

215 South Cascade Street
PO Box 496
Fergus Falls, Minnesota 56538-0496
218 739-8200
www.otpc.com (web site)

January 30, 2015

Mr. Daniel P. Wolf
Executive Secretary
Minnesota Public Utilities Commission
121 7th Place East, Suite 350
St. Paul, MN 55101-2147



**RE: In the Matter of Otter Tail Power Company's Request for Approval of its Off-Peak Electric Vehicle Rider as Required by Minnesota Statute § 216B.1614
Docket No. E017/M-15-____
Initial filing**

Dear Mr. Wolf:

Otter Tail Power Company ("Otter Tail") hereby submits its petition to the Minnesota Public Utilities Commission ("Commission") for approval of its Off-Peak Electric Vehicle Rider as required by Minn. Stat. §216B.1614.

Otter Tail has electronically filed this document with the Commission which, in compliance with Minn. Rule 7829.1300, Subp. 2, also constitutes service on the Department of Commerce, Division of Energy Resources and the Office of Attorney General-Residential Utilities Division. A Summary of the filing has been served on all persons on Otter Tail's General Service List. A Certificate of Service is also enclosed.

If you have any questions regarding this filing, please contact me at (218) 739-8595 or at dprazak@otpc.com.

Sincerely,

/S/ DAVID G. PRAZAK
David G. Prazak
Supervisor Pricing & Tariff Administration

nlo
Enclosures
By electronic filing
c: Service List

**STATE OF MINNESOTA
BEFORE THE
MINNESOTA PUBLIC UTILITIES COMMISSION**

In the Matter of Otter Tail Power
Company's Request for Approval
of its Off-Peak Electric Vehicle Rider
as required by Minnesota Statute §216B.1614

Docket No. E017/M-15-_____

SUMMARY OF FILING

Otter Tail Power Company ("Otter Tail") is requesting approval of a new service offering, Off-Peak Electric Vehicle Rider ("EV Rider"), as required by Minnesota Statute §216B.1614. Otter Tail's new service offering is designed solely for charging of electric vehicles in the off-peak hours.

STATE OF MINNESOTA
BEFORE THE
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In the Matter of Otter Tail Power
Company's Request for Approval
of its Off-Peak Electric Vehicle Rider
as required by Minn. Stat. §216B.1614

Docket No. E017/M-15-_____

**PETITION OF OTTER TAIL POWER
COMPANY**

I. INTRODUCTION

Otter Tail Power Company ("Otter Tail") is requesting approval of a new service offering, Off-Peak Electric Vehicle Rider ("EV Rider"), as required by Minn. Stat. §216B.1614. Otter Tail's new service offering is designed solely for charging of electric vehicles in the off-peak hours.

II. SUMMARY OF FILING

Pursuant to Minn. Rules 7829.1300, Subp. 1, a one-paragraph summary of the filing accompanies this Petition.

III. GENERAL FILING INFORMATION

Pursuant to Minn. Rule 7829.1300, Subp. 3, Otter Tail provides the following general information:

A. Name, Address, and Telephone Number of Utility

(Minn. Rules 7829.1300, Subp. 3(A))

Otter Tail Power Company
215 South Cascade Street
P. O. Box 496
Fergus Falls, MN 56538-0496
(218) 739-8200

B. Name, Address, and Telephone Number of Utility Attorney

(Minn. Rules 7829-1300, Subp. 3(B))

Bruce Gerhardson
Associate General Counsel
Otter Tail Power Company
215 South Cascade Street
P. O. Box 496
Fergus Falls, MN 56538-0496
(218) 739-8475
bgerhardson@otpc.com

C. Date of Filing and Date Study Proposed to Take Effect

(Minn. Rules 7829.1300, Subp. 3(C))

The filing date is January 30, 2015, and Otter Tail requests approval as of May 1, 2015 or on the first day of the month following the Minnesota Public Utilities Commission's ("Commission") approval, should its decision be thereafter.

