

WN U-28

1st Revised
Canceling
Original Sheet 13

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 13

(N)

OPTIONAL COMMERCIAL ELECTRIC VEHICLE RATE – GENERAL SERVICE

AVAILABLE:

In all territory served by Company in the State of Washington.

APPLICABLE:

To non-residential Customers taking service for electric vehicle charging stations that are separately metered and must serve electric commercial fleet vehicles moving persons or commercial goods, workplace charging for employees, visitors, or the general public.

In the case of public DC fast charging sites, these must be broadly available to the general public and must include at least one direct current (DC) fast charger as defined in the special conditions below.

Deliveries at more than one point, or more than one voltage and phase classification, will be separately metered and billed.

MONTHLY BILLING:

Customers taking service under this Schedule shall be billed as follows:

Basic Charge	\$20.00
On-Peak Energy Charge, per on-peak kWh:	21.108¢
Off-Peak Energy Charge, per off-peak kWh:	8.588¢

Minimum:

\$20.00 for single phase service and \$27.35 for three phase service; unless a higher minimum is required under contract to cover special conditions.

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

The above Monthly Rate is subject to the provisions of Tax Adjustment Schedule 58, Demand Side Management Schedule 91, Low Income Rate Assistance Schedule 92, Temporary Power Cost Surcharge Schedule 93, Renewable Energy Credit Revenue Mechanism Schedule 98 and Decoupling Mechanism Schedule 75 and all other applicable tariff adjustment filings in effect.

On-Peak Period: The kWh shown by or computed from the readings of the Company's energy meter during on-peak hours. The on-peak period is:

(N)

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



WN U-28

1st Revised
Canceling
Original Sheet 13A

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 13 - Continued

(N)

Winter (November 1st through March 31st): Monday through Sunday 7:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m.

Summer (April 1st through October 31st): Monday through Sunday 3:00 p.m. to 7:00 p.m.

Due to the expansions of Daylight Saving Time (DST) as adopted under Section 110 of the U.S. Energy Policy Act of 2005, the time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April and for the period between the last Sunday in October and the first Sunday in November. At such time as updated DST programming is available and has been applied to a Customer meter, the time periods shown above will apply on all days for that Customer.

SPECIAL CONDITIONS:

1. At the option of the Customer, service may be provided under the otherwise applicable General Service Schedule.
2. A DC Fast Charger is defined for the purposes of eligibility on this rate schedule as a charging station with a DC connection that has been designed to recharge the battery of an electric vehicle.
3. An electric vehicle charging site is considered to be broadly available to the general public for the purposes of eligibility on this rate schedule if it is available for use by any driver and utilizes at least one CCS-1 standard connector for DC fast charging, thereby making it available to more than one make of automobile. Eligibility and acceptance of a customer for service under this rate schedule is subject to review and approval by the Company.
4. In cases of loads in excess of 1MW, the customer must demonstrate that all reasonable measures are being taken to mitigate impacts and required upgrades to the local distribution grid, and load management to the satisfaction of the Company may be required.
5. The Company reserves the right to terminate service under this schedule if it finds that excessive user fees imposed by the charging station owner result in the charging station not being broadly available, per the requirements of this schedule.
6. Customers with potential load in addition to the EVSE (i.e., lights) are still eligible for service under this schedule so long as the additional load is no more than 5% of the total demand and energy being served under this schedule.

(N)

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



WN U-28

1st Revised
Canceling
Original Sheet 13B

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 13 - Continued

- 7. Customer EV charging stations utilizing AC Level 2 or direct-current (DC) electric vehicle supply equipment (EVSE) must serve electric commercial fleet vehicles moving persons or commercial goods, workplace charging for employees, visitors, or the general public.
- 8. Customers will be analyzed on an individual basis both at the start of new service, and at a minimum annually, to determine the most economic rate schedule placement between Schedules 13 and 23.

PROGRAM REPORTING

The Company will evaluate, monitor, and study the load characteristics of those customers electing to take service under this Schedule. All relevant metrics, insights, and customer feedback, along with analysis of costs and benefits of this rate schedule will be included within the program reporting described in tariff Schedule 77.

RULES AND REGULATIONS:

Service under this schedule is subject to the General Rules and Regulations contained in the tariff of which this schedule is a part and to those prescribed by regulatory authorities.

