

At its regularly scheduled meeting on November 8, 2022, the Commission continued its investigation and considered this matter. Having thoroughly provided due process, public notice, and hearing on two occasions and having thoroughly reviewed the filings in the docket and verbal comments on the record, the Commission found and concluded that the Commission has considered measures and the implementation of rates to promote electrification in the transportation sector and that the Commission will place the responsibility on each regulated public utility to bring forth any tariff changes that would meet the needs of their customers as it relates to electrification of transportation. Moreover, the Commission found each public utility is best suited to understand the needs of their customers and each public utility is in the ideal position to respond to those needs and best situated to propose individualized requests for tariff changes as it relates to the electrification of transportation. The Commission found that the public utilities should consider developing time of use rate structures and/or other incentives needed for charging electric vehicles at the times most advantageous to the system in order to ensure that electric vehicle charging does not add to the peak load or the total cost of the system. Lastly, the Commission determined that while the Commission continues to monitor the peak load of regulated public utilities; any peak load growth associated with charging options for residential, commercial, and public electric vehicle charging infrastructure; reducing charging times for light-, medium-, and heavy-duty vehicles; third-party investment in electric vehicle charging for light-, medium-, and heavy-duty vehicles; and recovering the marginal costs of delivering electricity to electric vehicles and electric vehicle charging infrastructure, in a faster than normal growth pattern, the Commission will further consider implementing rate incentives to shave that peak and correct abnormalities. The Commission found that it can step in and incentivize the reversal of any such situation by changing rates, incentives, financing, and infrastructure to increase off peak consumption and maintain safe and reliable measures of peak load.

It is therefore

ORDERED, that the implementation of any such standard regarding the establishment of rates and measures to promote greater electrification of the transportation sector as established by The Infrastructure Investment and Jobs Act, pursuant to Section 111(d) of the Public Utility Regulatory Policies Act of 1978 is declined.

Dated at Pierre, South Dakota, this 14th day of November 2022.

CERTIFICATE OF SERVICE
The undersigned hereby certifies that this document has been served today upon all parties of record in this docket, as listed on the docket service list, electronically or by mail.
By: <u>Adam DetHueck</u>
Date: <u>11/14/22</u>
(OFFICIAL SEAL)

BY ORDER OF THE COMMISSION:

Chris Nelson

CHRIS NELSON, Commissioner

Kristie Fiegen

KRISTIE FIEGEN, Commissioner

Gary Hanson

GARY HANSON, Commissioner