

April 3, 2023

***VIA ELECTRONIC FILING***

Public Service Commission of Utah  
Heber M. Wells Building, 4<sup>th</sup> Floor  
160 East 300 South  
Salt Lake City, UT 84114

Attention: Gary Widerburg  
Commission Administrator

**Re: Docket No. 23-035-18**  
*Annual Report of Rocky Mountain Power's Electric Vehicle Infrastructure Program*

PacifiCorp d. b. a Rocky Mountain Power (“the Company”) hereby submits its annual report for the Electric Vehicle Infrastructure Program (“EVIP”) to the Public Service Commission of Utah (“Commission”). This report is submitted in accordance with the November 17, 2021, Settlement Stipulation and June 15, 2022, Commission Order Approving Proposed Report in Docket No. 20-035-34.

Attachment A provides the accounting information for EVIP activities for calendar year 2022, by month, showing all detail of the balancing account. Attachment B contains a written status update, divided into sections for each component of the EVIP. The EVIP report also contains four appendices.

All formal correspondence and data requests regarding this filing should be addressed as follows:

By E-mail (preferred): [datarequest@pacificorp.com](mailto:datarequest@pacificorp.com)  
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825 NE Multnomah, Suite 2000  
Portland, OR 97232

Informal inquiries may be directed to Jana Saba, Manager, State Regulatory Affairs, at (801) 220-2823.

Public Service Commission of Utah

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Sincerely,

A handwritten signature in blue ink that reads "Joelle Steward". The signature is written in a cursive, flowing style.

Joelle Steward

Senior Vice President, Regulation/Customer and Community Solutions

Enclosures

CC: Service List - Docket No. 20-035-34

# **Attachment A**

EVIP Accounting  
(calendar year 2022)

Beginning Balance -  
Ending Balance (5,126,250)

	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	CY 2022 Total
<b>Revenue</b>													
Schedule 198	(209,627)	(399,685)	(390,238)	(363,298)	(366,076)	(449,708)	(626,527)	(686,862)	(623,545)	(462,307)	(416,963)	(473,032)	(5,467,870)
Schedule 60	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>(209,627)</b>	<b>(399,685)</b>	<b>(390,238)</b>	<b>(363,298)</b>	<b>(366,076)</b>	<b>(449,708)</b>	<b>(626,527)</b>	<b>(686,862)</b>	<b>(623,545)</b>	<b>(462,307)</b>	<b>(416,963)</b>	<b>(473,032)</b>	<b>(5,467,870)</b>
<b>Expenses</b>													
<i>RMP Chargers</i>													
Program Management	-	-	-	3,032	3,725	10,319	9,694	7,822	9,894	6,699	6,095	8,600	65,879
Marketing	-	-	-	-	-	-	-	-	-	-	-	-	-
Partnerships	-	-	-	-	-	-	-	-	-	-	-	-	-
Incentive Admin.	-	-	-	-	1,200	2,800	6,012	1,200	200	600	2,200	92,532	106,745
O&M	-	-	-	-	-	-	-	-	-	-	-	-	-
Network Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Property Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expense RMP Chargers</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,032</b>	<b>4,925</b>	<b>13,119</b>	<b>15,706</b>	<b>9,022</b>	<b>10,094</b>	<b>7,299</b>	<b>8,295</b>	<b>101,132</b>	<b>172,624</b>
<i>Make Ready</i>													
Charger Incentives	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expense RMP Chargers</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Capital Spend</b>													
<i>RMP Chargers</i>													
Chargers	-	-	-	-	-	-	-	-	-	-	-	-	-
Warranty	-	-	-	-	-	-	-	-	-	-	-	-	-
Infrastructure	-	-	-	-	-	-	-	-	-	-	-	393,246	393,246
<b>Total Expense RMP Chargers</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>393,246</b>	<b>393,246</b>
<i>Make Ready</i>													
Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,032</b>	<b>4,925</b>	<b>13,119</b>	<b>15,706</b>	<b>9,022</b>	<b>10,094</b>	<b>7,299</b>	<b>8,295</b>	<b>494,379</b>	<b>565,870</b>
Balance Before Carrying Charge	(209,627)	(399,685)	(390,238)	(360,266)	(361,151)	(436,589)	(610,821)	(677,840)	(613,451)	(455,008)	(408,668)	21,346	(4,902,000)
Carrying charge	(785)	(3,073)	(6,055)	(8,912)	(11,681)	(14,757)	(18,791)	(23,759)	(28,774)	(32,992)	(36,474)	(38,198)	(224,251)
<b>Total Balancing Account</b>	<b>(210,413)</b>	<b>(402,758)</b>	<b>(396,293)</b>	<b>(369,178)</b>	<b>(372,832)</b>	<b>(451,346)</b>	<b>(629,612)</b>	<b>(701,599)</b>	<b>(642,225)</b>	<b>(488,000)</b>	<b>(445,142)</b>	<b>(16,852)</b>	<b>(5,126,250)</b>
<b>Balancing Account Cummulative Balance</b>	<b>(210,413)</b>	<b>(613,171)</b>	<b>(1,009,464)</b>	<b>(1,378,642)</b>	<b>(1,751,474)</b>	<b>(2,202,821)</b>	<b>(2,832,433)</b>	<b>(3,534,032)</b>	<b>(4,176,256)</b>	<b>(4,664,256)</b>	<b>(5,109,399)</b>	<b>(5,126,250)</b>	

## **Attachment B**

# Section 1a - Company Owned Charging Stations

## **Summary of previous years activity and status.**

### ***Request for Proposals***

In 2022, most of the activities for Company-owned chargers focused on conducting a request for proposals to select a turnkey vendor to design, procure, install, operate and maintain charging stations on behalf of the Company. As part of the request for proposals, the Company drafted a detailed scope of work with technical specifications that each potential bidder must meet. A copy of the request for proposals is provided in Appendix 1. The request for proposals solicited responses from both national and local companies. After a robust review, the Company selected Electrify America.

Electrify America operates roughly 3500 fast chargers and host's one of the largest public high powered (>150 KW) Direct Current Fast Charging (DCFC) networks in the country that is accessible by all vehicle brands. As part of the contract, Electrify America will conduct site engineering, permitting, construction and installation. They will design and procure all equipment and provide the software and network communication functions necessary to operate the chargers and collect payments. Further, Electrify America will provide routine, corrective and emergency maintenance and operate a 24-hour call center to respond to any customer issues or concerns. They will provide staff based in Utah to ensure timely responses and to provide active monitoring to rapidly address any technical issues and reduce the impact on customers.

Electrify America was selected primarily for three reasons: low price, extensive experience operating high powered DCFC, and timely access to equipment. Supply chain constraints for equipment were identified as major barriers for many bidders with lead times ranging from 30 to 60 weeks for critical equipment. There are three primary equipment items identified as critical

with long lead times 1) charger dispensers 2) switchgear 3) utility transformers. Electrify America was able to address lead times for charger dispensers and switchgear due to their bulk purchasing and current inventory in stock. The acquisition of utility transformers is currently a challenge for the Company and the industry at large with significant lead times. To prepare for site construction and installation, the Company pre-ordered utility transformers for the project so that transformers will not be a bottleneck for installation.

***Pre-Selection Site Evaluations***

In addition to conducting a request for proposals to select a turnkey vendor the Company began evaluating potential site locations to ascertain if they are good candidates to host chargers. The Company met with potential site hosts that included cities, counties, universities, state agencies, and private landowners. The meetings included an evaluation of the specific property to determine their proximity to existing power lines, space within the property to incorporate the chargers, distance to services and highways or freeways. See below for a layout of a generic site.

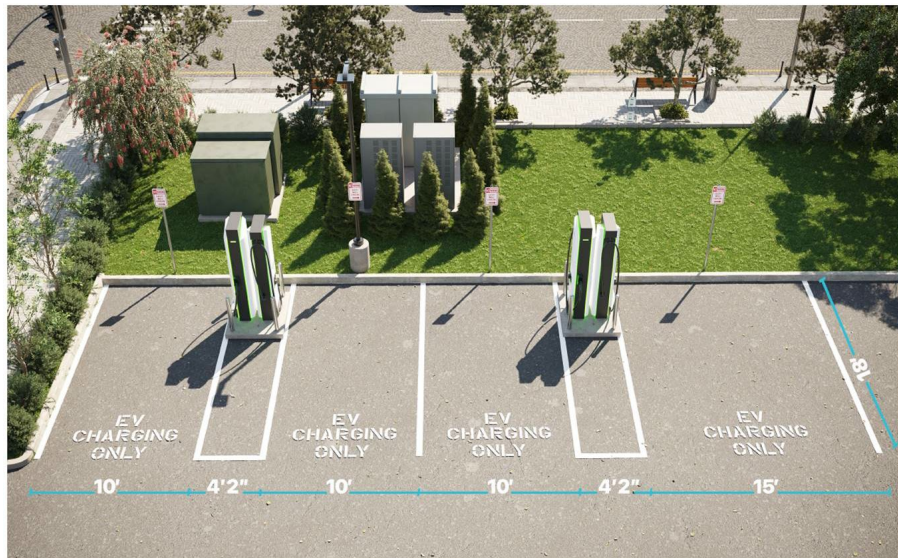


Figure 1. Typical layout for charging location

Figure 1 illustrates what a typical location may look like with four high powered chargers in a parking lot. The four chargers take up an area of 54'4" x 18' with one of the stalls being ADA accessible, the furthest stall on the right. The four chargers are comprised of 2-350 kilowatt and 2-150 kilowatt chargers for an installed capacity of one megawatt. The power electronics, switchgear, and transformer are in the landscaped area. In addition to evaluating properties for potential sites, the Company conducted a high-level feasibility of interconnecting one megawatt at each location. The feasibility was just an estimate and once sites are selected a full system impact study will be performed at each site. However, the feasibility assessment was helpful in determining if sites should be selected for a full engineering review. For example, Panguitch was eliminated as a potential location due to system impacts of placing a megawatt of charging capacity within the location.

### ***Status***

The Company is currently in negotiations with multiple site hosts and expects to develop at least 20 locations. Table 1 below lists the planned locations. The final locations may change/expand based on engineering site assessments, host site negotiations, and the potential of additional funding. The Company intends to apply for additional funding through the National Electric Vehicle Infrastructure (NEVI) program, administered by the Utah Department of Transportation, which would potentially expand the number of locations. The NEVI funding is part of the Infrastructure Investment and Jobs Act that allocates funds directly to the states. The first tranche of monies is based on transportation formula funds that requires each state to put in place charging stations every 50 miles along designated alternative fuel corridors. Further, the United States Department of Transportation has put in place standards and requirements for charging



stations to receive funding.<sup>1</sup> It is anticipated that the Company owned chargers will meet the NEVI requirements and some locations should be eligible for the federal funding. It is expected that the first location will have the engineering site design completed in the 2<sup>nd</sup> quarter of 2023 and the first charger will be installed and operational in the 3<sup>rd</sup> quarter of 2023. Further, it is expected that all 20 locations will be operational by 2025.