(N)

(N)

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



WN U-28

1st Revised
Canceling
Original Sheet 23

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 23

(N)

OPTIONAL COMMERCIAL ELECTRIC VEHICLE RATE – LARGE GENERAL SERVICE

AVAILABLE:

In all territory served by Company in the State of Washington.

APPLICABLE:

To non-residential Customers taking service for electric vehicle charging stations that are separately metered and must serve electric commercial fleet vehicles moving persons or commercial goods, workplace charging for employees, visitors, or the general public.

In the case of public DC fast charging sites, these must be broadly available to the general public and must include at least one direct current (DC) fast charger as defined in the special conditions below.

Deliveries at more than one point, or more than one voltage and phase classification, will be separately metered and billed.

MONTHLY BILLING:

Customers taking service under this Schedule shall be billed as follows:

Basic Charge	\$550.00
On-Peak Energy Charge, per on-peak kWh:	16.333¢
Off-Peak Energy Charge, per off-peak kWh:	6.742¢

Primary Voltage Discount:

If Customer takes service at 11 kV (wye grounded) or higher, they will be allowed a primary voltage discount of 20¢ per kW of demand per month.

Power Factor Adjustment Charge:

If Customer has a reactive kilovolt-ampere (kVar) meter, they will be subject to a Power Factor Adjustment Charge as set forth in the Rules & Regulations.

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

The above Monthly Rate is subject to the provisions of Tax Adjustment Schedule 58, Demand Side Management Schedule 91, Low Income Rate Assistance Schedule 92, Temporary Power Cost Surcharge Schedule 93, Renewable Energy Credit Revenue Mechanism Schedule 98 and Decoupling Mechanism Schedule 75.

On-Peak Period: The kWh shown by or computed from the readings of the Company's energy meter during on-peak hours. The on-peak period is:

(N)

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



WN U-28

1st Revised
Canceling
Original Sheet 23A

AVISTA CORPORATION
d/b/a Avista Utilities

Schedule 23 - Continued

(N)

Winter (November 1st through March 31st): Monday through Sunday 7:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m.

Summer (April 1st through October 31st): Monday through Sunday 3:00 p.m. to 7:00 p.m.

Due to the expansions of Daylight Saving Time (DST) as adopted under Section 110 of the U.S. Energy Policy Act of 2005, the time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April and for the period between the last Sunday in October and the first Sunday in November. At such time as updated DST programming is available and has been applied to a Customer meter, the time periods shown above will apply on all days for that Customer.

SPECIAL CONDITIONS:

1. At the option of the Customer, service may be provided under the otherwise applicable General Service Schedule.
2. A DC Fast Charger is defined for the purposes of eligibility on this rate schedule as a charging station with a DC connection that has been designed to recharge the battery of an electric vehicle.
3. An electric vehicle charging site is considered to be broadly available to the general public for the purposes of eligibility on this rate schedule if it is available for use by any driver and utilizes at least one CCS-1 standard connector for DC fast charging, thereby making it available to more than one make of automobile. Eligibility and acceptance of a customer for service under this rate schedule is subject to review and approval by the Company.
4. In cases of loads in excess of 1MW, the customer must demonstrate that all reasonable measures are being taken to mitigate impacts and required upgrades to the local distribution grid, and load management to the satisfaction of the Company may be required.
5. The Company reserves the right to terminate service under this schedule if it finds that excessive user fees imposed by the charging station owner result in the charging station not being broadly available, per the requirements of this schedule.
6. Customers with potential load in addition to the EVSE (i.e., lights) are still eligible for service under this schedule so long as the additional load is no more than 5% of the total demand and energy being served under this schedule.

(N)

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



WN U-28

1st Revised
Canceling
Original Sheet 23B

AVISTA CORPORATION
d/b/a Avista Utilities

Schedule 23 - Continued

- 7. Customer EV charging stations utilizing AC Level 2 or direct-current (DC) electric vehicle supply equipment (EVSE) must serve electric commercial fleet vehicles moving persons or commercial goods, workplace charging for employees, visitors, or the general public.
- 8. Customers will be analyzed on an individual basis both at the start of new service, and at a minimum annually, to determine the most economic rate schedule placement between Schedules 13 and 23.

