February 12, 2021

Will Seuffert, Executive Secretary
Minnesota Public Utilities Commission
121 7th Place East, Suite 350
St. Paul, Minnesota 55101

Re: Dakota Electric Association Petition to Implement a Pilot Multi-Family Residential Electric Vehicle Service and Pilot Non-Residential Electric Vehicle Service
Docket No. E-111/M-21-___

Dear Mr. Seuffert:

Dakota Electric Association® (Dakota Electric® or Cooperative) submits the attached Petition requesting approval to implement a pilot multi-family residential electric vehicle service and a pilot non-residential electric vehicle service.

If you or your staff has any questions regarding Dakota Electric's petition, please contact me any time at (651) 463-6258 or dlarson@dakotaelectric.com.

Sincerely,

/s/ Douglas R. Larson

Douglas R. Larson
Vice President of Regulatory Services
Dakota Electric Association
4300 220th Street West
Farmington, MN 55024
651-463-6258
dlarson@dakotaelectric.com

STATE OF MINNESOTA
BEFORE THE
MINNESOTA PUBLIC UTILITIES COMMISSION

IN THE MATTER OF A DAKOTA ELECTRIC ASSOCIATION PETITION TO IMPLEMENT PILOT ELECTRIC VEHICLE SERVICES	DOCKET NO. E-111/M-21-___

SUMMARY

On February 12, 2021, Dakota Electric Association® (Dakota Electric® or Cooperative) submitted a Petition to the Minnesota Public Utilities Commission (Commission or MPUC) requesting approval to implement a pilot multi-family residential electric vehicle service and a pilot non-residential electric vehicle service.

STATE OF MINNESOTA
BEFORE THE
MINNESOTA PUBLIC UTILITIES COMMISSION

Katie J. Sieben	Chair
Valerie Means	Commissioner
Matthew Schuerger	Commissioner
Joseph K. Sullivan	Commissioner
John A. Tuma	Commissioner

IN THE MATTER OF A DAKOTA ELECTRIC ASSOCIATION PETITION TO IMPLEMENT PILOT ELECTRIC VEHICLE SERVICES	DOCKET NO. E-111/M-21-___

PETITION OF DAKOTA ELECTRIC ASSOCIATION

I. Introduction

Dakota Electric Association® (Dakota Electric® or Cooperative) submits the following Petition to the Minnesota Public Utilities Commission (Commission or MPUC) requesting approval to implement a pilot multi-family residential electric vehicle service and a pilot non-residential electric vehicle service.

II. Filing Requirements

Pursuant to Minn. Stat. § 216B.16, subd. 1 and Minn. Rule 7829.1300, Dakota Electric provides the following required general filing information.

1. Summary of Filing (Minn. Rule 7829.1300, subp.1)
A one paragraph summary accompanies this Petition.

2. Service on Other Parties (Minn. Rule 7829.1300, subp. 2)
Pursuant to Minn. Rules 7829.1300, subp. 2, Dakota Electric eFiles this Petition on the Minnesota Department of Commerce and the Office of Attorney General – Antitrust and Utilities Division. A summary of the filing prepared in accordance with Minn. Rules 7829.1300, subp. 1 is being served on Dakota Electric's general service list.

3. Name, Address and Telephone Number of Utility (Minn. Rule 7829.1300, subp. 4(A))

Dakota Electric Association
4300 220th Street West
Farmington, MN 55024
(651) 463-6212

4. Name, Address and Telephone Number of Utility Attorney (Minn. Rule 7829.1300, subp. 4(B))

Eric F. Swanson
Winthrop & Weinstine
225 South Sixth Street, Suite 3500
Minneapolis, Minnesota 55402-4629

5. Date of Filing and Date Proposed Rate Takes Effect (Minn. Rule 7829.1300, subp. 4(C))

This Petition is being filed on February 12, 2021. Minn. Rule 7825.3200 requires that utilities serve notice to the Commission at least 90 days prior to the proposed effective date of modified rates. The proposed availability of the non-residential electric vehicles service will take effect upon Commission approval, but no sooner than May 13, 2021.

6. Statute Controlling Schedule for Processing the Filing (Minn. Rule 7829.1300, subp.4(D))

This Petition is made pursuant to Minn. Stat. § 216B.16. Dakota Electric's filing falls within the definition of a "Miscellaneous Tariff Filing" under Minn. Rules 7829.0100, subp. 11. Minn. Rules 7829.1400, subp. 1 and 4 specify that comments in response to a miscellaneous filing be filed within 30 days, and reply comments be filed no later than 10 days from the expiration of the original comment period.