**Table 1. List of Locations Planned and Installed with Charger Type**

Location	Planned or Installed	Type	# of Ports
Tremonton	Planned	DCFC:2-350KW 2-150KW	4
Ogden	Planned	DCFC:2-350KW 2-150KW	4
Layton	Planned	DCFC:2-350KW 2-150KW	4
Farmington	Planned	DCFC:2-350KW 2-150KW	4
Woods Cross	Planned	DCFC:2-350KW 2-150KW	4
Salt Lake City	Planned	DCFC:2-350KW 2-150KW	4
Millcreek City	Planned	DCFC:2-350KW 2-150KW	4
West Valley City	Planned	DCFC:2-350KW 2-150KW	4
Taylorsville	Planned	DCFC:2-350KW 2-150KW	4
Draper	Planned	DCFC:2-350KW 2-150KW	4
American Fork	Planned	DCFC:2-350KW 2-150KW	4
Orem	Planned	DCFC:2-350KW 2-150KW	4
Summit County	Planned	DCFC:2-350KW 2-150KW	4
Vernal	Planned	DCFC:2-350KW 2-150KW	4
Delta	Planned	DCFC:2-350KW 2-150KW	4
Tie Fork Rest Area	Planned	DCFC:2-350KW 2-150KW	4
Wellington	Planned	DCFC:2-350KW 2-150KW	4
Ivie Creek Rest Area	Planned	DCFC:2-350KW 2-150KW	4
Moab	Planned	DCFC:2-350KW 2-150KW	4
Springdale	Planned	DCFC:2-350KW 2-150KW	4

### Utilization Evaluation

Since there were no Company owned chargers operational in 2022, there is no utilization data.

<sup>1</sup> See <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

# Section 1b – Make Ready Infrastructure and Rebate Incentives

## **Summary of previous years activity and status.**

In April of 2022, the Company began offering incentives to customers for make ready infrastructure and for rebates on the purchase of electric vehicle supply equipment (EVSE). Make ready incentives are available to non-residential customers (which includes multi-family dwellings). Rebates are available for both residential and non-residential customers. Customers cannot claim both make ready incentives and rebates for the same project. To be eligible for make ready and rebate incentives, customers must select qualified EVSEs that meet “open standards and interoperability”.

## ***Qualified EVSE***

During the 1<sup>st</sup> quarter of 2022, the Company developed specifications for eligible EVSE to qualify for incentives. The specifications apply to AC Level 2 and DC EVSE with a focus on charging light duty vehicles. Specialized charging systems such as wireless and pantograph, and other EVSE dedicated to Medium Duty / Heavy Duty applications will be considered on a case-by-case basis. The open specifications must meet the following criteria:

### **1) “Smart” Networked EVSE**

Participating EVSEs must be capable of being networked to collect and report data and receive control signals for participation in future utility management programs. *Note EVSE must not necessarily be connected to a network to participate in incentive programs but must be capable of connecting at a later date if required to participate in utility programs.*

## **2) Vehicle Connector**

An Open EVSE that provides Level 2 AC power will have at least one (1) J-1772 connector (J-1772 is the Society of Automotive Engineers or SAE standard for AC charging).

An Open EVSE that provides DC power will have at least one (1) Combined Charging System (CCS) Type 1 connector.

## **3) DC Charging Protocol**

Each CCS Type 1 connector on an Open EVSE will support charging vehicles with both the DIN 70121 (European standard) charging protocol and ISO 15118 charging protocol.

## **4) Communications**

An Open EVSE will have one or more of the following communications capabilities that can be reconfigured by the owner or reconfigured at the owner's request of the manufacturer:

- a. Ethernet
- b. WiFi
- c. Cellular

## **5) Server Protocol**

An Open EVSE will implement the Open Charge Point Protocol (OCPP) 1.6J protocol, including at minimum the OCPP Core, Firmware, and Smart Charging profiles.

## **6) Server Portability**

An Open EVSE will be capable of operating on multiple 3<sup>rd</sup> party OCPP server platforms (Charge Point Operators or CPOs) and provide the option for the server endpoint to be changed by the owner or changed at the owner's request of the manufacturer.

### ***Make Ready Incentives***

Make ready incentives help pay the cost of EVSE infrastructure and the installation of EVSE projects. Make ready refers to all necessary electrical infrastructure between the utility grid interconnection and the chargers. The incentives can cover infrastructure on both the utility side and customer side of the meter. The incentives do not cover the charger. The incentives can be used for either Level 2 or DCFC projects. Customers interested in make ready incentives must complete an application that outlines the EVSE project and how the funding will be applied, see Appendix 2 for a make ready application. Awards will be made quarterly. The awards will be based on applications submitted by the end of each quarter (March 31, June 30, September 30 and December 31 of each year). Applicants will be notified 30 days after the end of the quarter. Priority is given to projects that are demonstrated to be viable with a strong commitment by the applicant, projects that are expected increase EV adoption or reduce transportation emissions, and projects that are in the public interest and prudent as outlined in section 54-4-41(4) and (7) of the Utah Code. After receiving an award notification customers will complete the project and submit receipts and invoices for reimbursement. Customers will only be reimbursed for actual costs incurred up to the award amount.

### ***Rebates***

For non-residential customers rebates are available that can cover a portion of the cost of a charger for AC Level 2 and DC fast chargers. For AC Level 2 chargers the rebate is \$1000 per charger up to 75% of the total cost of the charger for a single port and \$1500 per charger up to 75% of the total cost for a multi-port. For DC fast chargers the rebate is \$30,000 per charger up to 75% of the total cost of the charger and installation for a single port, and \$45,000 per charger

up to 75% of the total cost of the charger and installation for a multi-port. The DC fast chargers require pre-approval to ensure there are no system impacts from adding the chargers.

Residential customers are eligible for a rebate for AC Level 2 chargers for 75% of the cost of the charger and/or installation cost up to \$200. Rebates are limited to one per charger per vehicle.

To be eligible for the rebate residential customers must be signed up for the EV time of use rate, Subscriber Solar, or Schedule 135.

To receive the rebates customers must select qualified chargers from an approved equipment list.

Most of the non-residential applications have been accepted, however over 50% of residential rebate applications were rejected. This is primarily due to residential customers requesting rebates for Tesla chargers. Unfortunately, Tesla chargers are not qualified since they do not meet the open standards and interoperability requirement. Examples of the rebate applications are available in Appendix 3.

**Summary of Make Ready Incentives**

Below is a summary of the make ready incentives. All complete applications that were submitted were awarded. Although, one application was awarded but declined the award. There were no payments issued in 2022 since payments are made after the project is completed, invoices and receipts are submitted, and the project is verified.

Type	Applications	Quantity	Ports	Requested	Awarded	Paid	Location
DC Fast Multi	4	8	16	\$935,087	\$922,666		WVC, Tooele, Layton, Ogden
DC Fast Single	7	24	24	\$743,730	\$405,000		Millcreek, Orem, Riverdale, Murray
AC Level 2 Multi	1	4	4	\$40,585	\$19,000		SLC
AC Level 2 Single	7	159	159	\$1,027,059	\$1,027,059		South Ogden, Layton, SLC, Draper

## Summary of Rebates

Below is a summary of the rebates. All complete applications that were submitted for non-residential customers were awarded. AC Level 2 rebates were paid upon the application being awarded. The DC fast chargers require a pre-approval process, and all submitted applications were awarded but none of the projects were completed and verified in 2022 to receive payment. The residential applications had many complete applications but over half were rejected. The rejected applications were mostly due to not having an eligible charger that has open standards and interoperability.

### *Non-Residential Rebates*

Type	Applications	Quantity	Ports	Requested	Awarded	Paid	Location
DC Fast Multi	4	5	10	\$398,909	\$159,970		SLC, South Jordan, Park City
DC Fast Single	5	8	8	\$357,242	\$188,505		Orem, SLC, Layton, Ogden
AC Level 2 Multi	10	44	88	\$117,449	\$23,679	\$23,679	SLC, Woods Cross, Midvale, South Ogden, Sandy
AC Level 2 Single	11	45	45	\$208,017	\$69,465	\$69,465	South Jordan, SLC, Orem, Paradise, Layton, North SL, Ogden, South SL

### *Residential Rebates (AC Level 2 only)*

Residential	Applications	Paid
Total Applied	154	
Awarded	68	\$ 13,600

## Section 1c – Partnerships

### ***Utah Department of Transportation***

The Company continues to coordinate and meet regularly with the Utah Department of Transportation (UDOT). The Company participates on a UDOT steering committee to advise on the development of a statewide EV charging plan. The steering committee is comprised primarily of state agencies including the Governor’s Office of Planning and Budget, Utah Department of Environmental Quality, Utah Division of Construction and Facilities Management, Utah Department of Government Operations, Utah Governor’s Office of Energy Development, Division of Utah State Parks, and the Utah Division of Tourism. The Company has also consulted with UDOT on the development of the state’s NEVI plan<sup>2</sup> that was filed with the Federal Highway Administration. The coordination and collaboration focused on identifying the best locations for alternative corridors throughout the state. The Company intends to apply for NEVI funds to reduce the costs for Company owned charging stations and to allow for additional charging locations throughout the service territory.

### ***Inland Port Authority and Mountain Lands***

In 2022, the Utah Legislature appropriated \$15 million for an electric truck project and \$18 million for an electric train project within the Inland Port Authority. The electric truck project is being led by Utah State University and the electric train project is being developed by Stadler Rail. The Company met regularly with the Inland Port Authority to discuss supporting both projects and provide infrastructure funding. In 2022, the Inland Port Authority experienced a reorganization with change of leadership and structure, resulting in a delay in the projects. The

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<sup>2</sup> See <https://publicinput.com/evplan>

Company met with the new leadership, and it is expected that the projects will move forward in 2023.

The Company has met with the Mountain Lands Authority, known as The Point, about providing infrastructure for EV charging. In particular, the Company has met regularly with the Innovation District within The Point which is being developed by the Utah System of Higher Education. Those meetings focused on brainstorming ideas to leverage and attract federal funding for innovative projects. The type of projects being discussed include infrastructure for autonomous vehicles, electric drones, electrified transit and delivery trucks. In 2023, it is expected that the Company will partner with the Utah System of Higher Education on applying for federal grants to expand transportation electrification within The Point.

### ***Department of Energy Grants***

The Company currently has two Department of Energy grants related to transportation electrification that directly impacts the EVIP, the WestSmartEV@Scale and eMosaic projects. The objective of the WestSmartEV@Scale project is to identify pathways to accelerate use of EVs. The pathways are evaluated by researchers through the analysis of EV infrastructure gaps, EV workforce development training, EV infrastructure deployment and data gathering, freight and port load, and grid evaluations. The impact of WestSmartEV@Scale is to further pull together and help bring to scale the multi-state regional activities. These areas have a common public interest in executing a strategic, directed, coordinated, phased deployment of EV and charging infrastructure programs that will break down barriers to, and accelerate, EV adoption. This project aims for unified, large-scale charging and vehicle data collection on all program activities, data analysis and processing, reporting, and public dissemination, which would not



occur otherwise. Communities both large and small, urban and rural, will benefit from this project's generation of aggressive adoption activities and lessons learned.

The WestSmartEV@Scale project has directly benefited the EVIP by funding experts from Utah State University, University of Utah, National Renewable Energy Laboratory, and Electric Vehicle Infrastructure Advisors who assisted in evaluating infrastructure gaps, developing technical specifications for open source and interoperability, and conducting pre-selection site assessments. The WestSmartEV@Scale project will conclude on December 31, 2024.

The objective of the eMosaic project is to research, develop, and demonstrate a scalable and resilient Electrification Mosaic (eMosaic) platform to provide localized and bulk grid services and smart charge management for a variety of charging destinations and load types. The project is led by ABB Inc and includes Utah State University and Idaho National Laboratory as partners. The Company will use the project to pilot and test a demand response program for EV charging at workplaces and multifamily dwellings. The Company will design the demand response program in 2023 and test the program in 2024. The eMosaic project is scheduled to conclude in February of 2025.

In 2022, no EVIP funds were spent on partnerships or innovative projects.

