408 St. Peter Street St. Paul, MN 55102	Electronic Service	No	OFF_SL_19-186_M-19-186
Debra	Opatz	dopatz@otpc.com	Otter Tail Power Company	215 South Cascade Street Fergus Falls, MN 56537	Electronic Service	No	OFF_SL_19-186_M-19-186

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Jennifer	Peterson	jjpeterson@mnpower.com	Minnesota Power	30 West Superior Street Duluth, MN 55802	Electronic Service	No	OFF_SL_19-186_M-19-186
Marcia	Podratz	mpodratz@mnpower.com	Minnesota Power	30 W Superior S Duluth, MN 55802	Electronic Service	No	OFF_SL_19-186_M-19-186
David G.	Prazak	dprazak@otpc.com	Otter Tail Power Company	P.O. Box 496 215 South Cascade Street Fergus Falls, MN 565380496	Electronic Service	No	OFF_SL_19-186_M-19-186
Generic Notice	Residential Utilities Division	residential.utilities@ag.state.mn.us	Office of the Attorney General-RUD	1400 BRM Tower 445 Minnesota St St. Paul, MN 551012131	Electronic Service	Yes	OFF_SL_19-186_M-19-186
Kevin	Reuther	kreuther@mncenter.org	MN Center for Environmental Advocacy	26 E Exchange St, Ste 206 St. Paul, MN 551011667	Electronic Service	No	OFF_SL_19-186_M-19-186
Richard	Savelkoul	rsavelkoul@martinsquires.com	Martin & Squires, P.A.	332 Minnesota Street Ste W2750 St. Paul, MN 55101	Electronic Service	No	OFF_SL_19-186_M-19-186
Thomas	Scharff	thomas.scharff@versoco.com	Verso Corp	600 High Street Wisconsin Rapids, WI 54495	Electronic Service	No	OFF_SL_19-186_M-19-186
Larry L.	Schedin	Larry@LLSResources.com	LLS Resources, LLC	332 Minnesota St, Ste W1390 St. Paul, MN 55101	Electronic Service	No	OFF_SL_19-186_M-19-186

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Timothy	Sexton	Timothy.Sexton@state.mn.us	Minnesota Department of Transportation	395 John Ireland Blvd #620 St. Paul, MN 55155-1899	Electronic Service	No	OFF_SL_19-186_M-19-186
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Ken	Smith	ken.smith@districtenergy.com	District Energy St. Paul Inc.	76 W Kellogg Blvd St. Paul, MN 55102	Electronic Service	No	OFF_SL_19-186_M-19-186
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Eric	Swanson	eswanson@winthrop.com	Winthrop & Weinstine	225 S 6th St Ste 3500 Capella Tower Minneapolis, MN 554024629	Electronic Service	No	OFF_SL_19-186_M-19-186
Lynnette	Sweet	Regulatory.records@xcelenergy.com	Xcel Energy	414 Nicollet Mall FL 7 Minneapolis, MN 554011993	Electronic Service	No	OFF_SL_19-186_M-19-186
Stuart	Tommerdahl	stommerdahl@otpc.com	Otter Tail Power Company	215 S Cascade St PO Box 496 Fergus Falls, MN 56537	Electronic Service	No	OFF_SL_19-186_M-19-186
Karen	Turnboom	karen.turnboom@versoco.com	Verso Corporation	100 Central Avenue Duluth, MN 55807	Electronic Service	No	OFF_SL_19-186_M-19-186

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Patrick	Zomer	Patrick.Zomer@lawmoss.com	Moss & Barnett a Professional Association	150 S. 5th Street, #1200 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_19-186_M-19-186