PROGRAM REPORTING

The Company will evaluate, monitor, and study the load characteristics of those customers electing to take service under this Schedule. All relevant metrics, insights, and customer feedback, along with analysis of costs and benefits of this rate schedule will be included within the program reporting described in tariff Schedule 77.

RULES AND REGULATIONS:

Service under this schedule is subject to the General Rules and Regulations contained in the tariff of which this schedule is a part and to those prescribed by regulatory authorities.

(N)

(N)

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



210182

Second Revision Sheet 77
Canceling

WN U-28

2nd Substitute First Revision Sheet 77

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 77

ELECTRIC TRANSPORTATION

PURPOSE

This Schedule outlines the parameters of the Company's electric transportation programs and activities, consistent with the vision, guiding principles, strategic objectives, and programs described in the Commission-acknowledged Transportation Electrification Plan (TE Plan) - Docket UE-200607, October 15, 2020. Electric transportation programs and activities are categorized as follows:

- I. Charging infrastructure and maintenance
- II. Education and outreach
- III. Community and low-income support
- IV. Commercial and public fleet support
- V. Load management, planning and grid integration
- VI. Program reporting

AVAILABLE

EVSE installations are available to Customers in the State of Washington where Avista has electric service. Residential and commercial EVSE installations are completed on a first-come, first-served basis subject to the Company's annual budget limits that may apply. Public AC Level 2 EVSE and DC Fast Charging EVSE will be available for use by any electric vehicle driver.

APPLICABLE

Charging infrastructure programs are 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

Charging infrastructure programs are eligible to Customers who agree to the terms and conditions of this Schedule, sign a Site Agreement, and in the case of charging installed for residential or commercial fleets, provide proof of Electric Vehicle ownership or lease.

DEFINITIONS

Electric Vehicle (EV) means a vehicle that uses battery-electric propulsion capable of being reenergized by an external source of electricity, for at least one method of propulsion used to transport persons or commercial goods.

(M) material transferred from 2nd Substitute First Revision Sheet 77a

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



(T)

(T)

(C)(D)

(C)(D)

(T)

(M)

(T)(M)

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 77 - Continued

Electric Vehicle Supply Equipment (EVSE) means the installed device used to deliver electricity from the Premises Wiring to the EV, 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. AC Level 2 EVSE must meet connector standard J1772 and DC fast charging EVSE must meet connector standard CCS-1, both of the Society of Automotive Engineers International.

(T)(D)
|
(D)
|
(T)

“Premises Wiring” means all electrical equipment from the utility meter to the EVSE, including the electric supply panel and the Dedicated Circuit wiring connecting the supply panel to the EVSE, the final junction box supplying the EVSE, and connecting receptacle as applicable.

(T)(K)
|
(T)(K)

“Dedicated Circuit” means one or more 208/240 VAC, 100 ampere or lower circuits that supply electricity from the customer’s supply panel directly to the installed AC Level 2 EVSE, not including the dedicated circuit breaker located inside the supply panel.

(N)
(N)
(N)

A Site Agreement is an Avista document stating the terms and conditions of participation in the Program, including but not limited to EVSE installation, ongoing maintenance, load management, and effect of termination. The residential Site Agreement is included as Attachment A and commercial Site Agreement is included as Attachment B to tariff Schedule 77.

(T)
(T)
(N)
|
(N)

I. CHARGING INFRASTRUCTURE AND MAINTENANCE

(N)

RESIDENTIAL

The Company will provide and install AC Level 2 EVSE at participating residential Customer locations, owned and maintained by the Company with a 10-year depreciable service life. Avista’s installation costs are limited to the EVSE, direct install costs of the EVSE, including 50% of Dedicated Circuit costs up to a maximum of \$1,000. Customers may choose from available EVSE that meet safety, interoperability, and load management requirements, however any additional costs beyond standard EVSE offerings, including network management costs, will be borne by the Customer. The Customer must sign a Site Agreement as a condition of the program, which allows for the Company’s load management of EV charging.

COMMERCIAL

The Company will provide and install AC Level 2 EVSE at participating commercial Customer locations, owned and maintained by the Company with a 10-year depreciable service life.

(N)

(K) material transferred to Second Revision Sheet 77

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



WN U-28

2nd Substitute Original Sheet 77b

2nd Revised 77b
Canceling

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 77 - Continued

Avista's install costs are limited to the EVSE and direct install costs of the EVSE, including 50% of Dedicated Circuit costs up to a maximum of \$2,000 per port connection.