D. Statutes controlling schedule for processing the filing

(Minn. Rules 7829.1300, Subp. 3(D))

This filing is a "miscellaneous tariff filing" as defined by the Commission's rules at Minn. Rules 7829.0100, Subp. 11. No determination of Otter Tail's overall revenue requirement is necessary (or required under the Statute). Minn. Rules 7829.1400, Subps. 1 and 4 permit comments in response to a miscellaneous tariff filing to be filed within 30 days and reply comments to be filed no later than 10 days thereafter.

E. Title of Utility Employee Responsible for Filing

(Minn. Rules 7829.1300, Subp. 3(E))

David G. Prazak
Supervisor Pricing & Tariff Administration
Otter Tail Power Company
215 South Cascade Street
P. O. Box 496
Fergus Falls, MN 56538-0496
(218) 739-8595
dprazak@otpc.com

F. Service List

(Minn. Rules 7829.0700)

Otter Tail requests that the following persons be placed on the Commission’s official service list for this matter and that any trade secret comments, requests, or information be provided to the following on behalf of Otter Tail:

David G. Prazak
Supervisor Pricing & Tariff Administration
Otter Tail Power Company
215 South Cascade Street
Fergus Falls, MN 56538-0496
(218) 739-8595
dprazak@otpc.com

Bruce Gerhardson
Associate General Counsel
Otter Tail Power Company
215 South Cascade Street
Fergus Falls, MN 56538-0496
(218) 739-8475
bgerhardson@otpc.com

G. Service on other parties

(Minn. Rules 7829.1300, Subp. 2; Minn. Rules 7829.0600)

Otter Tail has served a copy of this Petition on the Division of Energy Resources of the Department of Commerce and the Residential Utilities Division of the Office of the Attorney General. A summary of the filing was served on all parties on the attached list.

IV. DESCRIPTION & PURPOSE OF FILING

On May 16, 2014, Governor Dayton signed into law Minn. Stat. §216B.1614, a requirement that each public utility selling electricity at retail, file with the Commission a tariff that allows a customer to purchase electricity solely for the purpose of recharging an electric vehicle. The utilities are required to file this tariff by February 1, 2015. The legislation and associated tariffs are intended to further support the use and integration of electric vehicles. In this filing, Otter Tail is seeking Commission approval of a new EV Rider which it has developed in accordance with the parameters outlined in the legislation referred to above.

As outlined in Minn. Stat. §216B.1614, the law¹ provides a limited amount of flexibility in the design of the electric vehicle tariff. Utilities have the choice of offering either a time of day rate or an off-peak rate under this tariff. At a minimum, the tariff must be offered to the residential class of customers. However, the utility can elect to extend the tariff to other customer classes. The tariff must also offer customers the opportunity to purchase electricity

¹ <https://www.revisor.mn.gov/statutes/?id=216B.1614>

from either the utility's current generation mix of energy supply resources or entirely from renewable resources.

In the following section, Otter Tail outlines in further detail, the components of its proposed EV Rider, including: proposed rate design structure and cost components, generation source options and rate availability.

Otter Tail's proposed EV Rider is designed to comply with the requirements of Minn. Stat. §216B.1614 and is modelled after Otter Tail's current Fixed Time of Service ("Fixed TOS") Rider². Otter Tail's Fixed TOS Rider is an off-peak rider that is available to customers with off-peak storage technologies that fit within the available electrical service confines of the rate. Likewise, the EV Rider will mirror the off-peak service timeframes of the Fixed TOS Rider but only serve electric vehicles as defined by Minn. Stat. §216B.1614.

Off-Peak EV Rider Rate Design

The rate design for the proposed Off-Peak EV Rider is simple, straightforward, and cost-based. As outlined earlier in this Petition, Otter Tail is proposing an off-peak rate³ for its initial EV Rider tariff offering. The EV Rider is based on Otter Tail's existing Fixed TOS rate, adjusted to include new incremental costs specifically applicable to the development of the EV Rider rate. The EV Rider will have identical rate structures, electric service time periods - from 10:00 p.m. until 6:00 a.m. each day - as well as the same metering requirements and service levels as Otter Tail's current Fixed TOS rider. Noted differences between the two riders include availability and rate charges. Further details on the proposed EV Rider are provided below.