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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Generic Notice	Commerce Attorneys	commerce.attorneys@ag.state.mn.us	Office of the Attorney General-DOC	445 Minnesota Street Suite 1400 St. Paul, MN 55101	Electronic Service	Yes	OFF_SL_19-559_19-559
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Mark J.	Kaufman	mkaufman@ibewlocal949.org	IBEW Local Union 949	12908 Nicollet Avenue South Burnsville, MN 55337	Electronic Service	No	OFF_SL_19-559_19-559
Thomas	Koehler	TGK@IBEW160.org	Local Union #160, IBEW	2909 Anthony Ln St Anthony Village, MN 55418-3238	Electronic Service	No	OFF_SL_19-559_19-559

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Michael	Krikava	mkrikava@taftlaw.com	Taft Stettinius & Hollister LLP	2200 IDS Center 80 S 8th St Minneapolis, MN 55402	Electronic Service	No	OFF_SL_19-559_19-559
Douglas	Larson	dlarson@dakotaelectric.com	Dakota Electric Association	4300 220th St W Farmington, MN 55024	Electronic Service	No	OFF_SL_19-559_19-559
Peder	Larson	plarson@larkinhoffman.com	Larkin Hoffman Daly & Lindgren, Ltd.	8300 Norman Center Drive Suite 1000 Bloomington, MN 55437	Electronic Service	No	OFF_SL_19-559_19-559
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Annie	Levenson Falk	annielf@cubminnesota.org	Citizens Utility Board of Minnesota	332 Minnesota Street, Suite W1360 St. Paul, MN 55101	Electronic Service	No	OFF_SL_19-559_19-559
Ryan	Long	ryan.j.long@xcelenergy.com	Xcel Energy	414 Nicollet Mall 401 8th Floor Minneapolis, MN 55401	Electronic Service	No	OFF_SL_19-559_19-559
Susan	Ludwig	sludwig@mnpower.com	Minnesota Power	30 West Superior Street Duluth, MN 55802	Electronic Service	No	OFF_SL_19-559_19-559
Kavita	Maini	kmains@wi.rr.com	KM Energy Consulting, LLC	961 N Lost Woods Rd Oconomowoc, WI 53066	Electronic Service	No	OFF_SL_19-559_19-559
Nick	Mark	nick.mark@centerpointenergy.com	CenterPoint Energy	505 Nicollet Mall Minneapolis, MN 55402	Electronic Service	No	OFF_SL_19-559_19-559

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Joseph	Meyer	joseph.meyer@ag.state.mn.us	Office of the Attorney General-RUD	Bremer Tower, Suite 1400 445 Minnesota Street St Paul, MN 55101-2131	Electronic Service	No	OFF_SL_19-559_19-559
Kevin	Miller	kevin.miller@chargepoint.com	ChargePoint, Inc.	254 E. Hacienda Avenue Campbell, California 95008	Electronic Service	No	OFF_SL_19-559_19-559
David	Moeller	dmoeller@allete.com	Minnesota Power	30 W Superior St Duluth, MN 558022093	Electronic Service	No	OFF_SL_19-559_19-559
Marc	Monbouquette	marc.monbouquette@enel.com	Enel X North America, Inc.	846 Bransten Rd San Carlos, CA 94070	Electronic Service	No	OFF_SL_19-559_19-559
Andrew	Moratzka	andrew.moratzka@stoel.com	Stoel Rives LLP	33 South Sixth St Ste 4200 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_19-559_19-559
Mark	Nabong	mnabong@nrdc.org	Natural Resources Defense Council	20 N. Wacker Drive #1600 Chicago, IL 60606	Electronic Service	No	OFF_SL_19-559_19-559
David	Niles	david.niles@avantenergy.com	Minnesota Municipal Power Agency	220 South Sixth Street Suite 1300 Minneapolis, Minnesota 55402	Electronic Service	No	OFF_SL_19-559_19-559
Michael	Noble	noble@fresh-energy.org	Fresh Energy	Hamm Bldg., Suite 220 408 St. Peter Street St. Paul, MN 55102	Electronic Service	No	OFF_SL_19-559_19-559
Debra	Opatz	dopatz@otpc.com	Otter Tail Power Company	215 South Cascade Street Fergus Falls, MN 56537	Electronic Service	No	OFF_SL_19-559_19-559

