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, in alignment with state policy goals and consistent with the Company's Transportation Electrification Plan (TE Plan) and the Commission's Policy and Interpretive Statement UE-160799. Electric transportation programs and activities are categorized as follows: (T)

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. Market and technology monitoring & testing (N)
VII. Program reporting (T)

AVAILABILE
Electric Vehicle Supply Equipment (EVSE) programs and installation services are available to Customers in the State of Washington where Avista has electric service. Public DC Fast Charging (DCFC) and AC Level 2 (L2) EVSE located in the Company's Washington Service Territory will be available for use by any electric vehicle driver. EVSE installations are completed on a first-come, first-served basis. All programs and activities under this tariff are subject to the Company's annual budget limits that may apply. (T)

APPLICABLE (T)
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 commercial fleets, provide proof of Electric Vehicle ownership or lease. (T) (T)

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

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. L2 EVSE must meet connector standards J1772 and/or NACS, and DCFC EVSE must meet CCS-1 and/or the NACS connector standards.

"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.

"Dedicated Circuit" means one or more circuits that supply electricity from the supply panel directly to the installed EVSE, not including the dedicated circuit breaker located inside the supply panel.

"Dedicated Supply Panel" means a supply panel and its circuit breakers that supply electricity exclusively to electric transportation charging loads.

A "Site Agreement" is a Company document stating the terms and conditions of participation in the Program, which may include but is not limited to EVSE installation, ongoing maintenance, load management, and effect of termination. Site Agreements are available upon request to the Company. (C)

I. CHARGING INFRASTRUCTURE AND MAINTENANCE

The Company will provide and install L2 EVSE at qualifying commercial Customer locations, owned and maintained by the Company with a 10-year depreciable service life. 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, may be borne by the Customer. For this Company-owned service, the Company's installation costs are limited to the EVSE and 75% of installation costs up to a maximum of $5,000 per port connection and $50,000 per site location, in addition to the service transformer where applicable.

The Customer must sign a Site Agreement as a condition of the program, which may require load management, participation in a TOU rate schedule, and/or certain ongoing maintenance costs.

(M) material transferred from 2nd Revised Sheet 77b

SCHEDULE 77 - Continued

Third-party installation and ownership of L2 EVSE is supported by commercial TOU EV rates and a “Make-ready” program option for customers in which the Company may invest in 100% of supply infrastructure costs other than the EVSE up to $5,000 per commercial EVSE port and $250,000 per site location, in addition to the service transformer where applicable. (N) (N)

DCFC (T)
The Company will install public DCFC sites according to a coordinated buildout as described in the TE Plan, through engagement with local stakeholders and in alignment with state and regional goals and guidelines. Sites will be targeted along major travel corridors at less than 50-mile intervals and in populated areas at a ratio of at least 1 DCFC port connection per 150 battery-electric vehicles, and/or as consistent with guidance from the State of Washington’s Transportation Electrification Strategy and the Department of Transportation. Standard site designs will include up to 1 MW dedicated service transformers, DCFC meeting the Open Charge Point Protocol (OCPP) communications standard, connector ports meeting the Combined Charging Standard (CCS-1) and/or North American Charging Standard (NACS), and additional conduit to allow for low-cost expansion. (T) (K) (K) (T)

Third-party installation and ownership of public and fleet DCFC is supported by commercial TOU EV rates 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. (T) (T)

SITE SELECTION, DESIGN AND LIMITATIONS (T)
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 installed 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- 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. MUDs with four or more living units may qualify for L2 programs. Commercial sites with greater than 50 employees, parking spaces and/or tenants may not be eligible for the Company-owned L2 program. Charging installations required by new building codes will not be eligible for Company-owned and make-ready L2 programs. Public DCFC sites will be selected as described under the DCFC section above. (T)(D) (N) (M) (T)(M)

(K) material transferred to 3rd Revision Sheet 77a
(M) material transferred from 2nd Revised Sheet 77c

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SCHEDULE 77 - Continued

TERMINATION (K)

Participating customers may terminate participation from the Program 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 also terminate the Site Agreement subject to the provisions of the Site Agreement. (T)

OWNERSHIP OF EVSE

Except in the case of make-ready installations, L2 and DCFC 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)

CUSTOMER OBLIGATIONS

Customers who participate in the Program must meet certain obligations as specified in the Site Agreement, such as maintaining public access in the case of public sites. Customers must participate in ongoing surveys, data acquisition, and load management programs as described in the 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. A Customer that chooses to require user fees for the use of EVSE will determine the appropriate rate to charge for the service, with assistance from the Company. All EVSE must comply with applicable state law and regulations per RCW 19.94.550 – 585. (T)

For Public EVSE sites owned by the Company, a rate of $0.42 per kWh will be charged to all users for DCFC, and $0.28/kWh for networked L2 EVSE where installed. In addition, an idle fee of $0.40 per minute after a certain grace period may be charged. Any changes to these EVSE user fees must be specifically proposed by the Company and approved by the Commission. (I) (I)(T) (I) (T)

