

The Commission met on **Friday, June 21, 2019**, with Chair Sieben and Commissioners Lipschultz, Means, Schuerger, and Tuma present.

The following matters were taken up by the Commission:

IP-6985/WS-17-700

In the Matter of the Site Permit for the up to 200 MW Blazing Star 2 Wind Farm in Lincoln County

IP-6985/WS-17-701

In the Matter of the Route Permit for the Blazing Star 2 Wind Farm 115 KV Transmission Line in Lincoln County

Commissioner Means moved that the Commission take the following actions:

1. Grant the request to transfer the site and route permits for the Blazing Star Wind Farm 2 Project and HVTL from Blazing Star Wind Farm 2, LLC to Northern States Power; and
2. Authorize the reissuance of the November 6, 2018 site and route permits for the purpose of modifying the permittee.

The motion passed 5–0.

E-111/M-18-640

In the Matter of Dakota Electric Association’s Petition for Approval of Service Features Related to Advanced Grid Infrastructure

Commissioner Tuma moved that the Commission take the following actions:

1. Approve the proposal to amend general rules and policies tariff language of Dakota Electric Association (Dakota) for demand-side management programs on Section VI, Sheet 16.
2. Approve incorporating the following in the AMO Rider (Section V, Sheets 60.0-60.1):

Opt-Out Members will not be subject to charges under the Advanced Grid Infrastructure (AFi) Rider, See Section V, Sheet 59 for the Advanced Grid Infrastructure Rider.

3. Approve incorporating the following in the AGi Rider (Section V, Sheet 59):

Opt-Out Members will not be subject to charges under the Advanced Grid Infrastructure (AGi) Rider. See Section V, Sheet 60.0 -60.1 for the Advanced Meter Opt-Out (AMO) Rider.

4. Approve an advanced meter opt-out fee of \$11.45 per month in the AMO Rider (Section V, Sheets 60.0 – 60.1).
5. Require Dakota Electric Association to make a compliance filing in the instant docket after the Advanced Grid Infrastructure (AMi) has been fully installed and in operation and use for one year, but not later than December 2022. The filing must contain:
 - A. A review of the processes involved for reading opt-out meters to be sure they are reasonable and efficient; and
 - B. A re-evaluation of the costs for opt-out meter reading after reasonable actual data is available and a proposal to adjust the fee as necessary.
6. Until a customer has taken service under the AMO Rider, Dakota shall file an annual status update.

The motion passed 5-0.

E-002/M-19-186

In the Matter of Xcel Energy's Petition for Approval of a Residential EV Subscription Service Pilot Program

Commissioner Lipschultz moved to do the following:

1. Approve the Electric Vehicle (EV) Subscription Service Pilot Program and tariff filed by Northern States Power Company d/b/a Xcel Energy (Xcel) with the following modifications. This approval is dependent on the policy considerations related to EVs. Approval of this pilot is not a finding the Commission would consider subscription based pricing for permanent offerings nor for non-EV rates.
2. Approve Xcel's accounting treatment, ownership, and cost recovery proposals, excluding program management costs.
3. Find that the Commission has authority to permit utility ownership as proposed by Xcel in this pilot pursuant to Minn. Stat. § 216B.02, subd. 6.

4. Approve Xcel's request for a rule variance to Minn. R. 7820.3700 and 7820.3800. Approve a tariff waiver for Section 3 of Xcel's Electric Rate Book Section 6 tariff for the duration of the pilot.
5. Approve Xcel's request to vary Minn. R. 7820.3200 and 7820.3400 for the duration of the pilot.
6. Require Xcel to update the Subscription Rate when the underlying rates used to calculate it change.
7. Eliminate the on-peak charging allotment.
8. In any future residential EV offerings, require Xcel to use a rate design that is more reflective of hourly systems costs with a price signal designed to reduce peak demand.
9. Approve the proposed customer agreement, modified to limit per customer participation to a single vehicle.
10. Require Xcel, in any permanent EV Service offerings, to examine an option in which customers purchase, install, and maintain their own charger, with a monthly fee that does not include installation and maintenance costs. Or, in the alternative, require Xcel to explain why it is not feasible to do so—and provide cost information to support its position—if Xcel believes that ownership by customers is ill-advised.

Commissioner Tuma moved to amend the motion as follows:

10. Require Xcel, in any permanent EV Service offerings, to examine an option in which customers purchase, install, and maintain their own charger, with a monthly fee that does not include installation and maintenance costs. Or, in the alternative, require Xcel to explain why it is not feasible or prudent to do so—and provide cost information to support its position—if Xcel believes that ownership by customers is ill-advised.

Commissioner Lipschultz accepted the amendment, and further amended the motion as follows:

10. Require Xcel, in any permanent EV Service offerings, to examine an option in which customers purchase, install, and maintain their own charger, with a monthly fee that does not include installation and maintenance costs. Or, in the alternative, require Xcel to explain why it is not feasible or prudent to do so—and provide cost information to support its position—~~if Xcel believes that ownership by customers is ill-advised.~~

Commissioner Lipschultz further amended the motion to add the following:

11. Adopt the following reporting requirements, filed on an annual basis throughout the pilot 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*, with a copy filed in the present docket.

A. Participant information:

- i. Number of pilot participants
- ii. Equipment selection
- iii. Rate selection (bundled, prepay, renewable)

B. kWh consumption details on a per month basis, including:

- i. kWh consumed in the on-peak period
- ii. kWh consumed in the off-peak period
- iii. comparison of actual consumption to estimated amounts
- iv. highest and lowest usage customer in each month

C. 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.

D. Learnings on customer experience and pilot performance under Xcel's safety and reliability standards.

E. Information about issues caused by Wi-Fi connectivity problems, if any.

F. Side by side comparison of EV Subscription data above with data from the EV Service Pilot, as well as a narrative on how the difference between the two pilots terms and condition may have driven any difference in the results.

Require Xcel, where applicable, to include data in spreadsheet (.xlsx) format.

12. Where not otherwise noted, require Xcel to submit a compliance filing consistent with the Commission's decision in this matter no later than 10 days from the issuance of the order.

Commissioner Schuerger propose amending the motion as follows:

7. Eliminate the on-peak charging allotment and recalculate the rate appropriately.

Commissioner Lipschultz accepted the amendment.

The amended motion passed 5-0.

There being no further business, the meeting was adjourned.

APPROVED BY THE COMMISSION: September 18, 2019

A handwritten signature in black ink that reads "Daniel P. Wolf". The signature is written in a cursive, flowing style.

Daniel P. Wolf, Executive Secretary