Appendix 1 of this Petition is Otter Tail's proposed EV Rider Rate Schedule, including red-line and clean versions of the General Rules and Regulations Index and Voluntary Riders - Applicability Matrix. Minn. Stat. §216B.1614, Subd. 2(c) (1-4) requires the utilities to demonstrate that the proposed tariff appropriately reflects the off-peak versus peak cost differences in the rate charged, which includes a mechanism to allow recovery of costs reasonably necessary to comply with this section of statute, provide clear and transparent customer billing statements, and incorporate the costs of metering and sub-metering within the

² Voluntary Fixed Time of Service Rider, Section 14.07. https://www.otpc.com/media/102743/MN_1407.pdf

³ Otter Tail is considering in its future planning a time of day offering that would also include electric vehicles.

rate charged the customers. The following sections provide further detail specific to these requirements.

As noted earlier, the starting point of the off-peak charges for the proposed EV Rider are identical to Otter Tail’s existing Fixed TOS Rider, as approved in Otter Tail’s most recent rate case⁴. That rate was then modified to include new incremental costs necessary to develop and promote the new EV Rider rate. Otter Tail proposes to include the recovery of allowed costs as a per kWh charge, as described in the following section.

Per Minn. Stat. §216B.1614, Subd. 2 (2), costs reasonably necessary to comply with this section include customer information, education, CIS programming costs and other promotional costs. In keeping with a simple approach and to keep costs contained within the rate, Otter Tail proposes to incorporate these new and allowable costs into the EV Rider. The proposed mechanism to collect the allowed costs is on a per kWh basis, and will be added to the “starting point” energy charges of the Fixed TOS Rider, which will result in the proposed charges for the EV Rider. Table 1 (below) shows the rate design components for the EV Rider: the starting point (Columns B & C), the proposed Electric Vehicle Cost Recovery (Column D), and the resultant EV Rider charges (Column E = Column B + Column D & Column F = Column C + Column D) for the different voltage level services.

Table 1: Summary of EV Rider Rate Design Components

A	B	C	D	E	F
Seasonal Periods	Fixed TOS Self-Contained and CT Metering ¢/kWh	Fixed TOS Primary CT Metering ¢/kWh	Electric Vehicle Cost Recovery ¢/kWh	Off-Peak EV Rider Self-Contained and CT Metering ¢/kWh	Off-Peak EV Rider Primary CT Metering ¢/kWh
Summer	1.626	1.620	1.336	2.962	2.956
Winter	3.325	3.312	1.336	4.661	3.312

Otter Tail proposes a five year timeframe⁵ to recover these costs. The five year budget of costs includes anticipated growth in energy sales from electric vehicles.

⁴ Otter Tail Docket E017/GR-10-239.

⁵ If Otter Tail is unable to collect all of the approved costs during this time period, it would address full recovery in a future rate case proceeding.

Otter Tail seeks recovery of \$17,172 of costs associated with the development and promotion of the proposed EV Rider rate. These costs are new incremental costs, and would not be incurred without the program. The costs are translated into a per-kWh amount and are included in the proposed EV Rider rate. Table 2 below shows the proposed five year budget of costs and anticipated electric vehicle sales, and the resultant recovery amount. The Electric Vehicle Recovery charge will be included in the EV Rider rates.

Table 2: Electric Vehicle Cost Recovery Mechanism – 5 Year

A	B	C	D
Year	5 Year Budget	Total	Cummulative Energy Sales (MWh)
1	Total Year 1	\$ 5,371.50	41
2	Total Year 2	\$ 2,950.00	122
3	Total Year 3	\$ 2,950.00	245
4	Total Year 4	\$ 2,950.00	367
5	Total Year 5	\$ 2,950.00	510
6	Total for all 5 years	\$ 17,171.50	1,285
7	Electric Vehicle Recovery \$/kWh	\$	0.01336

Anticipated electric vehicle energy sales are difficult to estimate. Otter Tail utilized a number of primary and secondary resources to estimate these sales⁶. Over a five year period, Otter Tail anticipates approximately 1.3 GWh’s of off-peak energy sales from the proposed rate. This is equivalent to approximately 100 total electric vehicles⁷, using key assumptions from the fueleconomy.gov electric vehicle label⁸. Table 3 below provides the anticipated electric vehicle energy sales over a five year period.