7. Utility Employee Responsible for Filing (Minn. Rule 7829.1300, subp. 4(E))

Douglas R. Larson
Vice President of Regulatory Services
Dakota Electric Association
4300 220th Street West
Farmington, MN 55024
651-463-6258
dlarson@dakotaelectric.com

8. Impact on Rates and Services (Minn. Rule 7829.1300, subp. 4(F))

The petition implements two new time-of-use pilot electric vehicles services with rates based on cost analysis consistent with the Cooperative's recently approved general rate case and the existing time-of-use residential electric vehicle rates.

The additional information required under Minn. Rule 7829.1300, subp. 4(F) is included throughout this Petition.

III. Petition

1. Background

Dakota Electric submitted a petition to implement a time-of-use residential electric vehicle rate in August 2012 (Docket No. E-111/M-12-874). At the time of that filing, we were aware of 7 electric vehicles receiving service from the Cooperative under the Controlled Energy Storage (Schedule 51) rate. Dakota Electric now has enrolled about 500 plug-in electric vehicles on either our EV-1 Residential Electric vehicle rate (the time-of-use rate) or Storage Rate 51 (overnight charging), with about half enrolled on Storage and half enrolled on EV-1. The trend towards a higher proportion of EV-1 participants was noticed last year and continues to correlate with the higher proportion of battery-only electric vehicles versus plug-in hybrid vehicles being enrolled. A recent Commission staff analysis estimated that about half of the registered electric vehicles in our service territory are participating in one of our residential EV offerings.

Dakota Electric now seeks to implement two new pilot electric vehicle rate offerings – one for residential members living in a multi-family building and one for non-residential members. These rates will facilitate electric vehicle charging at multi-family residential buildings as well as retail, business, multi-tenant and other commercial locations.

2. Dakota Electric Petition

Pilot Non-Residential Electric Vehicle Service

Dakota Electric requests Commission approval to implement a Pilot Non-Residential Electric Vehicle Service (Sheets 26.0 and 26.1 of Section V are attached). Key provisions of this service include:

- Available to non-residential members receiving their main electric service through Schedules 41, 46, and 54,
- Provided as separate individually metered (not sub-metered) service,
- Rate structure with time-of-use energy charges only – no monthly fixed charge or demand charges are applied to this service, and

- Designated as a pilot rate, which offers potential flexibility to adjust rates and conditions of service as more experience is gained with this service.

Proposed Non-Residential EV Rate Schedule

The proposed rate schedule for the Pilot Non-Residential Electric Vehicle Service was prepared with the Cooperative's residential EV service as the starting point. That is, many of the features of the Residential EV Service are included in the proposed non-residential rate schedule.

Specific clauses in the proposed pilot non-residential schedule that are the same as the residential schedule are as follows:

- Type of Service
- Rate (structure is the same, with the specific charges based on cost analysis for non-residential EV service as discussed below)
- Definition of Periods
- Resource and Tax Adjustment
- Taxes
- Terms of Payment

Specific clauses in the proposed non-residential schedule that were modified or added to the residential schedule are as follows:

- Availability
    - The proposed Pilot Non-Residential EV Service will be available to consumers taking service under either Schedule 41 (Small General), Schedule 46 (General), or Schedule 54 (General Service Time-of-Use) services.
    - This service is not applicable at multi-family buildings with housing units for residential inhabitants.
    - The Cooperative will make the final determination of applicability of this schedule.
    - Removed the proof of registration as not applicable to this service.
- Metering

    - The proposed Metering clause eliminates wording related to load research and metering for such research. With the Cooperative's implementation of automated meter reading through our Advanced Grid Infrastructure (AGi) effort, we will have consumption information from all meters without the need to conduct specific load research on these locations.
    - Electric service under this rate must be supplied through a separate metered circuit (installed at the consumer's expense).
    - Because metering at commercial locations can be more complex, we have included a provision that metering must be approved before the installation starts.
- Renewable Energy Supply
    - This clause is added to provide another means of informing and encouraging members to participate in our Wellspring program. Such participation is voluntary and optional.