## Section 1d – Educational Outreach/Marketing

The Company had a multi-touch integrated approach using paid, owned, earned and direct communication channels. Since transportation electrification topics are synergistic, the Company would highlight the plan to build Company owned chargers, incentives available for customers and time of use rates together. The Company’s approach included partnering with the Salt Lake Tribune, hosting and sponsoring public events, and providing information on our website. In 2022, there was no customer feedback on the EVIP program.

### *Salt Lake Tribune*

One of the main strategies was to partner with the Salt Lake Tribune and develop branded stories, editorial partnerships and sponsor community conversations.

### Branded Content-story highlighting EV’s and the Company’s programs

	Page Views	Unique Page Views	Avg. Time on Article	Internet Traffic
Sitrib.com April 2022	1,126	1,040	4:02	Social: 71% Internal: 26% Search: 3% Links: 0%

	Impressions	Clicks	CTR
Promo Ads	249,867	324	0.13%


	Reach	Engagement	Clicks
Sitrib Social	28,856	2,989	683

The Salt Lake Tribune

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### What you need to know about electric vehicles

Sponsored: The key advantages of EVs, costs, and alluring incentives



By Elaine Caramella | Rocky Mountain Power | March 26, 2022, 12:00 a.m. | Updated: April 4, 2022, 1:32 p.m.

Considering soaring gas prices and greenhouse gasses from automobiles, it makes sense why electric vehicles (EVs) are no longer a wave of the future – they’re a key energy solution that reduces emissions and improves air quality. EVs are here and they’re evolving every single day.

In Utah, where inversions are a serious public health concern, electric vehicles (EVs) can lower carbon pollution from transportation by as much as 20%, reports the Utah Department of Environmental Quality. By changing the way we power our vehicles, we can do our part in helping solve the crisis while improving air quality for all.

There’s been a strategic evolution regarding EV technology in Utah; the infrastructure groundwork has been laid in terms of fast-charging EV stations being installed across the state. In other words, the change from gas-powered to environmentally friendly vehicles will soon be more convenient than ever before.

Currently, there are more than 53,000 EV charging stations in place across the country, with more than 870 locations in Utah.

*Branded Content*-Highlights time of use rates and the importance of when you charge.

	Page Views	Unique Page Views	Avg. Time on Article	Internet Traffic
Sltrib.com June 2022	1,297	1,167	2:52	Social: 56% Internal: 39% Search: 4% Links: 0%

	Impressions	Clicks	CTR
Promo Ads	306,069	313	0.10%

	Reach	Engagement	Clicks
Sltrib Social	13,281	475	437

The screenshot shows a news article header with the title "Rocky Mountain Power unveils Electric Vehicle Time of Use program for residential customers, offering big savings". Below the title is a sub-headline: "Sponsored: New Electric Vehicle Time of Use program could save some customers hundreds each year". There is a photo of a woman plugging a charging cable into a red car. The byline reads "By Elaine Ciaramella | For Rocky Mountain Power | June 29, 2022, 1:38 p.m. | Updated: July 5, 2022, 8:43 a.m.". The main text begins with "On July 1, Rocky Mountain Power launches a new program that will help electric vehicle drivers save money by shifting energy use to off-".

*Branded content*- Highlighting National Drive Electric Week and the planned Company owned chargers along with available Company incentives.

	Page Views	Unique Page Views	Avg. Time on Article	Internet Traffic
Sltrib.com Sept. 2022	1,585	1,483	3:32	Social: 72% Internal: 23% Search: 5% Links: 1%

	Impressions	Clicks	CTR
Promo Ads	215,026	184	0.09%

	Reach	Engagement	Clicks
Sltrib Social	20,908	202	183

The screenshot shows a news article header with the title "As Utah continues to adopt electric vehicles, Rocky Mountain Power paves the way". Below the title is a sub-headline: "Sponsored: As the nation celebrates National Drive Electric Week, Rocky Mountain Powers continues to roll out beneficial programs for EV adoption." There is a photo of hands plugging a charging cable into a car. The byline reads "By Elaine Ciaramella, For Rocky Mountain Power | Sep. 26, 2022, 1:05 p.m. | Updated: Sep. 29, 2022, 9:10 a.m.". The main text begins with "Rocky Mountain Power is honoring this year's National Drive Electric Week by making it easier for Utahns to go electric." and includes a quote: "When you look over the life of a car, the total cost of ownership is now lower for an EV than a".

Editorial Partnership

The Tribune had a dedicated clean energy reporter that focused on high-utility and change-making content in 2022. Incorporating visuals and illustrations that helped viewers and readers better understand how our systems and the science works. Topics included, clean electricity, EVs, heat pumps, electrification in transportation and homes. Articles were published in both print & digital publications.

- 71,170 page views total for electrification articles
- 3:32 Avg. time on article
- 26% of article traffic was from search
- 17% of article traffic was from social



Community Conversations- Public forums discussing transportation electrification, highlighting the Company’s programs and the importance of when you charge.

In partnership with Rocky Mountain Power, The Salt Lake Tribune hosted 3 Clean Energy Community Conversations in 2022. Each event included a panel with subject matter experts, that discussed housing, transportation and the future of electrification.

- Down to the Wire: Electrification & the Clean Power Transition
  - Aug. 2, 2022
  - University of Utah
  - Live stream attendance: 249
- Volts and Bolts
  - Sept. 29, 2022
  - Weber State University
  - Live stream attendance : 347
- What’s the Point?
  - Nov.. 30, 2022
  - Silicon Slopes
  - Live stream attendance: 260



(Bethany Baker | The Salt Lake Tribune) Salt Lake City Mayor Erin Mendenhall, left, speaks during the moderated discussion on electrification hosted by Rocky Mountain Power and The Salt Lake Tribune at the University of Utah in Salt Lake City on Tuesday, Aug. 2, 2022.

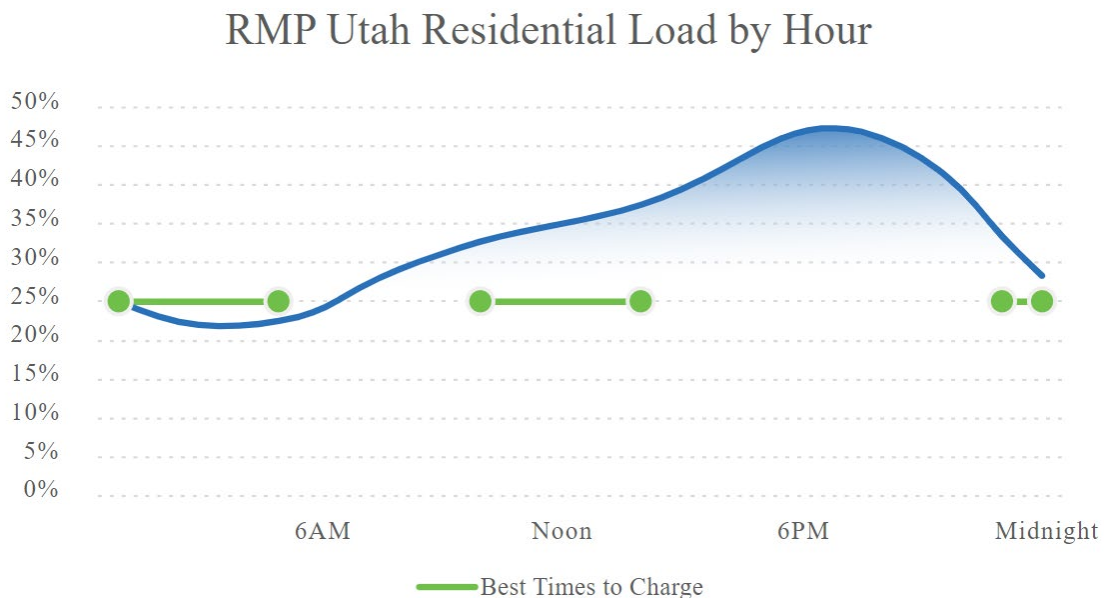
### *Sponsored Event*

The Company hosted and sponsored a National Drive Electric Week event. The event invited members of the community to an EV car show. The Company ensured electric trucks were present (Ford Lightning and Rivian). The Company invited members of the community to bring their electric cars to show off, along with an electric bike company who provided demo rides. The Company had booths setup highlighting our incentives and the time of use rates. The event had food, prizes and music. The Company was able to leverage WestSmartEV@Scale funding for the event. There were 32 electric vehicles with 350 people attending the event. It was the largest National Drive Electric Week event in the state and the intermountain west.



## Website

The Company provides information on electric vehicles on the Rocky Mountain Power website. The website has information on savings and tax credits, Charging 101, Company incentives (make ready and rebates), and the EV time of use rate. The Charging 101 provides basic information on the different charging types and technologies. It also provides information on how to get electrical upgrades for the home to enable home EV charging. Lastly, it educates customers on the best time to charge their vehicle. The graph below illustrates what is communicated. The information can be found at: <https://www.rockymountainpower.net/savings-energy-choices/electric-vehicles.html>



Source: Estimated residential load used in cost of service study in Docket No. 20-035-04

# **Appendix 1**



## **Request for Proposal**

Electric Vehicle Supply Equipment (EVSE)  
and Related Services

For

Rocky Mountain Power

Project: Electric Vehicle Infrastructure Program

**Scope of Work and Project Technical Requirements**



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## Introduction and Program Overview

Rocky Mountain Power “Company” hereby requests proposals for turn-key services including hardware procurement, design, permitting, installation, software networking including mobile app. The selected bidder will provide the necessary monitoring, reporting, payment processing, auditing, troubleshooting, customer support, work order management, and issue resolution services to meet the contracted service levels for the DC fast charging stations at various, yet to be determined locations in the state of Utah. It is anticipated that this project will include between 15 and 20 individual sites with approximately 10 to 14 of these sites located along the Wasatch Front and the remaining 2 to 6 sites at other location around the state of Utah. The aim of the project is to deploy a total of approximately 80 DC fast charging stations across desired locations over the next 2 years.

The final desired outcome of the *Electrical Vehicle Infrastructure Project* is to create an enduring regional ecosystem across the Intermountain West to sustain accelerated growth in freight, business, and consumer use of electric vehicles.

## Scope of Work – DC Fast Charger Deployment

Rocky Mountain Power seeks to award a contract to a qualifying vendor (Proposer) to supply two (2) to six (6) networked DC Fast charging stations per location and related installation, maintenance, repair, parts and supplies, and warranties. The Electric Vehicle Supply Equipment (EVSE) will be owned by the Company and installed at host sites yet to be identified. Proposals shall also include site assessment, site plans, permitting, site preparation, and installation of electric vehicle charging station hardware with all related electrical infrastructure. Network / cloud service shall include charge monitoring, reporting services, billing, and payment processing services and related software / technology for a period of no less than five (5) years. The Proposer shall have experience with EVSE for commercial entities consistent with all relevant environmental and safety standards and all applicable local, state, and federal laws. The exact scope of services includes, but is not limited to the following:

### Locations:

The Company will identify approximately fifteen (15) to twenty (20) host site locations in Utah with a large portion of them located along the Wasatch Front. The typical site location will be an existing public facility requiring work in an active parking lot. This proposal shall be completed for a single site by utilizing the example site plan shown in Attachment #1. The site configuration at each site should be designed to have a total simultaneous site output of 1000 kW. All dispensers must output a minimum of 150 kW simultaneously while at least two dispensers output 350 kW simultaneously. Power sharing that enables each dispenser to output 350 kW if site power is available is preferred.

### Electrical Infrastructure:

The Proposer shall furnish and install all materials, equipment, and labor required for the installation of electrical infrastructure sized appropriately to operate all installed charges and accessories such as site lighting as well as supporting some future expansion as shown on the example site plan.

