

The Commission met on **Thursday, March 11, 2021**, with Chair Sieben and Commissioners Means, Schuerger, Sullivan, and Tuma present.

The following matters were taken up by the Commission:

G-022/M-20-391

In the Matter of Greater Minnesota Gas, Inc.'s Petition for Change in Contract Demand Entitlement for the 2020-2021 Heating Season

Commissioner Schuerger moved that the Commission:

1. Accept Greater Minnesota Gas, Inc.'s proposed entitlement level and resulting reserve margin.
2. Allow Greater Minnesota Gas to recover demand costs associated with its entitlements through the monthly Purchased Gas Adjustment effective April 1, 2020.
3. Require Greater Minnesota Gas to maintain a minimum reserve margin of 5% on a going-forward basis for the heating seasons, or fully explain any decision to use a less-than-5% reserve margin.
4. Require Greater Minnesota Gas to undertake the following in future demand entitlement filings:
 - a. Use a constant annual average residential usage estimate based on weather normalized sales for the purpose of estimating customer rate impact;
 - b. Perform separate regression analyses by service area, using area-specific weather stations;
 - c. Estimate its design day using data from at least three heating seasons when appropriate. If the results of these calculations are not acceptable, Greater Minnesota Gas must fully explain its decision to use a shorter estimation period in its initial filing; and
 - d. Maintain, on a going-forward basis, a two-part design-day process involving both regression analysis and mathematical analysis based on Greater Minnesota Gas's historical all-time peak-day send-out.

The motion passed 5–0.

E-002/M-20-760

In the Matter of an Xcel Payment Plan Credit Proposal

Commissioner Sullivan moved that the Commission:

1. Approve the payment plan credit program proposed by Northern States Power Company, d/b/a Xcel Energy (Xcel) and the overall design of the program as reasonable and prudent and sufficiently developed in the record.
2. Approve the program's proposed customer arrearage eligibility threshold between \$1,000 and \$4,000 as reasonable.
3. Direct Xcel to allow arrearage customers on payment plan arrangements who miss up to two consecutive payments to remain in the program.
4. Approve as reasonable Xcel's criteria regarding payment-plan duration.
5. Accept Xcel's customer outreach and communication plan for the program as adequate.
6. Accept Xcel's commitment to pay the \$17.5 million of bill credits for its customers as reasonable.
7. Accept Xcel's proposal to commit any remaining amount of this \$17.5-million program fund not used to pay for the costs of this program, to be used to fund similar programs at the Commission's direction.
8. Accept Xcel's payment plan credit program as a responsive measure to COVID-19 issues contemplated in the residential customer protection docket, Docket No. E, G-999/CI-20-375.
9. Accept that Xcel's commitment to bear the cost of the program funding dovetails with the residential customer protection docket, Docket No. E, G-999/CI-20-375.
10. Require Xcel to provide program status reports, after the program begins, at the following intervals:
 - a. 4 months
 - b. 9 months
 - c. 15 months
 - d. 26 months

11. Require Xcel to include the following information in the program status reports:
 - a. The outreach activities conducted to date and any plans for additional outreach.
 - b. The number of customers eligible to participate, total and by ZIP code.
 - c. The number of customers enrolled in the program, total and by ZIP code.
 - d. Program spending to date and a projection of total spending.
 - e. The average initial and remaining arrears of participating customers.
 - f. The number of customers who are current on their payment plans under the program.
 - g. The number of customers who have missed two consecutive payments and have been disqualified from the program.
 - h. The number of customers who have paid off the full amount owed under a payment plan in this program.

The motion passed 5–0.

At this time, Chair Sieben left the meeting, and Vice Chair Sullivan presided.

E-015/M-20-638

In the Matter of the Petition for Approval of Minnesota Power’s Portfolio of Electric Vehicle Programs

Commissioner Schuerger moved that the Commission:

1. Approve the EV Charging Rewards Program with modifications.
2. Require Minnesota Power to allow participation by any residential customer, regardless of dwelling type who may be enrolled in a commercial rate.
3. Require Minnesota Power to ask customers if they wish to opt out of nonessential data sharing when they enroll in the pilot.
4. Require Minnesota Power and its vendors to follow any applicable standards relating to data adopted by the Commission, and not use or share data beyond what is outlined in the petition.
5. Approve the EV Charging Rebate Program.
6. Require Minnesota Power to exclude customers who receive the second service rebate from eligibility for the Rewards Program.