Non-residential EV Cost Analysis and Rate Design

The cost analysis and rate design for the proposed Pilot Non-Residential Electric Vehicle Service is attached. This analysis and rate design approach is the same as that used by Dakota Electric to develop and implement the residential EV rate. The content and key features of this analysis are as follows:

- Page 1 – Estimated wholesale power costs
    - The wholesale power cost analysis identifies the estimated energy and demand related wholesale power costs using wholesale rates from our recently approved general rate case.
    - Two key assumptions in this analysis are the anticipated load factor of the EV chargers and the coincidence of EV charging with the monthly GRE wholesale billing peak. Both are estimates that will be refined as we gain knowledge from participating consumers.
- Page 2 – Off-peak cost analysis
    - The off-peak cost analysis follows the same analysis approach that Dakota Electric used for the residential EV rate and is used in the development of our load management rates.

    - This analysis takes into account GRE wholesale energy costs, distribution line loss, meter costs, allocated distribution system costs, and margin. The sum of these components is the off-peak energy rate.
- Page 3 – Rate design
    - The development of the rate design starts with the off-peak energy rate calculated on Page 2 of the analysis.
    - The on-peak energy rate adds estimated/calculated wholesale power on-peak energy costs and capacity and transmission costs (converted to an energy basis) to the off-peak energy rate. The result is the on-peak energy rate.
    - The "Other" period energy rate is calculated at the average "all-in" energy rate for combined Schedules 41, 46, and 54 which are the main services associated with the availability of this proposed service.

Pilot Multi-Family Residential Electric Vehicle Service

Dakota Electric requests Commission approval to implement a Pilot Multi-Family Residential Electric Vehicle Service (Sheets 27.0 and 27.1 of Section V are attached). Key provisions of this service include:

- Available for electric vehicle charging by residential consumers living in multi-family buildings,
- Provided as a separate individually metered (not sub-metered) service,
- Rate structure with time-of-use energy charges only – no monthly fixed charge or demand charges are applied to this service, and
- Designated as a pilot rate, which offers potential flexibility to adjust rates and conditions of service as more experience is gained on load profiles.

Proposed Multi-Family Residential EV Rate Schedule

The proposed rate schedule for the Pilot Multi-Family Residential Electric Vehicle Service was prepared with the Cooperative's residential EV service as the starting point. That is, many of the features of the Residential EV Service are included in the proposed multi-family residential rate schedule.

Specific clauses in the proposed pilot multi-family residential schedule that are the same as the residential schedule are as follows:

- Type of Service
- Rate structure and specific charges are the same as the residential EV service as discussed below
- Definition of Periods
- Resource and Tax Adjustment
- Taxes
- Terms of Payment

Specific clauses in the proposed multi-family residential schedule that were modified or added to the residential schedule are as follows:

- Availability
    - The proposed Pilot Multi-Family Residential EV Service will be available as a separate individually metered service available to residential consumers living in multi-family buildings.
    - Multi-family includes buildings where housing units for residential inhabitants are contained within one building or several buildings within one complex and are buildings that include housing units commonly referred to as apartments or condominiums.
    - The Cooperative will make the final determination of applicability of this schedule.
    - Removed the proof of registration as not applicable to this service.
- Metering
    - The proposed Metering clause eliminates wording related to load research and metering for such research. With the Cooperative's implementation of automated meter reading through our Advanced Grid Infrastructure (AGi) effort, we will have consumption information from all meters without the need to conduct specific load research on these locations.
    - Electric service under this rate must be supplied through a separate metered circuit (installed at the multi-family building owner's expense).

- Because metering at multi-family locations can be more complex, we have included a provision that metering must be approved before the installation starts.

- Renewable Energy Supply
  - This clause is added to provide another means of informing and encouraging members to participate in our Wellspring program. Such participation is voluntary and optional.

Multi-Family Residential EV Cost Analysis and Rate Design

Since the multi-family residential service is being provided to charge individual residential vehicles, the Cooperative relies on the same cost analysis and rate design as our existing Residential Electric Vehicle Service. The rates for this service, which is charging individual residential vehicles, are the same rates in place for our existing residential time-of-use service.

Miscellaneous

Finally, Dakota Electric also submits a revised Table of Contents for Section V of the Rate Book (Section V, Sheet 2, Revision 14) that includes the proposed Pilot Non-Residential Electric Vehicle Service and proposed Multi-Family Residential Electric Vehicle Service.

Conclusion

Based on the information contained in this filing, Dakota Electric respectfully requests that the Commission approve the implementation of a pilot non-residential electric vehicle service and a pilot multi-family residential electric vehicle service.