The proposal includes, but is not limited to, all work related to the development of the site plans, switchgear, conduit and wiring, and as-built plans and documents for supplying power to the EVSE. Rocky Mountain Power “Company” will provide a 3-phase pad mount transformer within

approximately 50 feet of the charging station location to provide power. The Proposer will be responsible for securing all related permits and coordinating with permitting agencies. Following the installation, the Proposer shall activate and test the EVSE, including documenting power flow.

## DC Fast Charger Performance Specifications

The DC Fast Charger shall meet, at a minimum, the following specifications, and requirements:

- Power output: Equipment for these projects will include units at nominal 150 kW and 350 kW output levels, or equivalent. Proposer shall state actual peak outputs for each unit type submitted. The capability of power sharing between units is preferred.
- Power input: 480V 60Hz 3-phase
- Compliant with National Electrical Code and FCC regulations for safety and operation requirements.
- EVSE shall be third party certified by Underwriters Laboratories or equivalent approved by a Nationally Recognized Testing Laboratory program that is accredited to certify EVSE standards.
- Enclosure rating: National Electrical Manufacturers Association (NEMA) rating shall be 3R or better.
- EVSE shall be NEC 625 compliant.
- Accessibility: EVSE shall be compliant with all relevant accessibility standards including ADA guidelines for the operable components and user interface. Proposer should state the maximum footing height upon which the equipment can be placed while maintaining reach height compliance.
- Charging connector type: EVSE shall be capable of being fitted with dual cables and connectors so that a single unit could serve both CCS Type 1-equipped and CHAdeMO equipped vehicles. It is not yet determined if all chargers will be configured this way. It is not necessary that a single EVSE be able to supply power to both connectors simultaneously, but if it is capable of simultaneous operation, Proposer should explain how this function works. EVSE should be capable of changing connector types if desired at a later date, e.g., swapping out one connector type for another.
- Cable reach and management: Proposer shall submit information regarding available cable configurations including reach distance and cable management systems. Cables should be kept off the parking surface for safety and maintenance but should also reach the maximum number of vehicle port locations.
- Operating temperatures: Shall at minimum be rated for operation between -22° F and 122° F. Proposer shall fully explain the function and impact of any deration or other reduction in performance considered to meet this range.
- Operating altitudes: EVSE shall be rated for operation up to 6500 feet in elevation. Proposer shall fully explain the function and impact of any deration or other reduction in performance considered to meet this range. On the Unit Pricing spreadsheet "Attachment C" a price for Higher altitude equipment will be identified in case any site selections exceed the 6500-foot elevation.
- Humidity: EVSE shall be capable of operation up to 95% humidity.
- Hardware power management: Proposer should elaborate on any available hardware-based power management (power sharing, aggregate site demand limiting, etc.) for the submitted EVSE.

- Fully networked to allow for the management of charging operations including access, pricing, power distribution, and charging notifications.
- Accessible to all members of the public, with no membership to a specific network required for access. But should be capable of allowing Company to dictate which counterparties get MSP access.
- Payment: EVSE shall support multiple payment options including but not limited to credit card, app-based mobile payments, RFID, NFC etc. EVSE and network must be Payment Card Industry (PCI) compliant.
- Plug & Charge: EVSE shall be capable of Plug & Charge functionality via compliance with ISO 15118.
- Each CCS Type 1 connector on an Open EVSE will support charging vehicles with both the DIN 70121 charging protocol and ISO 15118 charging protocol.
- Station location and real-time availability should be available to users on the web or App
- Screen display shall be user-friendly and easy to operate. Displays shall be LCD, LED or equivalent, and shall be readable in direct sunlight, extreme cold and at night and have ADA-compliant physical buttons
- Security design that is both tamper-proof and vandalism-proof, such as tamper-resistant screws, anti-vandalism hardware and locked enclosures.
- Provide measures both on the screen/app during session and in summary reports of the measures of electricity delivered in kWh within acceptable accuracy parameters of the utility, state, and taxation authorities. Any variation from standards will be remedied by Proposer immediately upon discovery for the life of the station.
- Measurement and data capture of real-time statistics and energy use.
- Warranty: Proposer shall state standard warranty length and coverage, and cost of extended warranty per year for up to five years total parts and onsite labor coverage.
- Available 24/7 customer support via toll-free telephone number clearly posted on or near EVSE. An option to reach customer support by means of text message would be preferred. Support should be capable of providing or dispatching service to address customer concerns at the station including rebooting if necessary. Key support includes the ability to initiate a charging session remotely in the event of component failures such as touch screens or credit card readers to avoid stranded drivers. In addition to a support phone number, all EVSE should be labeled with a unique identifier visible when powered off to facilitate issue reporting.
- Credit/debit card reader accepting swipe, chip, contactless payment, and mobile payment
- Communications shall include redundant access to multiple networks on each site, including charger-specific modems with dual SIMs or 2 shared modems with dual SIMs
- Configured and installed on the proposed network

Following the installation, the Proposer shall be responsible to:

- Activate and test the EV charging stations and document power flow.
- Enable and process point of sale transactions.
- Implement a network service that will capture usage data with, at minimum, an initial five (5) year network agreement.
- Provide customizable detail reports.
- Provide flexible payment options that allow for universal public access.

- Provide maintenance services and customer support for five (5) years and include an extended five (5) year manufacturer's warranty for all EV charger equipment, hardware, and software.
- Customer support response time shall be limited to 4-hour response time for Emergencies support tickets and 24-hour response time for other support requests

### Protection and Restoration of Existing Improvements

The Proposer shall repair or replace all existing improvements not designated for removal which are damaged or removed as part of the installation process. Improvements, such as but not limited to curbs, gutters, sidewalks, driveways, walls, signs, pavements, signs, sprinkler systems or plantings, shall be repaired and replaced to a condition equal to or better than the original condition. All costs to Proposer for protecting, removing, and restoring existing improvements shall be included in the various bid items and no additional compensation shall be made by the Company.

### Traffic, Access, and Construction Site Safety

The Proposer shall be responsible, during all phases of the work, to provide for public safety and convenience by use of traffic cones, signs, lighted barricades, and lights as described by the municipalities.

- Construction operations shall be secured and conducted in such a manner as to cause as little inconvenience as possible to the site host employees, visitors, and general motoring public.
- Barriers or fencing shall be utilized to prevent public access to work areas or site hazards.
- Convenient access to the site host parking lot and entrance shall be maintained unless otherwise approved by the Company in advance.
- Two days prior to construction, the Proposer shall post "No Parking" signs with the effective time and date.

### Maintenance and Communications

The successful Proposer shall provide maintenance services for a period of five (5) years to ensure all equipment is properly checked, tested, and activated for proper operation. At the end of the five (5) year period, if not extended, Proposer shall provide training and any nonstandard or customized equipment necessary for the Company or designee to continue the proper maintenance, patching and communications of the station. The Proposer shall provide a network communications system with a service provider capable of monitoring the EV chargers for any error or malfunction 24 hours a day, seven days a week. Maintenance of the EV charger stations should be performed by local service providers who have the capability and capacity to respond to Company/Host calls for maintenance/service in the following manner and time frame:

- In the event of a malfunction or operating error, Proposer shall notify maintenance service provider and Company within one hour.
- In the event of an equipment or hardware malfunction or failure, a maintenance crew shall respond to the site for emergency tickets within four (4) hours or less and no more than 24 hours for standard tickets from the time the issue is reported.
- The Company shall have access to view all open and historical tickets
- session reporting that reconciles revenue deposits with pricing, billing, and payment details to allow audit at the individual transaction level

Proposer shall demonstrate operational experience and capability to provide ongoing support for the proposed hardware, including quantity of the proposed hardware in the field today, duration the proposed hardware has been in operation in the field, expectations for the long-term support of the proposed hardware, and historical maintenance metrics over assets under their management for the past year.

### Service Provider(s) / Data Capture:

EVSE shall be capable of collecting and reporting station usage data and real-time status and transmitting it to a cloud-based network service. Data available shall allow for real-time monitoring and fault notifications, customer notifications, providing payment processing, collection and reporting of session data, etc. The EVSE must have capabilities to handle, transfer and backup data. The network communications shall, at a minimum, provide the following information for each charging transaction, at each charging location, and must comply with all state and federal regulations:

- For this RFP a charging session will be described as: the period of time during which the first interaction with user or EV occurs. This can be a card swipe, remote start of transaction, connection of cable and or EV, parking bay occupancy detector, etc. Session ends at the point that the station is available again with no cable plugged.
- Data: Each session shall be logged, and the following minimum data collected:
  - Time stamps: plug in, charge start, charge stop, unplug
  - Charging session ID
  - EVSE ID (and name if applicable)
  - Port ID (if multiple)
  - Vehicle and or driver ID (if available)
  - EVSE address
  - EVSE model
  - EVSE nominal output (150, 350 kW)
  - Charging duration
  - Plugged in duration
  - Energy dispensed (kWh)
  - Peak power (kW) if available
  - Session fee (e.g., unit pricing details, deposit batch, sub-total, taxes)
  - Activation method
  - Pricing plan (if applicable)
  - Reason stopped
  - Error codes
  - Any data required to calculate a service level or other measured value in the agreement
    - Attempted sessions should be logged even if no energy flowed.
    - Power requested by the vehicle vs power delivered.
- Reports: detailed reports shall be available by both Company access to Service Provider's dashboards as well as exportable format showing detailed session data, and aggregated utilization (energy, revenue, sessions, etc.) data by EVSE and site by day, week, month etc.
- Dashboards shall include Station status and health in real time including Availability, Utilization, Charge Success Rate, Congestion, Revenue, Support Contacts, Support Tickets, Maintenance Tickets as well as malfunction or operating errors and any power deration.

## Networking Specifications:

All DCFC shall include networking/communications support for five years and shall adhere to RMP IT standards identified in attachment #4. Required networking features include:

- Networking: EVSE shall be capable of open non-proprietary networking via Open Charge Point Protocol (OCPP) 1.6J for interoperability. Proposer shall list OCPP networks with which hardware has been tested and approved.
- 4G or 5G Cellular enabling remote data collection from the charging station. Proposer shall state which cellular networks they will utilize
- Communications: An Open EVSE will have Ethernet communications capabilities that can be reconfigured by the owner or reconfigured at the owner's request of the manufacturer.
- Server Protocol: An Open EVSE will implement the OCPP 1.6J protocol and provide the option for the server endpoint to be changed by the owner or changed at the owner's request of the manufacturer.
- OCPP Profiles: Qualifying EVSE's will implement the OCPP Core, Firmware, Smart Charging, and Security profiles.
- Pricing functionality including:
  - Ability to price by any mixture of session fee, energy fee, and charge time fee, and idle time fee as well as applicable taxes
  - Ability to create unique pricing plans for specific customer groups through an enrollment process within the mobile app or other mechanism.
  - Access control: Network shall provide the ability to limit access to the EVSE or provide different levels of access or pricing to specified user groups.
  - Pricing control: Network shall provide the ability to charge different rates at different times of day or days of week.
- Mobile application functionality:
  - Currently available on Android and Apple devices
  - Allow drivers to create accounts to save payment information and track charging history/receipts. Proposer shall describe if transactions are cleared individually or via wallet method.
  - Ability to view station availability and get directions
  - Ability to start and end charging sessions via the mobile app
  - Ability to view active session progress (estimated state-of-charge, current power draw)
- Web-based owner dashboard features:
  - Network shall provide a cloud-based owner portal where current station status and health is displayed in real time including Availability, Utilization, Charge Success Rate, Congestion, Revenue, Support Contacts, Support Tickets, Maintenance Tickets as well as malfunction or operating errors and any power deration.
  - Reports can be viewed and exported as spreadsheets.
  - Status reporting: Network shall display real-time EVSE status in an owner portal and be capable of broadcasting it to public network app(s), website(s) and in-car navigation systems, provide customer session notifications.
  - View open work orders associated with Company's chargers
  - View and track the charger availability
  - View charging station utilization summary charts, exportable

- Customer support: Network shall provide 24/7 customer support via toll-free telephone number clearly posted on or near EVSE. An option to reach customer support by means of text message would be preferred. Support should be capable of providing or dispatching service to address customer concerns at the station including rebooting if necessary. Key support includes the ability to initiate a charging session remotely in the event of component failures such as touch screens or credit card readers to avoid stranded drivers. In addition to a support phone number, all EVSE should be labeled with a unique identifier visible when powered off to facilitate issue reporting.
- Monitoring: Proposer shall outline additional metrics their network can proactively monitor to evaluate uptime, availability, power level, etc. with a focus on charging functionality beyond cellular connectivity.
- Energy management: Network shall provide energy management tools. Proposer shall describe capabilities and features, including any software-based power sharing or demand management functionality. Of particular interest is the ability to limit aggregate site power across a group of EVSE.
- While not currently contemplated the Proposers system shall be capable of supporting roaming with other networks via OCPI if the Company elects to implement this option in the future.