7. Require any future program modifications be filed with the Commission to allow for stakeholder comment on the record.
8. Require Level 2 chargers to be third-party OCPP (Open Charge Point Protocol) certified.
9. Approve Minnesota Power's Outreach and Program Development Budget.
10. Require Minnesota Power to target education for those who receive a rebate on how to use smart charging devices to manage EV loads.
11. Adopt the reporting requirements as outlined in Attachment A of the staff briefing papers, filed on an annual basis throughout the Pilot as part of Minnesota Power's Annual EV report in Docket No. E-002/M-15-120, with a copy filed in this docket, E-002/M-20-638. Where applicable, Minnesota Power shall include data in spreadsheet (.xlsx) format. The Commission delegates authority to the Executive Secretary to establish final reporting format and to clean up any inconsistencies between various existing reporting requirements in individual dockets.
12. Delegate authority to the Executive Secretary to work with Minnesota Power to design a feedback mechanism for pilot participants.
13. Where not otherwise noted, require Minnesota Power to submit a compliance filing consistent with the Commission's decision in this matter no later than 30 days after the issuance of the Order. The compliance filing shall include tariff pages that outline program terms and conditions for approved pilots consistent with the Commission's decisions. Any customer service agreements used for either pilot should be included in the tariff pages.

The motion passed 4—0.

E-999/CI-17-879

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

E002/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

E017/M-15-112

In the Matter of Otter Tail Power Company's Request for Approval of its Off-Peak Electric Vehicle Rider

E015/M-15-120

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

E002/M-17-817

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

E002/M-18-643

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

E002/M-19-186

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

Commissioner Schuerger moved that the Commission:

1. Accept the 2019 Electric Vehicle Reports filed by Minnesota Power, Otter Tail, and Xcel in Docket Nos. 15-111, 15-112, 15-120, 17-817, 19-186, and 18-643.
2. Accept the 2020 Transportation Electrification Plans of Minnesota Power, Otter Tail, and Xcel.
3. Require Minnesota Power, Otter Tail, and Xcel to include the following information in their 2023 Transportation Electrification Plans:
 - a. the 5-year budget for future expenditures, as well as historical expenditures, for each non-pilot EV program, by budget category. In addition, the budget categories by program should be aggregated so that the Commission and stakeholders can see the total amounts that are being proposed or expended for each budget category (e.g., marketing, EV charging infrastructure, etc.).
 - b. an estimate for each system upgrade needed to accommodate EV charging, and an estimate of the expenditures on other investments that improve a utility’s ability to serve EV load.
 - c. non-pilot EV program evaluations that examine the cost-effectiveness of the programs as currently designed and potential changes that could improve their cost-effectiveness.
4. Require Minnesota Power, Otter Tail, and Xcel to provide—in addition to low, medium, and high forecasts—a discussion on the following scenarios in their Transportation Electrification Plans due June 1, 2021:

- a. The State of Minnesota sets a goal of powering 20% of light duty cars with electricity by 2030. Under this scenario please discuss:
 - i. What a 20% statewide EV penetration would look like in each specific utility service territory, given regional variations in EV adoption;
 - ii. Annual energy and capacity requirements;
 - iii. Public charging infrastructure needs, including the number of public DCFC and Level 2 chargers;
 - iv. Impacts to peak demand, including how that could be mitigated by managed charging programs.
 - b. How the utility would address the rapid electrification of a large fleet (for example, a corporate warehouse or school bus fleet).
 - c. How the utility would accommodate rapid heavy-duty vehicle charging along major transit corridors.
5. Establish a biennial filing requirement for the Transportation Electrification Plans, starting with the Transportation Electrification Plans due June 1, 2021.
 6. Delegate authority to the Executive Secretary to work with utilities, stakeholders, and the Department on formatting for new Transportation Electrification Plan filing requirements and a set of annual EV data to be filed in non-Transportation Electrification Plan years.

The motion passed 4–0.

There being no further business, the meeting was adjourned.

APPROVED BY THE COMMISSION: April 28, 2021



Will Seuffert, Executive Secretary