

1.1 ..... moves to amend H.F. No. 1668 as follows:

1.2 Page 3, line 19, delete "2022" and insert "2023"

1.3 Page 3, delete section 5 and insert:

1.4 "Sec. 5. [216B.1615] ELECTRIC VEHICLE DEPLOYMENT PROGRAM.

1.5 Subdivision 1. Definitions. (a) For the purposes of this section, the following terms have  
1.6 the meanings given.

1.7 (b) "Battery exchange station" means a physical location deploying equipment that  
1.8 enables a used electric vehicle battery to be removed and exchanged for a fresh electric  
1.9 vehicle battery.

1.10 (c) "Electric vehicle" means any device or contrivance that transports persons or property  
1.11 and that is able to be powered by an electric motor drawing current from rechargeable  
1.12 storage batteries, fuel cells, or other portable sources of electricity. Electric vehicle includes,  
1.13 but is not limited to:

1.14 (1) an electric vehicle as defined in section 169.011, subdivision 26a;

1.15 (2) an electric-assisted bicycle as defined in section 169.011, subdivision 27;

1.16 (3) an off-road vehicle, as defined in section 84.979, subdivision 7;

1.17 (4) a motorboat, as defined in section 86B.005, subdivision 9; or

1.18 (5) an aircraft, as defined in section 360.013, subdivision 37.

1.19 (d) "Electric vehicle charging station" means a physical location deploying equipment  
1.20 that:

1.21 (1) transfers electricity to an electric vehicle battery;

1.22 (2) dispenses hydrogen into an electric vehicle powered by a fuel cell;

2.1 (3) exchanges electric vehicle batteries; or

2.2 (4) provides other equipment used to charge or fuel electric vehicles.

2.3 (e) "Electric vehicle infrastructure" means electric vehicle charging stations and any  
2.4 associated machinery, equipment, and infrastructure necessary for a public utility to supply  
2.5 electricity or hydrogen to an electric vehicle charging station and to support the operation  
2.6 of electric vehicles.

2.7 (f) "Fuel cell" means a cell that converts the chemical energy of hydrogen directly into  
2.8 electricity through electrochemical reactions.

2.9 (g) "Government entity" means the state, a state agency, or a political subdivision, as  
2.10 defined in section 13.02, subdivision 11.

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

2.12 Subd. 2. **Transportation electrification plan; contents.** (a) By June 1, 2023, and at  
2.13 least every three years thereafter, a public utility must file a transportation electrification  
2.14 plan with the commission that is designed to maximize the overall benefits of electric  
2.15 vehicles and other electrified transportation while minimizing overall costs and to promote:

2.16 (1) the purchase of electric vehicles by the public utility's customers; and

2.17 (2) the deployment of electric vehicle infrastructure in the public utility's service territory.

2.18 (b) A transportation electrification plan may include but is not limited to the following  
2.19 elements:

2.20 (1) programs to educate and increase the awareness and benefits of electric vehicles and  
2.21 electric vehicle charging equipment among individuals, electric vehicle dealers, single-family  
2.22 and multifamily housing developers and property management companies, building owners  
2.23 and tenants, vehicle service stations, vehicle fleet owners and managers, and other potential  
2.24 users of electric vehicles;

2.25 (2) utility investments and incentives the utility will provide and offer to support  
2.26 transportation electrification across all customer classes, including, but not limited to,  
2.27 investments and incentives to facilitate:

2.28 (i) the deployment of electric vehicles for personal and commercial use, customer- and  
2.29 utility-owned electric vehicle charging stations, electric vehicle infrastructure to support  
2.30 light-duty, medium-duty, and heavy-duty vehicle electrification, and other electric utility  
2.31 infrastructure;

2.32 (ii) widespread access to publicly available electric vehicle charging stations; and

3.1 (iii) the electrification of public transit and vehicle fleets owned or operated by a  
3.2 government entity;

3.3 (3) research and demonstration projects to increase access to electricity as a transportation  
3.4 fuel, minimize the system costs of electric transportation, and inform future transportation  
3.5 electrification plans;

3.6 (4) rate structures or programs that encourage electric vehicle charging that optimize  
3.7 electric grid operation, including time-varying rates and charging optimization programs;

3.8 (5) programs to increase access to the benefits of electricity as a transportation fuel for  
3.9 low- or moderate-income customers and communities and in neighborhoods most affected  
3.10 by transportation-related air emissions; and

3.11 (6) proposals for expedited commission consideration of program adjustments requested  
3.12 during the term of an approved transportation electrification plan.