### Branding:

- Sites - All sites will be branded with Rocky Mountain Power Company Logo, following company branding guidelines, clearly marked on each charger. Proposer to provide sample branding with location and size options
- Other – Rocky Mountain Power branding shall be applied to the app, POI, payment, and support mechanisms as well utilizing the Company branding guidelines in Attachment 5

### Accessibility:

ADA site design requires consideration of stall dimensions and counts, loading zones, slope, path of travel, unit placement, signage and more. Proposer shall comply with all federal, state, and local accessibility requirements.

- Proposer shall provide at least one highest speed (350kW output) unit with a parking stall and loading zone meeting van-accessible ADA requirements and a path of travel if there is a site amenity at all selected sites (assuming a basic 4- dispenser sites).
- Consider providing ambulatory accessibility via the same loading zone.

### Site Development:

No sites have been officially identified yet, so Proposer should use the attached generic model to provide per site pricing. The unit pricing in Attachment 3 will be utilized to determine the site variations from the generic model.

- A generic site plan sketch that includes (Attachment 1)
  - Proposed utility source
  - Proposed location of the new utility transformer
  - Proposed locations of switchgear, charging equipment power cabinets, and dispensers



- Switchgear
  - Sized based on charger type, count and capacity including future expansion of 2 additional 150kW Chargers per the example site in Attachment #1
  - Specifications for switchgear such as copper or aluminum, integral or non-integral, voltage and NEMA rating
  - Electrical studies required such as short circuit calculations, lightning, and grounding
- Rocky Mountain Power - Utility
  - Identify the utilities where installations are proposed
  - Provide links to the various utility's standards (Attachment 6)
  - Utility interconnect scope of work
- Other site requirements
  - Signage shall include a post-in-concrete mounted sign per parking stall
  - Equipment Protection (bollards and / or wheel stops) will be installed to prevent impact to EVSE and electrical equipment.
  - All non-ADA parking stalls will be a minimum of 10' wide
  - Area lighting in cases where existing lighting is not sufficient for safety.
  - Stenciling required for all parking spaces
  - Striping required for both standard and ADA parking
  - Stalls to be arranged to meet ADA compliance including path of travel
  - For the Generic model Trex Fencing with gates should be included to screen equipment locations. Unit pricing will address other fencing methods such as concrete precast, masonry, vinyl, chain link, or landscape options
  - Landscape restoration will be required to the point it is as good or better condition than before work began.
  - Storm Water Pollution Prevention Program including silt fence and other mechanisms
  - Concrete for equipment pads
  - Spoil testing will be required including debris handling and disposal facilities

### Optional Site Assessments:

The assessment of proposed charging locations can either be completed by Rocky Mountain Power or may be incorporated into the RFP for the proposer to provide these services utilizing optional pricing identified the Unit Pricing in Attachment 3.

- Desk top Google Earth review
- Physical site visit focusing on identifying the following
  - Potential power sources
  - Location for equipment pads
  - Location for Dispensers
  - Site visibility
  - ADA parking and accessible path of travel analysis (if applicable)
  - Jurisdictional conversations
  - Preliminary Utility conversations

### Site Survey:

The Proposer should include the following activities as part of their site development

- Initial Survey Topographical survey up to ½ acre.
- Phase 1 Report (Optional as needed)

- Private locate services
- 30-year title search and report (Optional as needed)
- Signal source from local cell tower and signal strength
- Load Capacity

### Design Services:

The following will be provided by the Proposer for Company review in addition to site-host review

- Design Review 1 - will provide site layout (equipment pads, fencing, switchgear and power cabinet), proposed utility design (transformer location) and basic electrical single line diagrams
- Design Review 2 - will also include concrete equipment pad details, structural elements and details, landscape restoration, parking striping and stenciling, electrical feeder schedules and utility preliminary design.
- Issued for Construction - will capture utility final map details and serve as the permit submission

### Design scope:

- Site Specific Survey to include Title Report
- Creation of Design Review 1 construction document
- Creation of Design Review 2 construction document
- Creation of IFC drawings
- As-Built Drawings
- Geotechnical report
- Utility Coordination
- Electrical Studies
- Landscape Notes and Details
- Jurisdictional Permitting and Coordination, quantify hours if not lump sum
- Permit expediting fees, quantify hours if not lump sum
- Grading plans
- Accessibility analysis and design
- Staging Plans
- Construction Administration Support

### Construction Scope:

The Proposer should include all the supporting specifications and documents necessary to support construction pricing

- Generic Site plan assumptions. See Attachment 1 for example
  - Utility Transformer and conduit to the Point of connection will be provided by the utility Company
  - Screen wall barrier shall include trex (or equivalent) 8' tall fencing with lockable door or gate

- Van accessible parking stall and full ADA compliance
- Conduits installed to the point of disturbance with pull box for (2) future stalls
- Switchgear will be sized to accommodate the (2) future stalls
- One light pole with lighting for security
- Non-ADA parking stalls shall be 10' wide to accommodate charging cables and charge port doors.
- Construction quotes will be based on the generic site plan. See Attachment 2
- Unit rate pricing table in Attachment 3 will be utilized to adjust for site conditions that vary from the Generic Model

### Optional Trailer Access:

With the arrival of electric pickups and SUVs there will be a need for trailer-friendly pull-through charging. Very few existing charging stations were designed to accommodate trailers. On the Unit Pricing in Attachment 3 the Proposer shall provide optional pricing to include at least one pull-through trailer dispenser in each location where the sites have adequate space to accommodate this option.

### Commissioning

- Proposer and Vendor shall provide final commissioning of the charging equipment once a site is complete to ensure proper functionality before opening to the public. This includes, but is not limited to:
  - A thorough check for proper operation of all components at the charging location
  - Installation of SIM cards, charger initiation and configuration
  - Testing of all charging equipment utilizing actual EV to test Power Flow
  - Application of decals including charger branding and unit # labeling
  - Completion of final check-list items including signage, striping, and protection bollards and/or wheel stops.

### Turn-Key Operations & Maintenance

Proposer shall provide turn-key operations and maintenance in addition to 24/7/365 contact center support. Turn-Key Operations & Maintenance shall include:

- 24/7/365 customer support will be available via toll-free telephone number clearly posted on or near EVSE. An option to reach customer support by means of text message would be preferred. Support should be capable of providing or dispatching service to address customer concerns at the station including rebooting if necessary. Key support includes the ability to initiate a charging session remotely in the event of component failures such as touch screens or credit card readers to avoid stranded drivers. In
- Support from a U.S. based, centralized network operations center which provides:
  - Escalation of contact center generated trouble tickets requiring further analysis, triage, and resolution
  - Proposer shall provide proactively monitoring, ticketing, and corrective actions. Proposer shall identify performance metrics by which the network is proactively monitored, as well as the data-driven exception conditions that trigger issue investigation.

- Advanced tools to troubleshoot and resolve tickets
- Coordination and collaboration across all field service vendors and hardware manufactures to determine root cause and corrective actions for advanced issues
- Tracking and management of service vendors and hardware manufacturers to adhere to turn around times
- Site Maintenance Services including:
  - Coordination and management of all hardware related warranty claims and related field work with locally based labor services
  - Assist with the coordination and management of any non-warranty related field maintenance (at Company cost)
  - Site maintenance services should be prioritized based on the issues reported and respective severity levels. Special priority should be given to any site where multiple units are inoperable or derated. Sites with the fewest number of working connectors of a given type will be prioritized.
- Engineering and quality support including a dedicated and controlled testing instance of all proposed hardware and network able to troubleshoot issues, validate software and firmware updates, and test vehicle compatibility with a wide variety of currently available electric vehicles.
- Spare parts inventory and logistics
  - Vendor shall manage spare parts inventory and logistics to support charger uptime and any warranty repairs

### Routine and Preventative Maintenance Visits

Vendor shall provide Routine Maintenance visits six times per year to check general site conditions and perform any scheduled maintenance based on lower-priority trouble tickets. In addition, vendor shall provide preventative maintenance visits per manufacturer recommendations and requirements.

### Product Safety

The EV charging stations shall have the ability to stop flow of power when not in use. The system shall have over-current protection to prevent vehicles from drawing too much power.

### Warranty

Proposer should provide a manufacturer's warranty on all purchased EV charger equipment, hardware, and software for a minimum of five years from the date of acceptance by the Company. The warranty must include all materials, equipment, parts, tools, labor, and incidentals, as well as all Proposer- or manufacturer-recommended upgrades. Warranty shall cover complete repairs or replacements, and site visits, as necessary. If there is a failure of the EV charger during the warranty period, the hardware provider shall agree to replace such components or parts within 72 hours of notification. The successful Proposer shall identify any and all local contractor(s) who will be providing all warranty and services to the DC Fast Charging Stations.

### Inspections

The Company shall provide, if it desires, an inspector to ensure all work is completed in accordance with this scope of work.

## Selection Process

The purpose of this RFP is to solicit meaningful proposals so that the Company may evaluate and solicit, from among a range, of proposals which best meets its needs and requirements. It is further desired that the RFP process will ensure cost competitiveness among Proposers. The Company urges all interested Proposers to carefully review the requirements of this RFP. Written proposals containing the requested information will serve as the primary basis for final selection.

The Company may choose to reject all proposals. The Company will have the discretion to negotiate with Proposer on the total cost for the provider services based upon its fixed fee schedule and the scope of work of the project.

### Proposal Format & Requirements

**The detailed proposal must include, at a minimum the following information:**

- **Company Information:** A brief description of the Proposer's firm, including the year the firm was established, the type of organization (partnership, corporation, etc.) and a statement of the firm's qualifications for addressing all of the requirements outlined in this Request for Proposals (RFP).
- **Scope of Work:** Description of assumed scope of work for the project from the perspective of the Proposer, including key assumptions. Include a narrative discussion that specifically describes the approach proposed to be used for performing each evaluation performed as a part of the work.
- **Hardware Specifications:** Include specification sheets for all charging equipment to be installed as part of this project.
- **Network Management:** Provide platform developer, current release version and any other relevant documentation.
- **Proactively Monitoring, ticketing, and corrective actions:** Proposer shall identify performance metrics by which the network is proactively monitored, as well as the data-driven exception conditions that trigger issue investigation. Proposer shall outline additional metrics their network can proactively monitor to evaluate uptime, availability, power level, etc. with a focus on charging functionality beyond cellular connectivity."
- **Services:** Description of Operations and Maintenance (O&M) services as part of the proposal such as warranty, routine maintenance, corrective maintenance and/or service level agreements.
- **Pricing:** Proposer shall describe how they could provide pricing for specific user groups and list any options their system could support.
- **Personnel Experience:** A summary of the qualifications and experience of the proposer's team.
- **Company Experience:** Proposer shall demonstrate operational experience and capability to provide ongoing support for the proposed hardware, including quantity of the proposed hardware in the field today, duration the proposed hardware has been in operation in the field, expectations for the long-term support of the proposed hardware, and historical maintenance metrics over assets under their management for the past year.
- **Quality Assurance:** Detailed description of the Proposer's internal Quality Assurance procedures and discussion of how they will be applied to all aspects of the project.