Dated: February 12, 2021

Respectfully Submitted,

/s/ Douglas R. Larson

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Douglas R. Larson
Vice President of Regulatory Services
Dakota Electric Association

Certificate of Service

I, Melissa Cherney, hereby certify that I have this day served copies of the attached document to those on the following service list by e-filing, personal service, or by causing to be placed in the U.S. mail at Farmington, Minnesota.

Docket No. E-111/M-21-___

Dated this 12th day of February 2021

/s/ Melissa Cherney

_____

Melissa Cherney

Dakota Electric Association
Pilot Non-Residential Electric Vehicle Service Analysis
Estimated Wholesale Power Costs

1. Assumptions

2.5%	Distribution Line Loss
75%	Coincidence Factor

EV Charger:

50	kW Demand
10%	Load Factor

2. Wholesale Power Rates (GRE 2019)

Energy Charge			
Off Peak Energy Rate	@	$0.04655	/kWh
On Peak Energy Rate	@	$0.05948	/kWh
Capacity Charge			
Summer (Jun-Aug)	@	$18.24	/kW/mo.
Winter (Dec-Feb)	@	$12.16	/kW/mo.
Other	@	$6.08	/kW/mo.
Average		$10.64	
Transmission Charge	@	$6.57	/kW/mo.
Ancillary Charge	@	$0.69	/kW/mo.

3. Monthly Wholesale Energy Cost

	730	Hours in a Month
	10%	Load Factor
	50	kW Demand
	3,650	Monthly Energy
$	0.05082	Average Energy (1/3 On-Peak & 2/3 Off-Peak)
$	185.48	Subtotal
	2.5%	Line Loss
$	190.12	Monthly Wholesale Energy Cost

4. Monthly Wholesale Demand Cost (Capacity & Transmission)

	50	kW Demand
	75%	Coincidence Factor
	37.5	Diversified Demand
$	17.90	Average Monthly Coincident Charges per kW
$	671.25	Subtotal
	2.5%	Line Loss
$	688.03	Monthly Wholesale Demand Cost

Off-Peak Cost of Service Analysis

I. Summary

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
Rate Description	**GRE Rate** (¢/kWh)	**Line Losses** (¢/kWh)	**Meter** (¢/kWh)	**System Distribution** (¢/kWh)	**Margin** (¢/kWh)	**Total Cost** (¢/kWh)	**Weighted Sales** (%)	**Retail Rate** (¢/kWh)
GS Electric Vehicle	4.655	0.116	0.020	1.880	0.215	6.89	100%	**6.89**

Col. **Notes**

(b) Based on GRE wholesale rate schedules for Year 2019, off peak energy rate plus ancillary service energy charge.
(c) GRE General Service Energy Rate x 2.5% which represents the average line losses for the distribution system.
(d) Average annual cost per kWh for AGi meter.
(e) Allocated distribution cost for combined Schedule 41 and 46 from COS in E-111/GR-19-478.
(f) Margin percent times sum of Col. (b) to Col. (e).
(g) Sum Col. (b) to Col. (f).

Line				Notes/Description
	Off-Peak			
1		$	0.0689	See Page 2 of 3
	On-Peak			
2		$	0.0689	Off-Peak Energy Charge from Line 1 above
3		$	0.06097	Wholesale On-Peak Energy - plus Line Loss (see Page 1 of 3)
4	-	$	0.04771	Wholesale Off-Peak Energy - plus Line Loss (see Page 1 of 3)
5	=	$	0.01325	Additional Cost of On-Peak Wholesale Energy
6		$	688.03	Average Monthly Capacity & Transmission Cost (see Page 1 of 3)
7	÷		3,650	Average Monthly Energy - kWh (see Page 1 of 3)
8	=	$	0.18850	Wholesale Capacity & Transmission Cost per kWh
9		$	0.2706	Total On-Peak Rate (sum of lines 2, 5 and 8)
	Average Schedule 41 and 46			
10		$	57,357,235	Approved Schedule 41 and 46 Revenue (E-111/GR-19-478)
11	÷		504,537,600	Schedule 41 and 46 Energy Sales
12	=	$	0.1137	Average "All-In" Rate per kWh

SCHEDULE 57
PILOT NON-RESIDENTIAL ELECTRIC VEHICLE SERVICE

Availability

Available as a pilot offering on a voluntary basis for charging electric vehicles in a non-residential location where electric service is provided under Schedules 41, 46, or 54 who also desire metered service for the sole purpose of electrically charging licensed automobiles or light trucks. This service is not applicable at multi-family buildings with housing units for residential inhabitants. The Cooperative will make the final determination of applicability of this schedule. Service on this tariff is limited to electric vehicles that are SAE J1772 compliant and registered and operable on public highways in the State of Minnesota. Low-speed electric vehicles, including golf carts, are ineligible to take service under this tariff even if licensed to operate on public streets. Service is subject to the established rules and regulations of the Association.