⁶ Otter Tail relied on the following sources; E Source Companies LLC, www.fueleconomy.gov, Dakota Electric E111/M-12-874, www.electricdrive.org, and calls to car dealers in Otter Tail’s service territory.

⁷ A total electric vehicle relies completely on electrical energy from batteries whereas hybrid vehicles rely on a combination of other fuels and electrical energy.

⁸ The key assumptions include 34 kWh’s per 100 miles and 15,000 miles per year <http://www.fueleconomy.gov/feg/label/learn-more-electric-label.shtml>

Table 3: Anticipated Electric Vehicle Energy Sales – 5 Year

A	B	C	D	E	F	G
Year	Electric Vehicles	Electric Consumption kWh per 100 mi	Estimated Annual Miles per Electric Vehicle	Total miles per Year	Energy Sales MWh's per Program Year	Cumulative Energy Sales MWh's
1	8	34	15,000	120,000	41	41
2	16	34	15,000	240,000	82	122
3	24	34	15,000	360,000	122	245
4	24	34	15,000	360,000	122	367
5	28	34	15,000	420,000	143	510
	100					1285

Note: Columns C & D, <http://www.fueleconomy.gov/feg/label/learn-more-electric-label.shtml#driving-range>

New Proposed Language in the EV Rider

The initial language in the proposed EV Rider Rate Schedule (Appendix 1) was adapted from the current Fixed TOS Rider. There are three sections of the EV Rider where it was necessary to propose new language.

- 1) *Availability*. This section required new language to clearly define the purpose of the rider.
- 2) *Authorized Periods of Electric Service*. This new section replaced the “CONTROL CRITERIA” section in the Fixed TOS Rider to improve the clarity of the service provided. The EV Rider is offering service only in the off-peak periods, i.e. authorized periods, from 10:00 p.m. until 6:00 a.m. each day. All other times are not authorized for electric service under this rate.
- 3) *Penalty Periods*. This section in the EV Rider was revised from the Fixed TOS Rider to address the previous new section (*Authorized Periods of Electric Service*). The revision added new language to address when penalty periods occur. In the case of the EV Rider, penalty periods will occur if electric service occurs during unauthorized periods (i.e. after 6 a.m. up to 10:00 p.m.).

Electric Generation Options

As directed by Minn. Stat. §216B.1614, Subd. 2 (2i & 2ii), the utility must provide customers choices of electricity supply. The two choices are a) the utilities current mix of

energy supply sources⁹, or b) entirely from renewable energy resources. A customer using the EV Rider will pay the proposed EV Rider Rates which have been developed based on Otter Tail's current mix of energy supply sources. Should a customer wish to acquire their energy solely from renewable resources, customers will be able to do so through participation in Otter Tail's Voluntary Renewable Energy Rider¹⁰ ("TailWinds"), which is our emission-free renewable energy wind-generated energy program, and which meets the aforementioned statute requirement. Customers who choose the TailWinds option would pay an additional amount for this renewable energy resource above the proposed applicable rate in the EV Rider.

Tariff Availability

Otter Tail has elected to offer the EV Rider to all customer classes. Per Minn. Stat. §216B.1614, Subd. 2b, the minimum requirement is the residential customer class.

Expected Customer Costs Under Otter Tail's Proposed EV Rider

In Table 4, Otter Tail has assembled an estimate of what total electric vehicle customers would expect to pay on Otter Tail's EV Rider¹¹. The comparison includes the estimated annual cost for those customers who utilize the current utility generation mix versus the renewable energy option - TailWinds – for their total electric vehicle on their electric service account. Customers with hybrid electric vehicles would likely use less electricity, on an annual basis, than total electric vehicles.

