

SENATE
STATE OF MINNESOTA
EIGHTY-EIGHTH SESSION

S.F. No. 2622

(SENATE AUTHORS: CARLSON and Johnson)

DATE	D-PG	OFFICIAL STATUS
03/12/2014	6171	Introduction and first reading Referred to Environment and Energy
03/24/2014		Comm report: To pass as amended Second reading

1.1

1.2

1.3

1.4

1.5

1.6

1.7

1.8

1.9

1.10

1.11

1.12

1.13

1.14

1.15

1.16

1.17

1.18

1.19

1.20

1.21

1.22

1.23

1.24

A bill for an act
relating to energy; requiring a special electric tariff for charging electric vehicles;
proposing coding for new law in Minnesota Statutes, chapter 216B.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. **[216B.1614] ELECTRIC VEHICLE CHARGING TARIFF.**

Subdivision 1. **Definitions.** (a) For the purposes of this section, the terms defined in this subdivision have the meanings given them.

(b) "Electric vehicle" has the meaning given in section 169.011, subdivision 26a.

(c) "Public utility" has the meaning given in section 216B.02, subdivision 4.

(d) "Renewable energy" has the meaning given in section 216B.169, subdivision 2, paragraph (d).

Subd. 2. **Required tariff.** (a) By September 30, 2014, each public utility selling electricity at retail must file with the commission a tariff that allows a customer to purchase electricity solely for the purpose of recharging an electric vehicle. The tariff must:

(1) contain a time-of-day or off-peak rate;

(2) offer a customer the option to purchase electricity:

(i) from the utility's current mix of energy supply sources; or

(ii) entirely from renewable energy sources, subject to the conditions established under section 216B.169, subdivision 2, paragraph (b), and subdivision 3, paragraph (a); and

(3) be made available to the residential customer class.

(b) The public utility may, at its discretion, offer the tariff to other customer classes.

(c) The commission shall, after notice and opportunity for public comment, approve, modify, or reject the tariff. The commission may approve the tariff if the public utility has demonstrated that the tariff:

(1) appropriately reflects off-peak versus peak cost differences in the rate charged;
(2) includes a mechanism to allow the recovery of costs reasonably necessary to
comply with this section, 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; and

(3) provides for clear and transparent customer billing statements including, but not
limited to, the amount of energy consumed under the tariff.

(d) Within 60 days of commission approval of a public utility's tariff filed under this
section, the public utility shall make the tariff available to customers.

Subd. 3. **Data reporting.** Each public utility providing a tariff under this section shall
periodically report to the commission, as established by the commission, and on a form
prescribed by the commission, the following information, presented on a per-quarter basis:

(1) the number of customers who have arranged to purchase electricity under the
tariff;

(2) the total amount of electricity sold under the tariff; and

(3) other data required by the commission.

Subd. 4. **Cooperative electric associations and municipal utilities.** By September
30, 2015, a cooperative electric association and municipal utility must offer a rate
to residential customers that substantially complies with this section, except that an
association or municipal utility may elect not to provide energy under the option required
in subdivision 2, paragraph (a), clause (2), item (ii). A cooperative electric association and
municipal utility must comply with the reporting requirements of subdivision 3.

EFFECTIVE DATE. This section is effective the day following final enactment.