- On Site Customer Interactions: Statement describing process for interacting with public and third party property owners.
- Clarifications/Exceptions: Statement regarding any clarifications or exceptions to the request for quotation. Also, the inclusion of any additional information pertinent and useful to Company in evaluating the Proposer's proposal is encouraged.
- Resume: A resume listing other similar-sized projects, with an appropriate level of detail describing similar EV programs.
- Standard Project Schedule: A typical project template and schedule covering the design, installation, commissioning, and network provisioning of the charging stations. Please provide estimated lead time for construction start and expected duration of construction.
- Formal Agreements: An executed General Services Agreement and Confidentiality Agreement on Company forms.
- Price: Complete pricing schedules provided as Attachment 2 for generic site and Attachment 3 for Unit Pricing.

## Evaluation Procedure

The Company will award a contract to the Proposer with the most responsive proposal, which best meets the needs of the Company. Company staff will review each proposal for completeness and content. Each proposal will be evaluated based upon the relevant qualifications and experience of the Proposer. The proposal evaluation will focus on the following criteria:

- **Organization**: Does the firm offer the breadth and quality of services required for the types of services listed in the scope of work? Does the firm's organizational structure show sufficient depth, capacity for its present and additional workload?
- **Staff**: Do the qualifications of the key personnel assigned to the anticipated projects align with the tasks listed in the Scope of Work? Do assigned personnel have requisite education, experience, and professional qualifications for this RFP?
- **Specific Requirements**: Has the Proposer shown an ability to perform as a responsible service provider, including but not limited to proof that the Proposer is currently licensed/registered to provide this type of service?
- **Quality Resume**: Is the firm's resume from past clients and projects favorable? Are deliverables submitted on time and within budget?
- **Price**: Are the Respondent's proposed costs listed in the price schedule for providing the required services reasonable?

## Contract Pricing

This Contract Price includes payment for: (a) all costs of equipment, temporary equipment, materials, labor, transportation, engineering, design and other services relating to Proposer's performance of its obligations under this Contract and the Work (including any intellectual property rights licensed under this Contract, expressly or by implication) provided by Proposer or such Subcontractors; (b) any duties, levies, imposts, fees or charges of any kind (whether in the United States or elsewhere and including any of the foregoing related to the importation of any items into the United States) imposed on Contractor or its Subcontractors with respect to any Equipment, materials, labor, or services provided under this Contract.

## Acceptance or Rejection of Proposal

The Company reserves the right to accept or reject any and all proposals. The Company also reserves the right to waive any informality or irregularity in any proposals. Additionally, the Company may, for any reason decide not to award an Agreement as a result of this RFP or cancel the RFP process. The Company shall not be obligated to respond to any proposal submitted, nor be legally bound in any manner by the submission of the proposal. The Company reserves the right to negotiate the project deliverables and associated costs.

The top 3 bidders may be asked to provide live demonstrations of dashboards and reporting functionality to assist in the selection process.

## Submittals

- EVSE specification sheet
- EVSE dimensional drawings, including ADA information, and weight
- EVSE warranty documentation
- Network services specifications sheet or scope of services documentation
- Sample of data report(s) showing data fields and format
- Additional supporting information

## **Appendix 2**





## Plug-in Electric Vehicle Make-Ready Project Funding Application Process – Application Form

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Thank you for your interest in applying for an electric vehicle custom project funding award to support the make-ready installation of Electric Vehicle Supply Equipment (EVSE). Rocky Mountain Power encourages innovation and supports customers and communities in installing electric vehicle charging infrastructure.

### **Background**

Rocky Mountain Power provides opportunities to qualifying parties to receive financial support to advance the construction of qualifying new non-residential and multifamily EV charging infrastructure projects. For more information on our electric vehicle program and/or project funding, please visit [rockymountainpower.net/ev](http://rockymountainpower.net/ev).

### **How to Apply for Funds**

**Step 1:** Complete the application form and supplemental document checklist. Applicants must complete all fields in the application form provided in order for their project to be considered for funding. This application and supplemental material provided at the time of application will serve as the primary means by which projects will be evaluated. Rocky Mountain Power and/or its designee may contact you for further information. Please provide current contact information.

**Step 2:** Submit your completed application form, supplemental document checklist and supplemental documents to [ev@rockymountainpower.net](mailto:ev@rockymountainpower.net)

Questions about the funding award, the application and the funding process should be submitted to [ev@rockymountainpower.net](mailto:ev@rockymountainpower.net).

### **Application/Award Timeline**

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July 1, 2022	Rocky Mountain Power begins accepting applications. Applications will be reviewed and scored on a quarterly basis. Applications are due March 31, June 30, September 30, December 31. Limited funds are available for each year of the program Applicants will be notified in writing of award decision; projects selected for funding will be asked to sign an agreement detailing the conditions and requirements of accepting Electric Vehicle Custom Projects funds. Funds will be disbursed upon completion of the project and once verification/inspection requirements are met.
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Please note: Project installations must be completed in accordance with project timeline submitted with the proposal. (*Extensions to this timeline may be considered on a case-by-case basis for projects associated with the construction of a new building or structure.*)



**PARTICIPANT INFORMATION**

*(Check will be issued to the participant business name and address listed below unless the incentive assignment section below has been filled out)*

Participant is (check all that apply)  Customer  Facility owner  Tenant/Electricity user

Participant business name (As shown on income tax return):

Rocky Mountain Power account number (as listed on your bill, example 12345678-001 0):

Mailing address:		City:	State:	Zip:
Contact name:		Contact title:		
Contact telephone number: ( )	Cell number: ( )	Contact email address:		

**PROJECT SITE INFORMATION**

Installation address (if different from mailing address):	City:	State:	Zip:
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**Taxpayer Identification:** Complete and attach [IRS Form W-9](#)

**INCENTIVE ASSIGNMENT (Complete only if incentive is to be assigned to someone other than participant above)**

Check should be made out to:

Mailing address:	City: Salt Lake City	State:	Zip:
Contact name:	Contact telephone:		

**APPLICATION ACKNOWLEDGEMENT**

By my signature below, I certify that all information provided for participation will be accurate including but not limited to supplemental material and claims of participant and equipment information. I confirm I have read, understand and agree with the terms and conditions and agree to be bound by them.

**Certification of Taxpayer Identification:** Under penalties of perjury, I certify that: 1) The taxpayer identification number is correct, and 2) I am not subject to backup withholding due to failure to report interest and dividend income and 3) I am a U.S. citizen, resident alien or other U.S. person. The Internal Revenue Service does not require your consent to any provision of this document other than the certifications required to avoid backup withholding.

\_\_\_\_\_  
Signatory name & title (please print)

\_\_\_\_\_  
Participant signature

\_\_\_\_\_  
Date

# Electric Vehicle Charging Equipment Project Checklist

**Applicants must include the following required application documents for their project to be considered for funding.** Please submit this completed checklist along with your application. If any required documents are not included, please identify the reason why (below).

## **REQUIRED APPLICATION DOCUMENTS**

- COMPLETE APPLICATION – THIS APPLICATION IS ELEVEN PAGES.**
- W-9** A signed W-9 is required for the recipient of the incentive and the site host.
- Project Development Timeline.** A Gantt chart or schedule that includes duration of each development stage and dates of major milestones (e.g., equipment procurement, equipment delivery on site, construction begins, construction ends, commissioning, etc.)
- Letters of support.** A support letter is required from the project owner, if different from the person compiling the application. If requesting organization is a school, a support letter is required from the district superintendent or college/university president. Other support letters from key community members may also be provided.
- Site Evaluation.** Include any structural or documentation of discussions with Rocky Mountain Power. Please demonstrate if the site has sufficient load to support the charging equipment and system upgrades necessary to support the proposed project.
- Design Drawings.** One-line electrical diagram and site plan showing the location of the project components on the property.
- Equipment specifications.** Include warranty and EVSE manufacturer along with the type of charging equipment to be installed.
- Site Photos.** Photos of proposed project site and/or locations with captions. Include pictures of transformer nameplate and meter panel if applicable. (.jpg/.jpeg format preferred)
- Site Control Agreement.** Land ownership documentation or long-term lease agreement.
- Funding Sources.** Documentation (i.e., award letters, confirmation emails, other communication) confirming secured or granted funding sources and amounts
- Contractor Bids.** Proposals, bids and/or contracts to support budget estimates

## Project Narrative

### PROJECT FEASIBILITY

- 1. Provide a brief summary of the proposed Electric Vehicle Supply Equipment project.**  
*Include why the particular equipment was chosen and why the specific location is suitable for the proposed project.*

Click here to enter text.

- 2. Does the proposed Electric Vehicle Supply equipment meet the open source and interoperability requirement of the program?**  
*Please list the make and model number of the equipment being used.*

Click here to enter text.

- 3. Describe the overall structure of the project team and the primary roles of each team member.**  
*List and describe each project team members' relevant experience and credentials demonstrating their ability to satisfy their role. If certain key contractors have not yet been selected, describe your contractor selection process.*

Click here to enter text.

- 4. Describe the current status of the project, planning and design work that has been completed to date, and the plan for bringing the project to completion.**  
*Identify potential challenges and risks to completing the project on time and your strategy for mitigating each of those risks.*

Click here to enter text.

5. **Please identify the status of all necessary permits or other approvals required for the project:**  
*Have you requested a load assessment from Rocky Mountain Power to verify capacity or improvements required?*

Permit/Agreement Description	Not required	Required, application not yet submitted	Application submitted	Permit/ approval received	Unsure if required
Air/land use					
Electrical					
RMP load assessment					
Structural					
Zoning					
Environmental impact					
Cultural/historic impact					
City council/ board approvals					
Other:					

Please explain, if necessary:

6. **What operations and maintenance (O&M) activities are required over the project life? Describe the long-term O&M plan, including sources of funding to implement the plan.**  
*List any warranties on equipment and labor, agreements with O&M service providers and/or insurance that will be secured.*

[Click here to enter text.](#)

### COMMUNITY IMPACT

7. **Provide a brief history of the proposed project, the goals of this project, and how it ties into the overall mission of your organization.**

[Click here to enter text.](#)

8. **What are the economic, environmental and social benefits of the proposed project? Is the project expected to increase EV adoption or reduce transportation sector emissions?**  
*Consider the project owner, project site and community sustainability or electric transportation plans for the area.*

[Click here to enter text.](#)

**9. Will the chargers be available to the public? What is the proposed fee structure to use the EV chargers? Will Rocky Mountain Power have access to the EVSE charging data?**

*Be specific about recognition opportunities upon project completion and on an ongoing basis. Provide information of the proposed fee structure. Are there plans to collect EVSE charging data?*

[Click here to enter text.](#)

**10. Describe any community meetings or other outreach completed or planned to inform the public of the proposed project.**

*Summarize any community feedback received to date and how potential negative impacts will be mitigated.*

[Click here to enter text.](#)

**11. How will the project recognize Rocky Mountain Power for its contribution to the EVSE equipment installation?**

[Click here to enter text.](#)