⁹ Otter Tail's generation fleet includes coal-fired power plants, wind farms, hydroelectric stations, and combustion turbines. For more information see <https://www.otpc.com/about-us/how-we-generate-electricity/>

¹⁰ Voluntary Renewable Energy Rider – Section 14.09, https://www.otpc.com/media/102749/MN_1409.pdf. The TailWinds generation fleet is 100% wind and is separate from the other Otter Tail generation resources.

¹¹ This comparison includes the proposed rate design and excludes other applicable charges currently approved by the Minnesota Public Utilities Commission. Upon approval of the final rate, Otter Tail will include more detailed cost & savings information on its future Electric Vehicle webpage. See Otter Tail's Mandatory Rate Schedules, Section 13 for further details on other charges. https://www.otpc.com/media/102620/MN_1300.pdf

Table 4: Expected Annual Costs per Customer on Otter Tail’s Proposed EV Rate For Total Electric Vehicle Energy Consumption

A	B	C	D	E
Customer Generation Option	Estimated Annual Miles per Electric Vehicle	Estimated Annual kWh/year	Average Annual EV Rate \$/kWh	Average Annual Cost
Utility Mix	15,000	5,100	\$ 0.04055	\$ 207
TailWinds	15,000	5,100	\$ 0.05355	\$ 273

Note: Columns B & C <http://www.fueleconomy.gov/feg/label/learn-more-electric-label.shtml#driving-range>
 Column C: 15,000 miles/year*34 kWh/100 miles = 5,100 kWh/year

Proposed Marketing-Promotion & Education

Otter Tail proposes to promote the electric vehicle off-peak rate to all Minnesota customers through an informative bill insert. The insert will describe the newly available rate and direct customers to more information on our web site. At the electric vehicle web page, they will learn:

- How to sign up for the off-peak EV rate
- What they must install to be eligible for the rate
- The approximate costs for installation
- Proof/eligibility of ownership
- Some links or examples to demonstrate the savings offered by electric vehicles.

Otter Tail will update the website with new information based on questions asked to our Idea Center¹². Customers who take advantage of the new EV rate will receive a window cling for their vehicle to promote off-peak charging.

Proposed Effective Date

Otter Tail proposes that the new Off-Peak Rider go into effect on May 1, 2015. Otter Tail requests an approval date in early April 2015 to commence marketing efforts for summer 2015.

¹² Otter Tail’s Idea Center, toll-free 800-493-3299, is a one-stop shop to ask questions and get information about rebates and services offered.

V. CONCLUSION

Otter Tail respectfully requests that the Commission approve the enclosed new tariff offering, to be effective as of May 1, 2015.

Dated: January 30, 2015

Respectfully submitted,

OTTER TAIL POWER COMPANY

By: /s/ DAVID G. PRAZAK

David G. Prazak
Supervisor Pricing & Tariff Administration
Otter Tail Power Company
215 South Cascade Street
P. O. Box 496
Fergus Falls, MN 56538-0496
(218) 739-8595
dprazak@otpc.com

APPENDIX 1



Fergus Falls, Minnesota

OFF-PEAK ELECTRIC VEHICLE RIDER
 (Commonly identified as Off-Peak EV)

DESCRIPTION	RATE CODES
Off-Peak EV Service – Self-Contained Metering	31-781
Penalty/Unauthorized Use	31-887
Off-Peak EV Service – CT Metering	31-782
Penalty/Unauthorized Use	31-888
Off-Peak EV Service – Primary CT Metering	31-783
Penalty/Unauthorized Use	31-889

RULES AND REGULATIONS: Terms and conditions of this electric rate schedule and the General Rules and Regulations govern use of this rider.

AVAILABILITY: This rider is available to Customers to purchase electricity solely for the purpose of recharging an electric vehicle, as defined in Minnesota Statute § 216B.1614, Subd.1. The Company reserves the right, at any time, to require from the Customer the State of Minnesota vehicle registration and/or audit the interconnected facilities to verify customer compliance with Minnesota Statute § 216B.1614 and eligibility for this rate.

