



STATE OF WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION

621 Woodland Square Loop S.E. • Lacey, Washington 98503

P.O. Box 47250 • Olympia, Washington 98504-7250

(360) 664-1160 • TTY (360) 586-8203

January 10, 2020

Mark L. Johnson, Executive Director and Secretary
Washington Utilities and Transportation Commission
P. O. Box 47250
Olympia, Washington 98504-7250

RE: Avista Corporation's final report on Electric Vehicle Supply Equipment (EVSE) Pilot Program
Docket UE-160082

Dear Mr. Johnson:

On February 8, 2018, the Commission entered Order 02 in Docket UE-160082, revising tariff Schedule 77 to allow an extension of Avista Corporation's (Avista or Company) EVSE pilot program, with a final report to be submitted by December 31, 2019.¹ On October 17, 2019, Avista filed with the Commission its "Electric Vehicle Supply Equipment Pilot Final Report" (Report). The Company's Report provides information on the number and utilization of EVSE; expenditures and revenues from the program; and analysis around lessons learned throughout the pilot.

By the end of the pilot program on June 30, 2019, Avista had installed 206 residential EVSE charging ports, 213 public/workplace/fleet/multiple-unit dwelling charging ports, and seven direct current fast charging (DCFC) sites. Avista spent \$3.9 million of its \$4.2 million pilot program budget, and recovered \$835,740 in revenues over the life of the pilot.

The Report lists nine key takeaways from the pilot program:

- Grid impacts from light-duty electric vehicles (EVs) are manageable over the next

¹ UE-160082, Order 02, ¶ 18.

decade, with net economic benefits and significant reductions in greenhouse gases.

- Utility programs can effectively support EV adoption.
- Workplace charging stands out as a powerful catalyst for EV adoption.
- Remaining significant barriers include low auto dealer engagement, a lack of EV inventories, and lack of customer awareness.
- EVs can reduce the operating costs for organizations serving low-income customers.
- There is widespread desire for more public Level 2 and DCFC charging sites.
- Both networked and non-networked EVSEs provide unique benefits.
- Load management through demand response programs has strong potential.
- The Avista pilot program results validated other EV studies throughout the country.

Commission Staff (Staff) reviewed the Report provided by Avista dated October 17, 2019, and finds that it contains sufficient detail with respect to the reporting requirements in Order 02. Therefore, Staff believes that the filing complies with the Commission's Order 02, entered February 8, 2018.

Sincerely,

Andrew Rector
Regulatory Analyst