## PROJECT COSTS AND FINANCING

**12. Describe the financial structure of the project.**

*Include who will pay for and own the project, who will receive the financial benefits, and who will pay for maintenance and repairs?*

[Click here to enter text.](#)

**13. Describe efforts to ensure that the proposed budget represents the maximum value for the cost of the project.**

*Explain any significant price deviations from industry norms and whether you received multiple bids from competitive contractors.*

[Click here to enter text.](#)

**14. Identify potential challenges and risks to completing the project within budget and your strategy for mitigating those risks.**

[Click here to enter text.](#)

**15. Describe the efforts undertaken to explore alternate sources of funding for this project.**

*Include whether the project owner and/or host is contributing funds and the owner's ability to fully monetize other funding sources.*

[Click here to enter text.](#)

**16. Are funds from Rocky Mountain Power's electric vehicle program imperative to make the project successful?**

[Click here to enter text.](#)

**17. Describe the organization's current financial status.**

[Click here to enter text.](#)

## Project Costs and Financing

The following costs are **NOT** eligible for reimbursement:

- Equipment costs – the charger itself/hardware and software, networking costs, and prepaid maintenance costs and/or warranty costs
- Engineering/design costs incurred to date (e.g., site evaluations, project estimates/bid, and project development costs)
- Donated or in-kind labor or materials
- Interconnection studies
- Administrative costs

PROJECT BUDGET		
<i>Please provide an itemized budget for eligible costs including the categories listed below. If necessary, please include a spreadsheet with detailed line-item descriptions and costs.</i>		
<b>Electric Vehicle Charging Equipment Project Component</b>	<b>Cost</b>	<b>Line-Item Description</b>
Eligible Project Costs		
Engineering and design costs ( <i>not yet incurred</i> )		
Labor installation costs		
Permitting fees, if applicable ( <i>please itemize</i> )		
Other EVSE components (materials related directly to the EV Charger are not eligible)		
Infrastructure Costs		
Electrical System Upgrades		
Site upgrades (materials and physical changes necessary to accommodate the EV chargers)		
Other components (please itemize)		
TOTAL ELIGIBLE PROJECT COSTS		
<b>Amount of Electric Vehicle Customer Project funding requested.</b>		
<b>Funding request as % of Total Eligible Project Costs</b> Note: Higher cost share increases chance of receiving a project grant.		
Additional Project Costs		
<b>Marketing and outreach costs</b>		
<b>Equipment</b>	<b>Quantity</b>	<b>Brand</b>
DC Fast Charger		
AC Level 2 Charger		



**SOURCES OF FUNDING**

	Source of Funding and Type of Contribution	Amount	% of Total Project Cost	Secured or Pending
<p>List and describe all funding sources and income streams of the project, as well as the nature of the contribution – grant, donation, incentive, cash or in-kind.</p> <p>Please identify the dollars and percent of total project cost this represents.</p> <p>Please provide documentation confirming secured funding sources.</p>	Rocky Mountain Power Funding (cash reimbursement)	\$		Pending
		\$		
		\$		
		\$		
		\$		
		\$		
	<b>Totals</b>	\$	100%	

**Describe the status and timeline for any 'pending' funding sources**

Click here to enter text.

## Certification

*I certify that in preparation for submitting this application I have reviewed the applicant as well as the terms and conditions, understand that should this project be awarded funding, my organization will be able to meet the award recipient requirements as described on the Rocky Mountain Power website, and attest that the information provided above responding to this application is both accurate and current. I also understand that submitting an application in no way obligates Rocky Mountain Power to provide funding and that funds are distributed at the sole discretion of Rocky Mountain Power.*

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Company: \_\_\_\_\_  
Contact Phone #: \_\_\_\_\_  
Email Address: \_\_\_\_\_

If this request is being submitted by multiple parties or a party other than the host, please indicate below by providing the party's name, title and contact information. The project host/owner must approve the submittal on their behalf through signature demonstrating that the all parties linked to installation have reviewed the application and support the project, along with supporting documentation - please see below for a comprehensive list of required attachments.

Approving party (project host/owner) – if other than project applicant

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Company: \_\_\_\_\_  
Contact Phone #: \_\_\_\_\_  
Email Address: \_\_\_\_\_

## Plug-in Electric Vehicle Make Ready Incentives Terms and Conditions

**Incentive availability:** Incentives are available on a first-come, first-served basis according to the received date on the application. Please reference the program website at [rockymountainpower.net/ev](http://rockymountainpower.net/ev) to determine the current status of incentive availability. Incentives will only be paid for qualified chargers as listed at: [rockymountainpower.net/ev](http://rockymountainpower.net/ev). Applications must include all information requested. Failure to provide this information may result in delays. If required information is not provided within 30 days of application submittal, the Incentive Application will be denied. Incentives will not exceed purchase price or "up to" maximum as outlined in the program tariff and program website. Additional terms and conditions may apply. Incentives are subject to tariff approval and may change. Please visit [rockymountainpower.net/ev](http://rockymountainpower.net/ev) for current program requirements.

The final incentive will be based on actual equipment installed and approved actual project costs incurred by the participant for implemented approved electric vehicle charging equipment installed. Participant agrees to provide any reasonable documentation to allow Rocky Mountain Power to determine actual costs incurred. To the extent that Rocky Mountain Power determines (at its sole discretion) that any of the approved equipment have not been installed and put into service in a satisfactory manner, participant shall receive a reduced incentive, if any, based on the inspection and verification of installed electric vehicle charging equipment.

Accepting the incentive payment obligates the participant to maintain functioning chargers for a minimum of five years, starting from the date of the incentive payment. Inoperable chargers must be restored to full functionality within sixty (60) days of notification from Rocky Mountain Power, unless the participant demonstrates it is working in good faith to restore full functionality during such sixty (60) day period. Chargers that are inoperable beyond sixty (60) days will be subject to reimbursement of any previously paid incentive, prorated to reflect the period of inoperability through the remainder of the five (5) year term. Any reimbursement payment shall be paid by the participant within thirty (30) days of the date of invoice from Rocky Mountain Power. Additional terms and conditions may apply. Rocky Mountain Power strongly encourages participants to arrange for maintenance of chargers, and to ensure they are protected in the event any third-party contractor engaged by participant to perform such maintenance fails to perform as expected.

**Qualifying customers:** Non-residential or multifamily electric customers residing in the state of Utah who purchase their electricity from Rocky Mountain Power on qualifying rate schedules. In the event that Rocky Mountain Power does not pay the incentive as a result of the participant's failure to comply with the terms and conditions, the assignee's sole recourse shall be against participant.

**Customer responsibilities:** Customer agrees to indemnify and release Rocky Mountain Power, their affiliates, officers and employees from all claims, demands, losses, damages, costs, expenses and liability (legal, contractual or otherwise), which arise from or are in any way connected with any: (1) injury to or death of persons, (2) injury to property of Customer, (3) violation of any applicable laws, statutes or ordinances, or (4) any act omission or negligence of the trade ally.

Customer will allow, if requested, a representative from Rocky Mountain Power, or any authorized third party reasonable access to Customer's property for energy analysis and/or inspections, including but not limited to: (a) post-installation equipment inspection to check implemented measures and to verify compliance with the program requirements; (b) inspection for any other reason; and (c) conduct surveys for research purpose.

Customer shall comply with all applicable laws at all times. It is Customer's responsibility to obtain all licenses, permits or other approvals required for installation of Electric Vehicle Supply Equipment (EVSE) under the program. EV charger must be new equipment, Underwriters Laboratories (UL) or equivalent certified by a National Recognized Testing Laboratory.

Customer is solely responsible for the economic and technical feasibility, operational capability and reliability of Customer's installations, products and solutions. Rocky Mountain Power make no representation or warranty and assume no liability with respect to services of any trade ally, quality, safety, performance or other aspect of any design, system installed pursuant to the program or this Incentive Application and expressly disclaim any such representation, warranty or liability. Under no circumstances shall Rocky Mountain Power be liable for any monetary damages related to the program including any action or inaction of trade allies performing work under the program.

**Jury waiver:** To the fullest extent permitted by law, each of the parties hereto waives any right it may have to a trial by jury in respect of litigation directly or indirectly arising out of, under or in connection with this agreement. Each party further waives any right to consolidate any action in which a jury trial has been waived with any other action in which a jury trial cannot be or has not been waived.

### SITE HOST RELEASE ROCKY MOUNTAIN POWER

I have enrolled in the Rocky Mountain Power ("RMP") [Plug-in Electric Vehicle Incentive Program (the "Program")] pursuant to which, I am provided an incentive for program participation. I understand that, as a condition to my participation in the Program, I am required to authorize Electric Vehicle Supply Equipment ("EVSE") manufacturers, such as Bosch, ChargePoint, ClipperCreek, Siemens, etc., to release usage information (the "Usage Information") generated by my charging station. I also understand and agree that EVSE's are not responsible for, nor has any authority with respect to, ROCKY MOUNTAIN POWER's privacy practices or how ROCKY MOUNTAIN POWER may use any information about the charging station usage. In consideration for being allowed to participate in the Program, I

hereby authorize EVSE's to release the Usage Information and to assist ROCKY MOUNTAIN POWER with performing the energy management tasks, and hereby forever release and disclaim, on behalf of myself, my heirs and assigns, EVSE's from any and all claims I may have against it, its employees, officers and directors, arising out of or in connection with such release or the performance of such tasks. By agreeing to participate in the program and receive a financial incentive I also agree to participate in future demand response programs for the equipment which I received an incentive for.

## **Appendix 3a**

**Wattsmart EV Program**
**Non-residential & Multifamily AC Level 2 Charger Application**

 Email completed application to [EV@rockymountainpower.net](mailto:EV@rockymountainpower.net)

Application must include copy of equipment receipt. See terms and conditions for complete instructions

**PARTICIPANT INFORMATION**

(Check will be issued to the participant business name and address listed below unless the incentive assignment section below has been filled out)

 Participant is (check all that apply)  Customer  Facility owner  Tenant/Electricity user

Participant business name (As shown on W-9 IRS Form):

Rocky Mountain Power account number (as listed on your bill, example 12345678-001 0):

Mailing address:

City:

State:

Zip:

Contact name:

Contact title:

 Contact telephone number:  
( )

 Cell number:  
( )

Contact email address:

**PROJECT SITE INFORMATION**

Installation address (if different from mailing address):

City:

State:

Zip:

Charging station manufacturer

Charging station model number:

Charging station serial #

 Electric Vehicle Supply  
Equipment

EV Charger Cost

 Incentive 75% of charger cost  
up to \$1,000/\$1,500 for  
single/multiport

Quantity

Incentive Amount

Example: Multi-Port Charger

\$1,200

x 75%

2

\$1,800

Single Port AC Level 2 Charger

x 75%

Multi-Port AC Level 2 Charger

x 75%

**INCENTIVE ASSIGNMENT (Complete only if incentive is to be assigned to someone other than participant above)**

Check should be made out to:

Mailing address:

City: Salt Lake City

State:

Zip:

Contact name:

Contact telephone:

**APPLICATION ACKNOWLEDGEMENT**

 By my signature below, I certify that all information provided for participation will be accurate including but not limited to supplemental material and claims of participant and equipment information. I confirm I have read, understand, and agree with the terms and conditions and agree to be bound by them.