RATE:

Off-Peak Electric Vehicle Service – Self-Contained Metering		
Customer Charge per Month:	\$1.50	
Monthly Minimum Bill:	Customer + Facilities Charges	
Facilities Charge per Month:	\$3.00	
	Summer	Winter
Energy Charge per kWh:	2.962 ¢/kWh	4.661 ¢/kWh
Penalty:	5.676 ¢/kWh	3.605 ¢/kWh
During the Penalty Period, kWhs used will be measured and billed at the Energy Charge and Penalty listed above.		



Fergus Falls, Minnesota

Off-Peak Electric Vehicle Service – CT Metering			
Customer Charge per Month:	\$2.00		
Monthly Minimum Bill:	Customer + Facilities Charges		
Facilities Charge per Month:	\$16.00		
	Summer		Winter
Energy Charge per kWh:	2.962 ¢/kWh		4.661 ¢/kWh
Penalty:	5.676 ¢/kWh		3.605 ¢/kWh
During the Penalty Period, kWhs used will be measured and billed at the Energy Charge and Penalty listed above.			

Off-Peak Electric Vehicle Service – Primary CT Metering			
Customer Charge per Month:	\$5.00		
Monthly Minimum Bill:	Customer + Facilities Charges		
Facilities Charge per Month:	\$8.00		
	Summer		Winter
Energy Charge per kWh:	2.956 ¢/kWh		4.648 ¢/kWh
Penalty:	5.670 ¢/kWh		3.592 ¢/kWh
During the Penalty Period, kWhs used will be measured and billed at the Energy Charge and Penalty listed above.			

MANDATORY AND VOLUNTARY RIDERS: The amount of a bill for service will be modified by any Mandatory Rate Riders that must apply and by any Voluntary Rate Riders selected by the Customer, unless otherwise noted in this rider. See Sections 12.00, 13.00 and 14.00 of the electric rates for the matrices of riders.

DEFINITIONS OF SEASONS:

Summer: June 1 through September 30

Winter: October 1 through May 31



Fergus Falls, Minnesota

AUTHORIZED PERIODS OF ELECTRIC SERVICE: The Customer will only receive electric service during the authorized periods from 10:00 p.m. until 6:00 a.m. each day. All other hours of electric service are unauthorized and subject to Penalty Periods.;

PENALTY PERIODS: Penalty periods are defined as periods when a) Customer utilizes service during unauthorized periods and/or b) the Company signals to interrupt the Customer's load and the Customer's equipment does not shed the load. Installation of a dual register Meter will be at the option of the Company. When a dual register Meter is installed, penalty usage will be recorded on the penalty register, and the total register of the dual register Meters.

The penalty provision is not intended as a buy-through option. Under no circumstances should the penalty clause of this rider be interpreted as an approved buy-through option for service under this rider.

EQUIPMENT SUPPLIED: The Company will supply and maintain the necessary standard metering and control equipment.

Section *Item* _____

14.00 VOLUNTARY RIDERS AND AVAILABILITY MATRIX

14.01	Water Heating Control Rider
14.02	Real Time Pricing Rider
14.03	Large General Service Rider
14.04	Controlled Service – Interruptible Load CT Metering Rider (Large Dual Fuel)
14.05	Controlled Service – Interruptible Load Self-Contained Metering Rider (Small Dual Fuel)
14.06	Controlled Service – Deferred Load Rider
14.07	Fixed Time of Service Rider
14.08	Air Conditioning Control Rider (CoolSavings)
14.09	Renewable Energy Rider (TailWinds)
14.10	WAPA Bill Crediting Program Rider
14.11	Released Energy Rider
14.12	Off-Peak Electric Vehicle Rider

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15.00 MINNESOTA ELECTRIC SERVICE AREA

15.00	Minnesota Communities Served
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Fergus Falls, Minnesota

VOLUNTARY RIDERS - AVAILABILITY MATRIX

The amount of a bill for service will be modified by any Mandatory Rate Riders that must apply, by any Voluntary Rate Riders selected by the Customer, and charges listed in the General Rules and Regulations.

