



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.

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“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.

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“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.

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(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.

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**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.

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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.

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

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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.

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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.

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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.

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(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.

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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).

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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.

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(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.

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**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

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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 31<sup>st</sup> 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 31<sup>st</sup> 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 31<sup>st</sup> 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.

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