

BEFORE THE IDAHO PUBLIC UTILITIES COMMISSION

IN THE MATTER OF THE APPLICATION)	CASE NO. AVU-E-21-13
OF AVISTA CORPORATION FOR AN)	
ORDER AUTHORIZING PILOT)	NOTICE OF APPLICATION
PROGRAMS FOR THE RESEARCH AND)	
DEVELOPMENT OF ELECTRIC)	NOTICE OF INTERVENTION
TRANSPORTATION)	DEADLINE
)	
)	NOTICE OF SUSPENSION OF
)	PROPOSED EFFECTIVE DATE
)	
)	ORDER NO. 35205
)	

On September 9, 2021, Avista Corporation dba Avista Utilities (“Company”) filed an Application with the Commission to authorize the Company to implement pilot electric transportation programs. Application at 11. The Company plans to offer and fund the programs under electric tariff Schedule 90 and Schedule 91. *Id.* at 1. The Company requests an effective date of November 1, 2021. *Id.* The Company also requested that its filing be processed under Modified Procedure by written comment. *Id.* The Company included two attachments in support of its Application: a) Exhibit No. 1 - Avista Electric Vehicle Supply Equipment Pilot Final Report; and b) Exhibit No. 2 - Avista Transportation Electrification Plan. *Id.* at 2.

NOTICE OF APPLICATION

YOU ARE HEREBY NOTIFIED that the Company refers to emerging technologies and innovations that will impact electricity, natural gas, telecommunications, and water utilities and highlights how the utility sector faces unprecedented pressure created by energy policy shifts, growing consumer expectations, and rapidly evolving technological advancements that could fundamentally alter the utility landscape. *Id.* The Company notes concerns about deep decarbonization, electrification, grid modernization, the need for more renewable energy resources, cybersecurity, and the surge of distributed energy resource development. *Id.* The Company believes there is uncertainty as to which emerging technologies and innovations will carry the industry forward and what impact those changes will have on the current regulatory regime. *Id.*

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YOU ARE FURTHER NOTIFIED that the Company proposes a relatively small set of electric transportation programs in Idaho, which could lead to larger scale innovations and benefits in the long run. *Id.* The Company cites examples and other information in its Application that support its belief that it is now well positioned to propose initial comprehensive pilot strategies and activities for Idaho customers that build upon its experience and are responsive and flexible to evolving conditions in a variety of market segments and technologies. *Id.* at 3-7.

YOU ARE FURTHER NOTIFIED that the Company's strategy for Idaho would incorporate a regional approach as summarized in Exhibit 2, Avista Transportation Electrification Plan. *Id.* at 7. The Company notes that the programs as proposed would assist with determining future efforts. *Id.*

YOU ARE FURTHER NOTIFIED that the Company proposes electric transportation programs in two areas of focus. The first area of focus is integrated charging, on-site renewables, and battery storage. *Id.* at 7. The Company indicates that it has received an increasing number of questions from commercial customers, interested in the possibility of installing charging infrastructure integrated with on-site renewable power generation and battery storage, either connected or isolated from the grid. *Id.* at 7. The Company believes that with improved technology and costs, such an integrated system could prove essential to cost-effectively deploy fast-charging in more remote areas where three-phase, medium-voltage utility power is not practically available. *Id.* at 7. This includes many rest-stops along major travel corridors (I-90 from Post Falls to the Montana Border, and Highway 95 from the Canadian Border to the southern tip of its service territory) and a variety of other public and commercial locations in both urban and rural locations where charging infrastructure is strategically important. *Id.* at 7-8. Finally, the Company believes a distribution of charging stations less reliant on the grid could prove especially beneficial in terms of community resiliency in the wake of power outages, particularly in the future when a high percentage of transportation is electrified. *Id.* at 8.