(N)

Common uses of commercial charging infrastructure include fleet, workplace charging for employees and visitors, multiple-unit dwellings (MUDs), and public access. Customers may choose from available EVSE that meet safety, interoperability, and load management requirements, however any additional costs beyond standard EVSE offerings, including network management costs, will be borne by the Customer.

The Customer must sign a Site Agreement as a condition of the program, which allows for load management of EV charging. Third-party installation and ownership of commercial AC Level 2 EVSE is supported by the availability of the commercial EV rates in tariff Schedule 13 and 23, and a "make ready" option in which the Company may invest in charging infrastructure other than the EVSE up to \$2,500 per commercial EVSE port installed, in addition to the service transformer.

PUBLIC DC FAST CHARGING

The Company will install public DCFC sites according to a coordinated buildout plan as described in the TE Plan, prioritized and selected with local stakeholder engagement according to detailed criteria assessment, and in alignment with statewide and regional plans. Sites will be targeted along major travel corridors at less than 50 mile intervals, and in populated areas at a ratio of 1 DCFC port connection per 150 battery-electric vehicles. Standard site designs will include up to 1 MW dedicated service transformers; DCFC meeting the Open Charge Point Protocol (OCPP) communications standard with CCS-1 standard port connections and credit-card readers; backup AC Level 2 EVSE; and future-proofing to allow for low-cost future expansion. Third-party installation and ownership of DCFC is supported by the availability of the commercial EV rates in tariff Schedule 13 and 23, and a "make ready" option in which the Company may invest in charging infrastructure other than the EVSE up to \$20,000 per DCFC site, in addition to the service transformer.

(N)

SITE SELECTION

All locations in residential single-family homes, MUDs, and at businesses or workplaces for employees, and fleet vehicles shall qualify for AC Level 2 EVSE installations if the Customer meets all eligibility criteria of the Program. EVSE installations and port connections will be limited as reasonable to match the need at the location with the demand of the Program. The number of ports and configurations are dependent on site-specific conditions, limited according to the number of existing EVs that will utilize the EVSE and assessments of near-term and long-term adoption potential according to the size of the organization and facility. Where feasible, additional conduit will be installed enabling low-cost future expansion. Application and selection rounds will be made each year for EVSE primarily used for general public access, involving local stakeholders and weighted selection criteria assessments. All AC Level 2 EVSE will be installed behind a Customer's meter.

(T)(M)

(T)(M)

(N)

(N)

(M) material transferred from 2nd Substitute First Revision Sheet 77a

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



2nd Revised 77c
Canceling

WN U-28

2nd Substitute Original Sheet 77c

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 77 - Continued

DCFC sites will be selected as described under the Public DC Fast Charging section above.

(T)

TERMINATION

Residential and commercial Customers utilizing AC Level 2 EVSE may terminate participation from the Program at any time for convenience, subject to the termination provisions in the Site Agreement, at which time the Company may remove the EVSE installed at their location. The Company may terminate the 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 Site Agreement.

(T)(M)

OWNERSHIP OF EVSE

Except in the case of make-ready installations, AC Level 2 EVSE will be owned and maintained by the Company until the EVSE is removed or the Site Agreement has been terminated by either party.

(T)(M)

Except in the case of make-ready installations, public DC Fast Charging sites will be owned and maintained by the Company at all times, from the transformer to the EVSE, with a property easement and Site Agreement signed by the property owner to ensure reliable public access over the life of the equipment.

(N)

(N)

CUSTOMER OBLIGATIONS

Customers who participate in the Program must notify the Company or its contractors in the event of any problems with the EVSE and maintain parking areas for public access in the case of AC Level 2 and DCFC sites available to the public. Customers must participate in ongoing surveys, data acquisition, and load management programs as described in the respective Site Agreement.

(T)

RATES TO BE CHARGED FOR USE OF EVSE AND PUBLIC ACCESS REQUIREMENTS

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 require user fees for the use of AC Level 2 EVSE provided by Avista, they will determine the appropriate rate to charge for the service, with assistance from the Company. EVSE requiring user fees must clearly indicate the amount of all fees, the cost to the customer on a per kWh basis, and must have several payment methods available to customers, with clear and consistent instructions for use including smartphone applications, RFID card, and customer service phone call to initiate a charge to the EV. In addition, DCFC will include a credit card reader and payment method. Highly utilized AC Level 2 EVSE may also include a credit card reader.