II. EDUCATION AND OUTREACH (M)

The Company will support education and outreach activities in order to raise awareness and provide helpful information to Customers regarding electric transportation. This may include but is not limited to online information resources, customer surveys, promotional activities to raise awareness of Company programs, call center support for customer inquiries, ride-and-drive event support, and other sponsorships educating customers about the feasibility, costs and benefits of electric transportation. (T) (M) (T)

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By Patrick Ehrbar, Director of Regulatory Affairs

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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 electric transportation program funding. Engagement and partnerships with local communities and Community Based Organizations (CBOs) 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. Company investments and support may include but are not limited to the following, subject to cost considerations and budget limitations which may apply:

A. Provide EVs and EVSE for CBOs, Tribes, and other partnerships benefiting communities, through collaborative and competitive proposals. These may be utilized for a variety of tailored programs benefiting low-income customers, youth and seniors, and/or to reduce transportation costs for CBOs, Tribes and community projects.
B. Fully fund EVSE installation and maintenance at community centers, public libraries, schools and other locations providing local community benefits, such as rural towns with limited EVSE access and low-income MUDs, consistent with the TE Plan and regional charging buildout plan.
C. Provide up to $2,000 upfront incentives for the Smart Charging program to known low-income residential customers, which may help fully fund EVSE installations at residential locations and/or serve as an EV purchase incentive. (T)
D. Partner with local transportation administrations, transit agencies, school districts and businesses to expand access to public electric transportation and reduce local air pollution in targeted areas. This may include investments in power and charging infrastructure, and vehicle purchase incentives in addition to funding from grants.
E. Install charging enabling micro-mobility access for local communities, such as for micro-EVs and electric bicycles at both Company-owned and customer-owned charging sites.
F. Support public ridesharing and carsharing services with charging infrastructure, vehicle purchase incentives and/or through partnerships that enable greater community access to electric transportation options.
G. Provide full consultation support for fleet electrification analysis and multi-year charging infrastructure design and planning for CBOs, Tribes, school districts, small businesses, local transit agencies, and other partnerships providing clean and affordable electric transportation services to the community.

IV. COMMERCIAL AND PUBLIC FLEET SUPPORT

The Company 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.

(K) material transferred to 3rd Revised Sheet 77c

SCHEDULE 77 – Continued

The Company may 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, subject to certain requirements which may include load management and participation in TOU rate schedules. (T)

V. LOAD MANAGEMENT, PLANNING AND GRID INTEGRATION

The Company will deploy cost-effective load-management services, leveraged with EVSE installation programs and available TOU rate schedules. This may include but is not limited to vehicle programming and telematics technologies, equipment and systems enabling indirect and/or direct load control, and other methodologies that may prove effective and scalable.

Smart Charging pilots and programs utilizing vehicle telematics and/or advanced metering infrastructure (AMI) technologies may be offered to residential customers, providing energy reports and up to a $500 upfront incentive per EV. Up to a $2,000 upfront incentive may be provided for residential customers receiving low-income bill assistance. Customers agree to terms and conditions of the program, which may include secure access to charging data and off-peak charging schedules, subject to certain customer preferences, and participation in a TOU rate. Additional incentives may also be provided for ongoing participation and load management activities that result in maximum off-peak EV charging. (T) (T)

VI. MARKET AND TECHNOLOGY MONITORING AND TESTING

The Company will follow a deliberate process of monitoring and testing with limited demonstration projects consistent with the TE Plan, for innovative developments in electric transportation markets and technologies. These projects may include but are not limited to load management systems and demand response technologies, onsite power generation and energy storage integrated with EV charging, recycling and second-use battery applications, vehicle-to-building and vehicle-to-grid integration with customer facilities and equipment such as meter-collar devices, electrified truck-stops, electric trailer units, ground support equipment, inductive charging, charging for non-road applications, micro-mobility and ridesharing/carsharing projects. The Company may enter into partnership arrangements with private third parties and/or Customers, and in some cases may fully fund projects including measurement and evaluation costs above and beyond grant funding, where applicable. Certain obligations may be fulfilled by project partners, customers and other participants including cost-sharing arrangements, provision of energy-use data, and general feedback in the form of surveys and interviews.

In consultation with Commission Staff and joint stakeholders, these activities may be used to analyze, design and implement new programs and improvements to existing programs.

(M) material transferred from First Revision Sheet 77d

SCHEDULE 77 - Continued

VII. PROGRAM REPORTING (M)

Annual summary reports will be filed by March 31st for the prior calendar year, focusing on expenses, revenues and high-level program results. Detailed reporting as well as an updated TE Plan will be filed by December 31st concluding the five-year period of the previous TE Plan. Detailed reporting will include updates on EV adoption and forecasts, program activities, EV rate schedule participation and results, lessons learned, and program adjustments. (T) (T)

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. Separately, activities and programs may be supported by supplemental funding from grant awards and/or the Clean Fuels Program as authorized by RCW 70.A.535.070 and administered by the Department of Ecology, in full alignment with the TE Plan and state policy goals. (T) (T)

SPECIAL TERMS AND CONDITIONS:

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

(M) material transferred from Original Sheet 77e