Type of Service

Single phase or three phase, 60 hertz, at available secondary voltages.

Rate

Energy Charges:

Off-Peak:	$0.0689 per kWh
On-Peak:	$0.2706 per kWh
Other:	$0.1137 per kWh

Plus, RTA and applicable sales tax

Definition of Periods

Energy Charge time periods are defined as follows:

Off-Peak	9:00 pm to 8:00 am Mon. – Fri., and all-day Weekends and Holidays
On-Peak	4:00 pm to 9:00 pm Mon. – Fri., excluding Holidays
Other	8:00 am to 4:00 pm Mon. – Fri., excluding Holidays

Holidays shall be: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Metering

Electric service under this rate must be supplied through a separate metered circuit (installed at the consumer's expense) and approved electric vehicle charging equipment. Installations must conform to the Association's specifications. Metering must be approved by the Association before the installation starts. The consumer shall supply, at no expense to Dakota Electric, a suitable location for meters and associated equipment used for billing.

SCHEDULE 57
PILOT NON-RESIDENTIAL ELECTRIC VEHICLE SERVICE
(Continued)

Resource and Tax Adjustment (RTA)

The Energy Charge shall be adjusted for incremental changes in purchased power costs, incremental changes in Dakota Electric's conservation tracker account balance, and incremental changes in real and personal property taxes above or below the appropriate base costs. The conservation tracker account factor shall be calculated as described in the Resource Adjustment Rider (Sheet 51). The real and personal property tax factor shall be calculated as described in the Property Tax Adjustment Rider (Sheet 53). The purchased power cost factor shall be adjusted by $0.0001 per kilowatt-hour or major fraction thereof, of which the Association's total projected power cost per kilowatt-hour annually exceeds, or is less than, $0.0939 per kilowatt-hour sold. The year used for the annualized RTA will be January 1 through December 31. The projection shall be reviewed after six months (July) and adjusted if necessary. The RTA shall be filed with the Public Utilities Commission each year before implementation.

Renewable Energy Supply Option

Consumers have the option to elect all or a portion of the supply of electricity under this schedule from renewable energy resources. The renewable energy supply option is available subject to the provisions contained in the Optional Renewable Energy (Wellspring Program) Rider.

Taxes

The rates set fourth are based on taxes as of January 1, 2019. The amount of any increase in existing or new taxes on the transmission, distribution, or sales of electricity allocable to sales hereunder, excluding real and personal property taxes already recovered through the RTA, shall be added to the above rate as appropriate.

Terms of Payment

The above charges are net. Balances over $10.00 not received by the Association by the next scheduled billing date will have an interest charge of 1.5 percent or $1.00, whichever is greater, added to the balance.

SCHEDULE 58
PILOT MULTI-FAMILY RESIDENTIAL ELECTRIC VEHICLE SERVICE

Availability

Available as a pilot offering on a voluntary basis for use by residential consumers living in multi-family residential buildings, where participation in Residential Electric Vehicle Service (Schedule EV-1) is not possible, who also desire separately metered service for the sole purpose of electrically charging licensed automobiles or light trucks. Multi-family includes buildings where housing units for residential inhabitants are contained within one building or several buildings within one complex and are buildings that include housing units commonly referred to as apartments or condominiums. The Cooperative will make the final determination of applicability of this schedule. Service on this tariff is limited to electric vehicles that are SAE J1772 compliant and registered and operable on public highways in the State of Minnesota. Low-speed electric vehicles, including golf carts, are ineligible to take service under this tariff even if licensed to operate on public streets. Service is subject to the established rules and regulations of the Association.

Type of Service

Single phase or three phase, 60 hertz, at available secondary voltages.