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Carol A.	Overland	overland@legalectric.org	Legaelectric - Overland Law Office	1110 West Avenue Red Wing, MN 55066	Electronic Service	No	OFF_SL_19-559_19-559
Jennifer	Peterson	jjpeterson@mnpower.com	Minnesota Power	30 West Superior Street Duluth, MN 55802	Electronic Service	No	OFF_SL_19-559_19-559
Marcia	Podratz	mpodratz@mnpower.com	Minnesota Power	30 W Superior S Duluth, MN 55802	Electronic Service	No	OFF_SL_19-559_19-559
David G.	Prazak	dprazak@otpc.com	Otter Tail Power Company	P.O. Box 496 215 South Cascade Street Fergus Falls, MN 565380496	Electronic Service	No	OFF_SL_19-559_19-559
Generic Notice	Residential Utilities Division	residential.utilities@ag.state.mn.us	Office of the Attorney General-RUD	1400 BRM Tower 445 Minnesota St St. Paul, MN 551012131	Electronic Service	Yes	OFF_SL_19-559_19-559
Kevin	Reuther	kreuther@mncenter.org	MN Center for Environmental Advocacy	26 E Exchange St, Ste 206 St. Paul, MN 551011667	Electronic Service	No	OFF_SL_19-559_19-559
Richard	Savelkoul	rsavelkoul@martinsquires.com	Martin & Squires, P.A.	332 Minnesota Street Ste W2750 St. Paul, MN 55101	Electronic Service	No	OFF_SL_19-559_19-559
Tim	Schaefer	tschaefer@environmentminnesota.org	Environment MN	211 N 1st St Ste 480 Minneapolis, MN 55401	Electronic Service	No	OFF_SL_19-559_19-559
Thomas	Scharff	thomas.scharff@versocom.com	Verso Corporation	600 High Street Wisconsin Rapids, WI 54495	Electronic Service	No	OFF_SL_19-559_19-559

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Will	Seuffert	Will.Seuffert@state.mn.us	Public Utilities Commission	121 7th Pl E Ste 350 Saint Paul, MN 55101	Electronic Service	Yes	OFF_SL_19-559_19-559
Timothy	Sexton	Timothy.Sexton@state.mn.us	Minnesota Department of Transportation	395 John Ireland Blvd #620 St. Paul, MN 55155-1899	Electronic Service	No	OFF_SL_19-559_19-559
Anne	Smart	anne.smart@chargepoint.com	ChargePoint, Inc.	254 E Hacienda Ave Campbell, CA 95008	Electronic Service	No	OFF_SL_19-559_19-559
Ken	Smith	ken.smith@districtenergy.com	District Energy St. Paul Inc.	76 W Kellogg Blvd St. Paul, MN 55102	Electronic Service	No	OFF_SL_19-559_19-559
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Lynnette	Sweet	Regulatory.records@xcelenergy.com	Xcel Energy	414 Nicollet Mall FL 7 Minneapolis, MN 554011993	Electronic Service	No	OFF_SL_19-559_19-559

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Andrew	Twite	twite@fresh-energy.org	Fresh Energy	408 St. Peter Street, Ste. 220 St. Paul, MN 55102	Electronic Service	No	OFF_SL_19-559_19-559
Thomas	Tynes	jjazynka@energyfreedomcoalition.com	Energy Freedom Coalition of America	101 Constitution Ave NW Ste 525 East Washington, DC 20001	Electronic Service	No	OFF_SL_19-559_19-559
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Justin	Wilson	justin.wilson@chargepoint.com	ChargePoint	240 East Hacienda Ave. Campbell, CA 95008	Electronic Service	No	OFF_SL_19-559_19-559
Joseph	Windler	jwindler@winthrop.com	Winthrop & Weinstine	225 South Sixth Street, Suite 3500 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_19-559_19-559

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