Availibility Matrix													
Voluntary Riders	Water Heating Control Rider	Real Time Pricing Rider	Large General Service Rider	Controlled Service - Interruptible Load (CT Metering) Rider	Controlled Service - Interruptible Load (Self-Contained Metering) Rider	Controlled Service - Deferred Load Rider	Fixed Time of Service Rider	Air Conditioning Control Rider	Renewable Energy Rider	WAPA Bill Crediting Program Rider	Released Energy Rider	Off-Peak Electric Vehicle Rider	
Base Tariffs	Section Numbers	14.01	14.02	14.03	14.04	14.05	14.06	14.07	14.08	14.09	14.10	14.11	14.12
RESIDENTIAL & FARM SERVICES													
Residential Service	9.01	✓			✓	✓	✓	✓	✓	✓	✓		✓
Residential Demand Control Service	9.02	✓						✓	✓	✓			✓
Farm Service	9.03	✓			✓	✓	✓	✓	✓	✓	✓		✓
GENERAL SERVICES													
Small General Service (Under 20 kW)	10.01	✓			✓	✓	✓	✓	✓	✓	✓		✓
General Service (20 kW or Greater)	10.02	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
General Service - Time of Use	10.03	✓	✓						✓	✓	✓		✓
Large General Service	10.04	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Large General Service - Time of Day	10.05	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
OTHER SERVICES													
Standby Service	11.01												
Irrigation Service	11.02									✓			
Outdoor Lighting - Energy Only - Dusk to Dawn	11.03									✓			
Outdoor Lighting - Dusk to Dawn	11.04									✓			
Municipal Pumping Service	11.05	✓	✓		✓	✓	✓	✓	✓	✓			✓
Civil Defense - Fire Sirens	11.06												
Key: ✓ = May apply ■ = Mandatory □ = Not Applicable													

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Fergus Falls, Minnesota

Section Item _____

14.00 VOLUNTARY RIDERS AND AVAILABILITY MATRIX

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14.01	Water Heating Control Rider
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14.11	Released Energy Rider
<u>14.12</u>	<u>Off-Peak Electric Vehicle Rider</u>

15.00 MINNESOTA ELECTRIC SERVICE AREA

15.00	Minnesota Communities Served
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Fergus Falls, Minnesota

VOLUNTARY RIDERS - AVAILABILITY MATRIX

The amount of a bill for service will be modified by any Mandatory Rate Riders that must apply, by any Voluntary Rate Riders selected by the Customer, and charges listed in the General Rules and Regulations.

Availibility Matrix													
Voluntary Riders	Water Heating Control Rider	Real Time Pricing Rider	Large General Service Rider	Controlled Service - Interruptible Load (CT Metering) Rider	Controlled Service - Interruptible Load (Self-Contained Metering) Rider	Controlled Service - Deferred Load Rider	Fixed Time of Service Rider	Air Conditioning Control Rider	Renewable Energy Rider	WAPA Bill Crediting Program Rider	Released Energy Rider	Off-Peak Electric Vehicle Rider	
Base Tariffs	Section Numbers	14.01	14.02	14.03	14.04	14.05	14.06	14.07	14.08	14.09	14.10	14.11	14.12
RESIDENTIAL & FARM SERVICES													
Residential Service	9.01	✓			✓	✓	✓	✓	✓	✓	✓		✓
Residential Demand Control Service	9.02	✓						✓	✓	✓			✓
Farm Service	9.03	✓			✓	✓	✓	✓	✓	✓			✓
GENERAL SERVICES													
Small General Service (Under 20 kW)	10.01	✓			✓	✓	✓	✓	✓	✓	✓		✓
General Service (20 kW or Greater)	10.02	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
General Service - Time of Use	10.03	✓	✓						✓	✓	✓		✓
Large General Service	10.04	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Large General Service - Time of Day	10.05	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
OTHER SERVICES													
Standby Service	11.01												
Irrigation Service	11.02									✓			
Outdoor Lighting - Energy Only - Dusk to Dawn	11.03									✓			
Outdoor Lighting - Dusk to Dawn	11.04									✓			
Municipal Pumping Service	11.05	✓	✓		✓	✓	✓	✓	✓	✓			✓
Civil Defense - Fire Sirens	11.06												
Key: ✓ = May apply ■ = Mandatory □ = Not Applicable													