3.13 (c) Where funding is limited, a public utility must give priority under this section to  
3.14 making investments in communities whose governing body has enacted a resolution or goal  
3.15 supporting electric vehicle adoption. A public utility must cooperate with local communities  
3.16 to identify suitable locations, consistent with a community's local development plans, where  
3.17 electric vehicle infrastructure may be strategically deployed.

3.18 (d) The public utility subject to section 116C.779 may include in its transportation  
3.19 electrification plan a request for approval of pilot programs that award \$2,000,000 in grants  
3.20 to auto dealers and \$2,000,000 in grants to automotive service stations within its utility  
3.21 service territory, funded from the renewable development account established in section  
3.22 116C.779, and no more than half of which may be awarded to dealerships or service stations  
3.23 owned by a single entity, to upgrade their electrical capacity and infrastructure to support  
3.24 the deployment of electric vehicle infrastructure on their premises.

3.25 Subd. 3. **Transportation electrification plan; review and implementation.** The  
3.26 commission may approve, modify, or reject a transportation electrification plan. When  
3.27 reviewing a transportation electrification plan, the commission must consider whether the  
3.28 programs, investments, and expenditures as a whole are reasonably expected to:

3.29 (1) improve the operation of the electric grid;

3.30 (2) increase access to the use of electricity as a transportation fuel for all customers,  
3.31 including those in low- or moderate-income communities, rural communities, and  
3.32 communities most affected by emissions from the transportation sector;

4.1 (3) increase access to publicly available electric vehicle charging and destination charging  
4.2 for all types of electric vehicles;

4.3 (4) support the electrification of medium-duty and heavy-duty vehicles and associated  
4.4 charging infrastructure;

4.5 (5) reduce statewide greenhouse gas emissions, as defined in section 216H.01, and  
4.6 emissions of other air pollutants that impair the environment and public health;

4.7 (6) stimulate private capital investment and the creation of skilled jobs;

4.8 (7) educate the public about the benefits of electric vehicles and related infrastructure;

4.9 and

4.10 (8) be transparent and incorporate reasonable public reporting of program activities,  
4.11 consistent with existing technology and data capabilities, to inform program design and  
4.12 commission policy with respect to electric vehicles.

4.13 Subd. 4. Cost recovery. (a) Notwithstanding any other provision of this chapter, the  
4.14 commission may approve, with respect to any prudent and reasonable investments made or  
4.15 expenses incurred by a public utility to administer and implement a transportation  
4.16 electrification plan approved under subdivision 3:

4.17 (1) a rider or other tariff mechanism for the automatic annual adjustment of charges;

4.18 (2) performance-based incentives;

4.19 (3) placing the investment, including rebates, in the public utility's rate base and allowing  
4.20 the public utility to earn a rate of return on the investment at:

4.21 (i) the public utility's average weighted cost of capital, including the rate of return on  
4.22 equity, approved by the commission in the public utility's most recent general rate case; or

4.23 (ii) another rate determined by the commission; or

4.24 (4) any other recovery mechanism that the commission determines is fair and reasonable  
4.25 and that supports the objectives of this section.

4.26 (b) Notwithstanding section 216B.16, subdivision 8, paragraph (a), clause (3), the  
4.27 commission must approve recovery costs for expenses reasonably incurred by a public  
4.28 utility to provide public advertisement as part of a transportation electrification plan approved  
4.29 by the commission under subdivision 3.

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

4.31 Page 9, line 3, delete "2025" and insert "2026"

5.1 Page 10, lines 3, 9, 15, and 21, delete "2022" and insert "2023"