

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 77

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)
PILOT PROGRAM

PURPOSE & OBJECTIVES

This Schedule outlines the parameters of the Company's two-year pilot program for installations of EVSE in residential, workplace, multi-unit dwelling, and public locations. The objectives of the program are to (1) enable installation of a moderate number of different EVSE types in order to immediately support Electric Vehicle adoption and develop the capability to deploy an effective EVSE program on a larger scale, and (2) determine Electric Vehicle residence locations and base charging profiles for residential single family homes, workplace, and public charging locations, in order to better estimate system impacts, facilitate long-range planning, and design useful demand response programs.

As described below, Avista will provide and install AC Level 2 EVSE at participating customer locations. Customers will be responsible for providing adequate electric service at the point of installation. Avista will reimburse customers incurred wiring costs, up to the levels specified in this Schedule. The pilot's targeted number of AC Level 2 EVSE port connections is listed in the following table:

Charging Type	Initial Target	Pilot Extension Target	Total
Residential Single Family Home Level 2	120	120	240
Workplace/Fleet/MUD Level 2	100	75	175
Public Level 2	45	15	60
Total	265	210	275

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As part of the pilot program Avista will also install up to 7 Public DC Fast Charging EVSE. Public DC Fast Charging EVSE will be owned, operated, and sited by the Company.

AVAILABLE:

AC Level 2 EVSE installations are available to Customers in the State of Washington where Avista has electric service and will be available for use as outlined in the table above. Public DC Fast Charging EVSE will be available for use by any Electric Vehicle driver.

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APPLICABLE:

AC Level 2 EVSE is applicable to all customers receiving electric service who contract with Avista to own and install EVSE behind the existing Avista electric service meter that provides service to customer premises.

ELIGIBILITY:

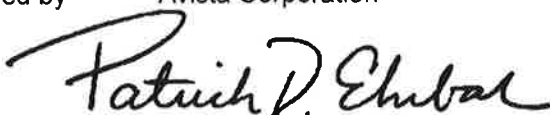
The AC Level 2 EVSE and associated Premises Wiring Reimbursement is available to Customers who agree to the terms and conditions of this Schedule, sign an Avista EVSE Site Agreement, and for residential customers, provide proof of Electric Vehicle ownership or lease.

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By

Patrick Ehrbar, Director of Rates



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SCHEDULE 77 - Continued

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TERM

The term of the pilot program for installations shall be through June 30, 2019. Following the end of the installation period the Company will continue to collect data and perform demand response initiatives per the Customer Obligations described below and offer the Public DC Fast Charging service.

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DEFINITIONS:

Electric Vehicle means a vehicle that uses at least one method of propulsion that is capable of being reenergized by an external source of electricity, is designed to have the capability to drive at a speed of more than 35 miles per hour, and is licensed to drive on state and federal highways.

Electric Vehicle Supply Equipment means the installed device used to deliver electricity from the Premises Wiring to the electric vehicle, meeting Standard J1772 of the Society of Automotive Engineers International and listed under applicable UL Standards and requirements or equivalent listing by a nationally recognized testing laboratory. This device includes the ungrounded, grounded, and equipment grounding conductors, the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets or apparatuses associated with the installed device, but does not include Premises Wiring.

Premises Wiring means a dedicated 208/240VAC circuit that supplies electricity directly to the installed Electric Vehicle Supply Equipment. This includes the protective breaker at the supply panel, wiring, final junction box, receptacle and all attachments and connections. The Customer retains ownership and is wholly responsible for the Premises Wiring, including that it meets all industry workmanship standards and applicable requirements in the National Electric Code, Washington Administrative Code, and local municipal codes.

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An Avista EVSE Site Agreement is an Avista document stating the terms and conditions of participation in the Program, including but not limited to the installation of Premises Wiring and EVSE, ongoing maintenance, and effect of termination.

SITE SELECTION:

All locations in residential single-family homes, multiple-unit dwellings, and at businesses or workplaces for employees shall qualify for AC Level 2 EVSE installations if the Customer meets all eligibility criteria of the Program. Each single family residence will be limited to the installation of one EVSE port connection. Multi-unit dwelling and businesses or workplace AC Level 2 EVSE installations and port connections will be limited as reasonable to match the need at the location with the demand of the Program.

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All AC Level 2 EVSE will be installed behind a customer's meter. Public AC Level 2 (208/240V) EVSE installations shall qualify if the EVSE is at a site location where users are likely to dwell for more than two hours.

