

20-035-34 / Rocky Mountain Power  
August 13, 2025  
DPU Data Request 6.3

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What information does the Company have to indicate that the idle charge is necessary? How often have all the chargers been full for an extended period of time with some chargers occupied by cars that have finished charging? How long, on average, after the charge is completed before the EV is disconnected?

**Response to DPU Data Request 6.3**

The Company's recommendation to include idling fees is based on the recommendation from its vendor, Electrify America, to apply an idling fee to encourage drivers to move their vehicles promptly so that others can use the chargers. Most large scale operators of direct current (DC) fast chargers (DCFC), including the two largest DCFC network operators in the country, Tesla and Electrify America, apply idling fees. The Company has not yet gathered usage and queuing data at its own sites to identify utilization and congestion patterns because it has limited operating data to date. The Company intends to conduct an analysis once additional sites have been installed and are operating for sufficient periods of time. The next program review period should represent a sufficient time period for a queuing and utilization analysis. This analysis would inform the review of idling fees and assist in determining whether to maintain the fee, alter the fee or implement a different type of site management like congestion fees. However, until more data is available the Company will rely on industry practice and recommendations from its vendor, who has years of experience managing over a 1,000 DCFC locations.