YOU ARE FURTHER NOTIFIED that the Company proposes the following: (1) to develop and implement a research project and report summarizing the current state of integrated stations, (2) develop a parametric model used to identify variable cost factors and resulting charging outputs on an ongoing basis, and (3) a construction project design and implementation plan with estimated costs and benefits (Plan), which Plan may be executed in the future, provided

funding from grant and other contributing funds is obtained, or at such time that economic thresholds are met. *Id.* The Company intends to collaborate and solicit assistance from local research institutions and industry experts, developing knowledge and contributing to the general body of knowledge in the industry, with \$50,000 proposed annually for the research project. *Id.*

YOU ARE FURTHER NOTIFIED that the Company's second area of focus is in the areas of workplace, fleet, and rural access charging infrastructure. *Id.* The Company asserts that this program would make it easy and less costly for commercial customers to install workplace and/or fleet charging infrastructure on their property, for a variety of beneficial uses, and would provide significant benefits in overcoming barriers to early adoption and enables the Company to develop load management capabilities. *Id.* The Company says low-cost and reliable charging infrastructure would be installed by them, with customers contributing a minimum cost share of 50% of the dedicated circuit wiring from their electric supply panel downstream of the utility meter, to the EV chargers. *Id.* at 8-9. The Company indicates that charging infrastructure installed at locations designated for public rural access utilization would not require a customer cost share, as the specific site hosts in the smaller rural towns across the Company's service territory may be limited in means, which would be a significant barrier to adoption. *Id.* at 9.

YOU ARE FURTHER NOTIFIED that the Company states that in all cases, commercial customers would pay for the additional electricity supplied by their existing metered service to the EV chargers on their regular monthly bill, with options to collect user/usage fees to help offset modest electricity costs and agree to participate in load management experiments. *Id.* Charging infrastructure is proposed to be installed at an estimated 30 sites per year, broken down by 20 workplace, 5 fleet, and 5 rural access locations, at an estimated cost of \$345,000. *Id.* Ongoing maintenance and load management costs are estimated at \$15,000 per year. *Id.* The Company also intends to verify that workplace charging stands out as a powerful catalyst for EV adoption, while simultaneously providing grid benefits from reduced EV charging at home during the evening peak hours. *Id.*

YOU ARE FURTHER NOTIFIED that the Company proposes to fund the programs under its electric tariff Schedule 91, under the Market Transformation Program and associated Research and Development (R&D) outlined in tariff Schedule 90. *Id.* See Order No. 32918. The Company stated that in the Commission's Order No. 35129, at page 9, (the Company's request for

a prudency determination of its 2018-2019 electric and natural gas energy efficiency), the Commission stated “that the Company may continue with its R&D programs that it has already committed to fund but before committing to future R&D programs the Company shall propose and seek approval of an updated R&D program that includes metrics and measurable targets.” Application at 9-10.

YOU ARE FURTHER NOTIFIED that the Company intends these programs to be scalable given the multiple technology and program options. *Id.* at 10. The Company believes that these proposed programs will provide experience in Idaho and the ability to examine cost-effectiveness and customer acceptance, thereby better defining system and infrastructure requirements, and assessing costs/benefits. *Id.* The Company is not requesting an additional change in the Schedule 91 funding, the Company’s tariff Schedule 91 is “trued up” on a regular basis to match revenues with expenses. *Id.* The Company’s Table No. 1 shows that workplace, fleet, and rural access charging infrastructure will have a cost of \$345,000 in capital, \$15,000 in O&M, for a total of \$360,000. Integrated charging, on-site renewables, and battery storage research will have a cost of \$0 in capital, \$50,000 in O&M, for a total of \$50,000. These two areas of activity will have a total annual estimated spending of \$410,000. *Id.*

YOU ARE FURTHER NOTIFIED that the Company’s financial reporting will be included in its annual Demand Side Management (DSM) Report due to the connection of both DSM, Market Transformation, and the R&D programs to Schedule 91. *Id.* The Company notes that given the Company’s desire to implement these programs within the market transformation and research and development defined in the Company’s Tariff Schedule 90, the reports will not be accompanied by the traditional cost-effectiveness tests. *Id.* The Company hosts semi-annual energy efficiency Advisory Group meetings plus webinars on current topics of public interest, attended by the Commission Staff, among other interested stakeholders. *Id.* at 10-11. The Company will include electric transportation activities on the regularly scheduled meeting agendas. *Id.* at 11.