(K)

For Public DCFC owned by the Company, a rate of \$0.35 per kWh will be charged to all users. For DCFC not owned by the Company, all usage supplied to the EVSE will be charged at the applicable rate schedule for the Customer (i.e., 11, 21, 13, or 23).

(T)

(K) material transferred to Original Sheet 77e
(M) material transferred from 2nd Substitute First Revision Sheet 77b

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



First Revision Sheet 77d
Canceling

WN U-28

2nd Substitute Original Sheet 77d

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 77 - Continued

II. EDUCATION AND OUTREACH

The Company will support education and outreach activities in a number of areas in order to raise awareness and provide helpful information to Customers about electric transportation options. Details on the Company's efforts are described in its TE Plan.

(N)
|
(D)
(N)

The Company will engage with automotive dealers, original equipment manufacturers (OEMs), and local interest groups to improve vehicle inventory levels, EV awareness and demand, and the Customer purchase experience. This will include a \$250 dealer referral per Customer, limited to 100 referrals or \$25,000 per year.

(T)
|
(T)

III. COMMUNITY AND LOW-INCOME SUPPORT

The Company will support programs and activities benefiting low-income Customers and communities with an aspirational goal of 30% of overall transportation electrification program funding. Engagement and partnerships with local communities and service organizations in the design, implementation, and ongoing administration of these programs is essential, supported by regular meetings coordinated by the Company to design programs and review progress. Programs and activities will include but are not limited to the following:

(N)

- A. Provide EV and EVSE for community groups and service organizations through collaborative and competitive proposals. These may be utilized for a variety of tailored programs benefiting low-income, senior, and vulnerable populations, such as food deliveries and non-emergency medical transportation.
- B. Provide EVSE to communities including smaller rural towns with limited EVSE access, low-income MUDs, and to residential Customers receiving low-income bill assistance.
- C. Partner with local transit agencies and school districts to expand access to public electric transportation and reduce local air pollution in targeted areas.

(D)

IV. COMMERCIAL AND PUBLIC FLEET SUPPORT

Avista will support fleet electrification with information, tools and consulting services for commercial Customers in their consideration of fleet electrification, including vehicle and charging information, utility rates and load management options, total cost of ownership (TCO) comparisons, referrals, and available purchase incentives and tax rebates.

The Company will provide dealer and Customer purchase incentives for class-1 electric lift trucks (forklifts) at \$2,000 per lift truck to buyers, \$250 to dealers, and an additional \$1,000 buyer purchase incentive for lift trucks powered by lithium-ion batteries. Total incentive payouts will be subject to annual budget limitations.

V. LOAD MANAGEMENT, PLANNING AND GRID INTEGRATION

Avista will deploy cost-effective load-management services leveraged with EVSE installation programs. This will initially be accomplished through EV programming and the

(N)

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs



WN U-28

Original Sheet 77e

AVISTA CORPORATION
d/b/a Avista Utilities

SCHEDULE 77 - Continued

utilization of low-cost, programmable, non-networked EVSE that is commercially available. Avista will continue to monitor and experiment with networked EVSE, and adaptively manage if the technology and costs warrant changes.

(N)

VI. PROGRAM REPORTING

Annual summary reports will be provided by March 31st for the prior calendar year, focusing on expenses, revenues and high-level program results. A more comprehensive mid-period report will be provided by March 31st following the third year within each five-year period covered by the TE Plan, including updates on EV adoption and forecasts, program activities, details of EV rate schedule participation and results, lessons learned, and program adjustments. Detailed reporting will also be included with the updated TE Plan, filed by December 31st concluding the five-year period of the previous TE Plan.

COST RECOVERY

The Company will seek cost recovery of investments made in electric transportation through the general rate case process and may seek the incentive rate of return allowed per RCW 80.28.360.

(N)

SPECIAL TERMS AND CONDITIONS:

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

(M)

(M) material transferred from 2nd Substitute First Revision Sheet 77c

Issued March 18, 2021

Effective April 26, 2021

Issued by Avista Corporation
By

Patrick Ehrbar, Director of Regulatory Affairs