NCC

CERTIFICATE OF SERVICE

**RE: In the Matter of the Petition of Otter Tail Power Company for
Approval of its Off-Peak Electric Vehicle Rider as required by Minn. Stat.
§216B.1614
MPUC Docket No. E017/M-15-____**

I, Nancy L. Olson, hereby certify that I have this day served a copy of the following, or a summary thereof, on Daniel P. Wolf and Sharon Ferguson by e-filing, and to all other persons on the attached service list by electronic service or by First Class mail.

**Otter Tail Power Company
Petition**

Dated this 30th day of January, 2015.

/S/ NANCY L. OLSON
Nancy L. Olson, Regulatory Filing Coordinator
Otter Tail Power Company
215 South Cascade Street
Fergus Falls MN 56537
(218) 739-8376

Minnesota Docket No. E017/M-15-____
General Service List

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Christopher	Anderson	canderson@allete.com	Minnesota Power	30 W Superior St Duluth, MN 558022191	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Michael	Bradley	mike.bradley@lawmoss.com	Moss & Barnett	150 S. 5th Street, #1200 Minneapolis, MN 55402	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Ray	Choquette	rchoquette@agp.com	Ag Processing Inc.	12700 West Dodge Road PO Box 2047 Omaha, NE 68103-2047	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
James C.	Erickson	jericksonkbc@gmail.com	Kelly Bay Consulting	17 Quechee St Superior, WI 54880-4421	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Sharon	Ferguson	sharon.ferguson@state.mn.us	Department of Commerce	85 7th Place E Ste 500 Saint Paul, MN 551012198	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Bruce	Gerhardson	bgerhardson@otpc.com	Otter Tail Power Company	PO Box 496 215 S Cascade St Fergus Falls, MN 565380496	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Shane	Henriksen	shane.henriksen@enbridge.com	Enbridge Energy Company, Inc.	1409 Hammond Ave FL 2 Superior, WI 54880	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
James D.	Larson	james.larson@avantenergy.com	Avant Energy Services	220 S 6th St Ste 1300 Minneapolis, MN 55402	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Douglas	Larson	dlarson@dakotaelectric.com	Dakota Electric Association	4300 220th St W Farmington, MN 55024	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
John	Lindell	agorud.ecf@ag.state.mn.us	Office of the Attorney General-RUD	1400 BRM Tower 445 Minnesota St St. Paul, MN 551012130	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Kavita	Maini	kmains@wi.rr.com	KM Energy Consulting LLC	961 N Lost Woods Rd Oconomowoc, WI 53066	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing

Minnesota Docket No. E017/M-15-____
 General Service List

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Andrew	Moratzka	apmoratzka@stoel.com	Stoel Rives LLP	33 South Sixth Street Suite 4200 Minneapolis, MN 55402	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Gary	Oetken	goetken@agp.com	Ag Processing, Inc.	12700 West Dodge Road P.O. Box 2047 Omaha, NE 681032047	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Debra	Opatz	dopatz@otpc.com	Otter Tail Power Company	215 South Cascade Street Fergus Falls, MN 56537	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
David G.	Prazak	dprazak@otpc.com	Otter Tail Power Company	P.O. Box 496 215 South Cascade Street Fergus Falls, MN 565380496	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Larry L.	Schedin	Larry@LLSResources.com	LLS Resources, LLC	12 S 6th St Ste 1137 Minneapolis, MN 55402	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Stuart	Tommerdahl	stommerdahl@otpc.com	Otter Tail Power Company	215 S Cascade St PO Box 496 Fergus Falls, MN 56537	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing
Daniel	Wolf	dan.wolf@state.mn.us	Public Utilities Commission	Suite 350 121 7th Place East St. Paul, MN 551022147	Electronic Service	No	GEN_SL_Otter Tail Power Company_General Service List - Tariff Filing