YOU ARE FURTHER NOTIFIED that the Company stated in its Application that notice to the public of the proposed revisions, pursuant to IDAPA 31.21.02.102, will be given simultaneously with the filing of its Application by posting a notice to the Company’s Website at www.myavista.com. *Id.*

YOU ARE FURTHER NOTIFIED that the Company's Application and supporting documents are available for public inspection during regular business hours at the Commission's office. The Application and supporting documents are also available on the Commission's web site at www.puc.idaho.gov. Click on the "ELECTRIC" tab in the left-hand column of the home page, then select "Open Cases" and then locate and click on the case number as shown on the front of this document.

YOU ARE FURTHER NOTIFIED that all proceedings in this case will be held pursuant to the Commission's jurisdiction under Title 61 of the Idaho Code. The Commission may enter any final order consistent with its authority under Title 61.

YOU ARE FURTHER NOTIFIED that all proceedings in this matter will be conducted under the Commission's Rules of Procedure, IDAPA 31.01.01.000, *et seq.*

NOTICE OF INTERVENTION DEADLINE

YOU ARE FURTHER NOTIFIED that persons desiring to intervene in this matter to obtain parties' rights of participation must file a Petition to Intervene with the Commission pursuant to this Commission's Rules of Procedure 72 and 73, IDAPA 31.01.01.072 and .073. **Persons who wish to intervene as a party must file a Petition to Intervene no later than 21 days after the date of service of this Order.** Persons desiring to present their views without parties' rights of participation do not have to intervene and may present their comments without prior notification to the Commission or the parties.

YOU ARE FURTHER NOTIFIED that the Commission Secretary shall issue a Notice of Parties after the deadline for intervention has passed. The Notice of Parties shall assign exhibit numbers to each party in this proceeding.

YOU ARE FURTHER NOTIFIED that once the Notice of Parties is issued, Commission Staff will informally confer with the parties to discuss a schedule to process this case and other issues as may be raised by the parties.

YOU ARE FURTHER NOTIFIED that the following persons are designated as the Company's representatives in this matter:

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SUSPENSION OF PROPOSED EFFECTIVE DATE

The Company filed its Application on September 9, 2021, and proposes a November 1, 2021, effective date. The Commission finds the Company's proposed effective date does not provide adequate time for Commission Staff and interested persons to evaluate the Company's proposal. Pursuant to *Idaho Code* § 61-622, the Commission suspends the proposed changes for thirty (30) days and five months or until the Commission enters an earlier order accepting, rejecting, or modifying the Company's request.

ORDER

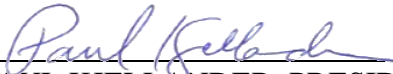
IT IS HEREBY ORDERED that persons desiring to intervene in this case for the purpose of obtaining parties' rights of participation must file a Petition to Intervene with the Commission, under Rules 72 and 73, IDAPA 31.01.01.72-73, no later than 21 days after the service date of this Order.

IT IS FURTHER ORDERED that the November 1, 2021, effective date proposed by the Company is suspended for 30 days plus five months or until the Commission enters an earlier order accepting, rejecting, or modifying the proposed changes.

IT IS FURTHER ORDERED that parties should continue to comply with Order No. 35058, issued June 3, 2021. All pleadings should be filed with the Commission electronically and shall be deemed timely filed when received by the Commission Secretary. *See* Rule 14.02. Service between parties should also be accomplished electronically. Voluminous discovery-related documents may be filed and served on CD-ROM or a USB flash drive.

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DONE by Order of the Idaho Public Utilities Commission at Boise, Idaho this 22nd day of October 2021.



PAUL KJELLANDER, PRESIDENT

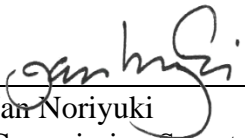


KRISTINE RAPER, COMMISSIONER



ERIC ANDERSON, COMMISSIONER

ATTEST:



Jan Noriyuki
Commission Secretary

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