Public DC Fast Charging EVSE site locations will be determined by the Company utilizing the Washington Department of Transportation's siting specifications. All Public DC Fast Charging installations will be sited at locations that minimize costs and provide the greatest value and utilization to EV drivers.

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PREMISES WIRING REIMBURSEMENT

Avista will provide premises wiring reimbursements to Customers to help cover the cost of the AC Level 2 EVSE installation and associated Premises Wiring, provided the Customer meets the requirements, terms and conditions of this Schedule and the EVSE Site Agreement. For residential single family home installations, reimbursements shall be 50% of premises wiring costs up to \$1,000 and for non-residential EVSE installations, reimbursements shall be 50% of premises wiring costs up to \$2,000 per port connection.

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TERMINATION:

Customers may terminate participation from the Program at anytime, subject to the termination provisions in the EVSE Site Agreement, at which time the Company will remove the EVSE installed at their location. The Company may terminate the EVSE Site Agreement upon 30 days notice to the Customer and allow the Customer to have the EVSE removed or elect to retain the EVSE as described in the EVSE Site Agreement. In the event the customer relocates within Avista's service territory, Avista will give the Customer the option to install an EVSE at the new location, at the Customer's expense.

OWNERSHIP OF EVSE:

All AC Level 2 EVSE installed will be owned and maintained by the Company until the EVSE is removed or the EVSE Site Agreement has been terminated by either party. At the end of the term of the EVSE Site Agreement the Company will work with the Customer on replacing or upgrading the EVSE and signing a new EVSE Site Agreement, removing the EVSE, or providing the Customer the option to purchase the EVSE from the Company.

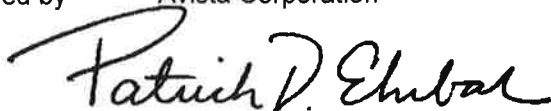
Public DC Fast Charging EVSE will be owned and maintained by the Company at all times.

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CUSTOMER OBLIGATIONS

Customers who participate in the Program must notify the Company or its contractors in the event of any problems with the EVSE. Customers must participate in ongoing surveys, data acquisition and demand response initiatives as described in the EVSE Site Agreement.

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DATA ACQUISITION FROM AUTOMOBILE DEALERS

Automobile dealers who sell Electric Vehicles will be paid a \$200 incentive per Avista customer that purchases an EV if the dealer collects certain data from those purchasers at their consent and returns the information to Avista. Such information shall include an option for Customer to indicate whether he/she would like to be contacted about the Program. The incentive will be paid regardless of whether the Customer elects to participate in the Program. A maximum of \$25,000 in total will be spent on dealer incentives during the Program.

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RATES TO BE CHARGED FOR USE OF EVSE

AC Level 2 EVSE will be located behind a customer's meter. All usage supplied to the EVSE will be charged at the applicable rate schedule for the customer and included on their existing monthly bill. If a customer chooses to charge users for the use of AC Level 2 EVSE behind their meter, they will determine the appropriate rate, with assistance from the Company, to charge for the service.

For Public DC Fast Charging EVSE, the Company will test various price points and the impact on utilization of the chargers. Rates may be either time based or per kWh of use based and may differ by charger. Rates will range from \$0.20 to \$0.30 per minute or \$0.27 to \$0.54 per kWh and will be charged to all users. Rates at individual chargers will be displayed to users on the charger.

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The Company may request that Customers participate in time-of-use rate pilots or take service under rate schedules with time-of-use rates as a condition of participating in the EVSE Pilot Program described herein.

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SPECIAL TERMS AND CONDITIONS:

Service under this schedule is subject to the Rules and Regulations contained in this tariff.

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LOW-INCOME OUTREACH

The Company will fund up to \$100,000 on electric vehicles, EVSE, and/or education and outreach activities for the benefit of low-income customers and agencies service low-income customers. The Company will solicit proposals from agencies serving low-income, senior, and vulnerable populations for program ideas that will directly benefit these groups of customers. Upon receiving the proposals the Company will fund as many proposals as possible, up to \$100,000. Following the award of funds for certain programs, the Company will continue to work with the agencies to understand how the funded programs are benefiting low-income, senior, and vulnerable customers.

The Company will provide updates on the low-income initiatives in its regular reporting.

REPORTING

The Company will provide semi-annual reports on the pilot program on or before May 1st (data through March 31st) and November 1st (data through September 30th) each year. The reports will contain the information specified in Order No. 01 of Docket UE-160082.

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