Rate

Energy Charges:

Off-Peak:	$0.0755 per kWh
On-Peak:	$0.4420 per kWh
Other:	Schedule 31 energy charges apply

Plus, RTA and applicable sales tax

Definition of Periods

Energy Charge time periods are defined as follows:

Off-Peak	9:00 pm to 8:00 am Mon. – Fri., and all-day Weekends and Holidays
On-Peak	4:00 pm to 9:00 pm Mon. – Fri., excluding Holidays
Other	8:00 am to 4:00 pm Mon. – Fri., excluding Holidays

Holidays shall be: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

SCHEDULE 57
PILOT NON-RESIDENTIAL ELECTRIC VEHICLE SERVICE
(Continued)

Metering

Electric service under this rate must be supplied through a separate metered circuit (installed at the multi-family building owner's expense) and approved electric vehicle charging equipment. Installations must conform to the Association's specifications. Metering must be approved by the Association before the installation starts. The building owner shall supply, at no expense to Dakota Electric, a suitable location for meters and associated equipment used for billing.

Resource and Tax Adjustment (RTA)

The Energy Charge shall be adjusted for incremental changes in purchased power costs, incremental changes in Dakota Electric's conservation tracker account balance, and incremental changes in real and personal property taxes above or below the appropriate base costs. The conservation tracker account factor shall be calculated as described in the Resource Adjustment Rider (Sheet 51). The real and personal property tax factor shall be calculated as described in the Property Tax Adjustment Rider (Sheet 53). The purchased power cost factor shall be adjusted by $0.0001 per kilowatt-hour or major fraction thereof, of which the Association's total projected power cost per kilowatt-hour annually exceeds, or is less than, $0.0939 per kilowatt-hour sold. The year used for the annualized RTA will be January 1 through December 31. The projection shall be reviewed after six months (July) and adjusted if necessary. The RTA shall be filed with the Public Utilities Commission each year before implementation.

Renewable Energy Supply Option

Consumers have the option to elect all or a portion of the supply of electricity under this schedule from renewable energy resources. The renewable energy supply option is available subject to the provisions contained in the Optional Renewable Energy (Wellspring Program) Rider.

Taxes

The rates set fourth are based on taxes as of January 1, 2019. The amount of any increase in existing or new taxes on the transmission, distribution, or sales of electricity allocable to sales hereunder, excluding real and personal property taxes already recovered through the RTA, shall be added to the above rate as appropriate.

Terms of Payment

The above charges are net. Balances over $10.00 not received by the Association by the next scheduled billing date will have an interest charge of 1.5 percent or $1.00, whichever is greater, added to the balance.

DAKOTA ELECTRIC ASSOCIATION
ELECTRIC RATE BOOK

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Ryan	Barlow	ryan.barlow@state.mn.us	Public Utilities Commission	121 7th Place East Suite 350 St. Paul, MN 55101214	Electronic Service	No	GEN_SL_Dakota Electric Association_General Service List
Eric	Fehlhaber	efehlhaber@dakotaelectric.com	Dakota Electric Association	4300 220th St W Farmington, MN 55024	Electronic Service	No	GEN_SL_Dakota Electric Association_General Service List
Sharon	Ferguson	sharon.ferguson@state.mn.us	Department of Commerce	85 7th Place E Ste 280 Saint Paul, MN 551012198	Electronic Service	No	GEN_SL_Dakota Electric Association_General Service List
Corey	Hintz	chintz@dakotaelectric.com	Dakota Electric Association	4300 220th Street Farmington, MN 550249583	Electronic Service	No	GEN_SL_Dakota Electric Association_General Service List
Douglas	Larson	dlarson@dakotaelectric.com	Dakota Electric Association	4300 220th St W Farmington, MN 55024	Electronic Service	Yes	GEN_SL_Dakota Electric Association_General Service List
Pam	Marshall	pam@energycents.org	Energy CENTS Coalition	823 7th St E St. Paul, MN 55106	Electronic Service	No	GEN_SL_Dakota Electric Association_General Service List
David	Moeller	dmoeller@allete.com	Minnesota Power	30 W Superior St Duluth, MN 558022093	Electronic Service	No	GEN_SL_Dakota Electric Association_General Service List
Generic Notice	Residential Utilities Division	residential.utilities@ag.state.mn.us	Office of the Attorney General-RUD	1400 BRM Tower 445 Minnesota St St. Paul, MN 551012131	Electronic Service	No	GEN_SL_Dakota Electric Association_General Service List
Eric	Swanson	eswanson@winthrop.com	Winthrop & Weinstine	225 S 6th St Ste 3500 Capella Tower Minneapolis, MN 554024629	Electronic Service	No	GEN_SL_Dakota Electric Association_General Service List