 \_\_\_\_\_  
 Signatory name & title (please print)

 \_\_\_\_\_  
 Participant signature

 \_\_\_\_\_  
 Date

## Instructions for Completing the Plug-in Electric Vehicle Incentive Application

1. Complete all required forms. **Incomplete forms will delay application from being processed.**
  - a. Complete all sections of the application, sign and date.
  - b. Review Terms and Conditions
  - c. Complete and attach [IRS Form W-9](#).
2. Attach copy of invoice/receipt indicating electric vehicle supply equipment purchased. Invoice must specify purchase date. Only EV chargers are eligible for an incentive. Supplemental equipment and/or installation costs are not eligible for an incentive.
3. Email completed application and invoice/receipt to [EV@rockymountainpower.net](mailto:EV@rockymountainpower.net) within 90 days of equipment purchase.
4. Effective date of this program is January 1, 2022. Only equipment purchased after this date, as identified by purchase invoice/receipt attached to this application are eligible.
5. To be eligible for an incentive EV chargers must be approved equipment on Rocky Mountain Power's website. A current list of eligible equipment can be found at [www.rockymountainpower.net/ev](http://www.rockymountainpower.net/ev)

### Electric Vehicle Incentives Terms and Conditions

**Incentive availability:** Incentives are available on a first-come, first-served basis according to the received date on the application. Please reference the program website at [rockymountainpower.net/ev](http://rockymountainpower.net/ev) to determine the current status of incentive availability. Incentives will only be paid for qualified chargers as listed at: [rockymountainpower.net/ev](http://rockymountainpower.net/ev). All services must be purchased and installed prior to submitting an Incentive Application. Applications must include all information requested. Failure to provide this information may result in delays. If required information is not provided within 30 days of application submittal, the Incentive Application will be denied. Incentives will not exceed 75 percent of purchase price or "up to" maximum as outlined in the program tariff. Additional terms and conditions may apply. Incentives are subject to tariff approval and may change. Please visit [rockymountainpower.net/ev](http://rockymountainpower.net/ev) for current program requirements.

The final incentive will be based on actual equipment installed and approved actual project costs incurred by the participant for implemented approved electric vehicle charging equipment installed. Participant agrees to provide any reasonable documentation to allow Rocky Mountain Power to determine actual costs incurred. To the extent that Rocky Mountain Power determines (at its sole discretion) that any of the approved equipment have not been installed and put into service in a satisfactory manner, participant shall receive a reduced incentive, if any, based on the inspection and verification of installed electric vehicle charging equipment.

**Qualifying customers:** Non-residential or multifamily electric customers residing in the state of Utah who purchase their electricity from Rocky Mountain Power on qualifying rate schedules. In the event that Rocky Mountain Power does not pay the incentive as a result of the participant's failure to comply with the terms and conditions, the assignee's sole recourse shall be against participant.

Customer responsibilities: Customer agrees to indemnify and release Rocky Mountain Power, their affiliates, officers and employees from all claims, demands, losses, damages, costs, expenses and liability (legal, contractual or otherwise), which arise from or are in any way connected with any: (1) injury to or death of persons, (2) injury to property of Customer, (3) violation of any applicable laws, statutes or ordinances, or (4) any act omission or negligence of the trade ally.

Customer will allow, if requested, a representative from Rocky Mountain Power, or any authorized third-party reasonable access to Customer's property for energy analysis and/or inspections, including but not limited to: (a) post-installation equipment inspection to check implemented measures and to verify compliance with the program requirements; (b) inspection for any other reason; and (c) conduct surveys for research purpose.

Customer shall comply with all applicable laws at all times. It is Customer's responsibility to obtain all licenses, permits or other approvals required for installation of Electric Vehicle Supply Equipment (EVSE) under the program. EV charger must be new equipment, Underwriters Laboratories (UL) or equivalent certified by a National Recognized Testing Laboratory.

Customer is solely responsible for the economic and technical feasibility, operational capability and reliability of Customer's installations, products and solutions. Rocky Mountain Power make no representation or warranty and assume no liability with respect to services of any trade ally, quality, safety, performance or other aspect of any design, system installed pursuant to the program or this Incentive Application and expressly disclaim any such representation, warranty or liability. Under no circumstances shall Rocky Mountain Power be liable for any monetary damages related to the program including any action or inaction of trade allies performing work under the program.

Jury waiver: To the fullest extent permitted by law, each of the parties hereto waives any right it may have to a trial by jury in respect of litigation directly or indirectly arising out of, under or in connection with this agreement. Each party further waives any right to consolidate any action in which a jury trial has been waived with any other action in which a jury trial cannot be or has not been waived.

### SITE HOST RELEASE ROCKY MOUNTAIN POWER

I have enrolled in the Rocky Mountain Power ("RMP") [ Electric Vehicle Incentive Program (the "Program") pursuant to which, I am provided an incentive for program participation I understand that, as a condition to my participation in the Program, I am required to authorize Electric Vehicle Supply Equipment ("EVSE") manufacturers, such as Bosch, ChargePoint, ClipperCreek, Enel X, Siemens, etc., to release usage information (the "Usage Information") generated by my charging station. I also understand and agree that EVSE's are not responsible for, nor has any authority with respect to, ROCKY MOUNTAIN POWER's privacy practices or how ROCKY MOUNTAIN POWER may use any information about the charging station usage. In consideration for being allowed to participate in the Program, I hereby authorize EVSE's to release the Usage Information and to assist ROCKY MOUNTAIN POWER with performing the energy management tasks, and hereby forever release and disclaim, on behalf of myself, my heirs and assigns, EVSE's from any and all claims I may have against it, its employees, officers and directors, arising out of or in connection with such release or the performance of such tasks. By agreeing to participate in the program and receive a financial incentive I also agree to participate in future demand response programs for the equipment which I received an incentive for.

## **Appendix 3b**



**Wattsmart EV Program**  
**Non-residential & Multifamily DC Fast Charger Application**  
 Email completed application to [EV@rockymountainpower.net](mailto:EV@rockymountainpower.net)  
 Application must include required documentation.



**PARTICIPANT INFORMATION**

*(Check will be issued to the participant business name and address listed below unless the incentive assignment section below has been filled out)*

Participant is (check all that apply)  Customer  Facility owner  Tenant/Electricity user

Participant business name (As shown on income tax return):

Rocky Mountain Power account number (as listed on your bill, example 12345678-001 0):

Mailing address: City: State: Zip:

Contact name: Contact title:

Contact telephone number: Cell number: Contact email address:  
 ( ) ( )

**PROJECT SITE INFORMATION**

Installation address (if different from mailing address): City: State: Zip:

Charging station manufacturer Charging station model number:

Electric Vehicle Supply Equipment	Estimated DC Fast Charger Project Cost	Incentive 75% of project cost up to \$30,000/\$42,000 for single/multiport Maximum incentive is for 100kW or > DCFC < 100kW DCFC will be eligible for a prorated incentive.	Quantity	Estimated Incentive Amount
Example:	\$70,000	X 75%	1	\$30,000
Single Port DC Fast Charger		X 75% (up to \$30,000)		
Multi-Port DC Fast Charger		X 75% (up to \$42,000)		

**Taxpayer Identification:** Participant federal taxpayer ID number (EIN) or SS#

Please check the appropriate box:

Individual or Sole Proprietor  LLC, LLP or Partnership  C Corporation  S Corporation  Trust/Estate  Exempt Payee

**INCENTIVE ASSIGNMENT (Complete only if incentive is to be assigned to someone other than participant above)**

Check should be made out to:

Mailing address: City: Salt Lake City State: Zip:

Contact name: Contact telephone:

**APPLICATION ACKNOWLEDGEMENT**

By my signature below, I certify that all information provided for participation will be accurate including but not limited to supplemental material and claims of participant and equipment information. I confirm I have read, understand and agree with the terms and conditions and agree to be bound by them.

**Certification of Taxpayer Identification:** Under penalties of perjury, I certify that: 1) The taxpayer identification number is correct, and 2) I am not subject to backup withholding due to failure to report interest and dividend income and 3) I am a U.S. citizen, resident alien or other U.S. person. The Internal Revenue Service does not require your consent to any provision of this document other than the certifications required to avoid backup withholding.

\_\_\_\_\_  
 Signatory name & title (please print) Participant signature Date

**How to Apply for a DC Fast Charger Incentive:**

**Step 1:** All DC Fast Charger Incentives require pre-approval.

**Step 2:** Complete all sections of the application, sign and date. Incomplete applications will not be processed.

**Step 3:** Email completed application to [EV@rockymountainpower.net](mailto:EV@rockymountainpower.net)

**Step 4:** Upon receipt of application Rocky Mountain Power will review the application and notify customer within 15 days to discuss their potential DC Fast Charger project.

For questions regarding DC Fast Chargers or assistance with completing this application please email [EV@rockymountainpower.net](mailto:EV@rockymountainpower.net)

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**A. Project Narrative**

**PROJECT FEASIBILITY**

**1. Provide a brief summary of the proposed DC Fast Charger project.**

*Include why the particular equipment was chosen and why the specific location is suitable for the proposed project. What is the estimated completion date of this project? How will this project reduce emissions and increase electric vehicle adoption.*

Click here to enter text.

**2. Please identify the status of all necessary permits or other approvals required for the project:**

Permit/Agreement Description	Not required	Required, application not yet submitted	Application submitted	Permit/ approval received	Unsure if required
Air/land use					
Electrical					
Structural					
Zoning					
Environmental impact					
Cultural/historic impact					
City council/ board approvals					
Other:					

Please explain, if necessary:

**COMMUNITY IMPACT**

**3. Will the chargers be available to the public? What is the proposed fee structure to use the EV chargers? Will Rocky Mountain Power have access to the EVSE charging data?**

*Provide information of the proposed fee structure. Are there plans to collect EVSE charging data?*

Click here to enter text.

**4. How will the project recognize Rocky Mountain Power for its contribution to the DC Fast Charger Project?**

*Be specific about recognition opportunities upon project completion and on an ongoing basis.*

Click here to enter text.

**PROJECT COSTS AND FINANCING**

**5. Describe the financial structure of the project.**

*Include who will pay for and own the project, who will receive the financial benefits, and who will pay for maintenance and repairs?*

Click here to enter text.

**B. Project Costs and Financing**

PROJECT BUDGET		
<i>Please provide an estimated budget for equipment, installation and other cost categories listed below. If necessary, please attach a spreadsheet with a detailed list.</i>		
<i>Electric Vehicle Charging Equipment Project Component</i>	<i>Cost</i>	<i>Line-Item Description</i>
Eligible Project Costs		
Engineering and design costs ( <i>not yet incurred</i> )		
<b>Equipment costs</b>		
DC Fast Charger		
Electrical System Upgrades		
Other components ( <i>please list</i> )		
Labor installation costs		
Permitting fees, if applicable ( <i>please itemize</i> )		
Other Cost ( <i>please itemize</i> )		
<b>TOTAL ESTIMATED PROJECT COSTS</b>		

## Plug-in Electric Vehicle Incentives Terms and Conditions

**Incentive availability:** Incentives are available on a first-come, first-served basis according to the received date on the application. Please reference the program website at [rockymountainpower.net/ev](http://rockymountainpower.net/ev) to determine the current status of incentive availability. Incentives will only be paid for qualified chargers as listed at: [rockymountainpower.net/ev](http://rockymountainpower.net/ev) Applications must include all information requested. Failure to provide this information may result in delays. If required information is not provided within 30 days of application submittal, the Incentive Application will be denied. Incentives will not exceed 75 percent of purchase price or "up to" maximum as outlined in the program tariff. Additional terms and conditions may apply. Incentives are subject to tariff approval and may change. Please visit [rockymountainpower.net/ev](http://rockymountainpower.net/ev) for current program requirements.

The final incentive will be based on actual equipment installed and approved actual project costs incurred by the participant for implemented approved electric vehicle charging equipment installed. Participant agrees to provide any reasonable documentation to allow Rocky Mountain Power to determine actual costs incurred. To the extent that Rocky Mountain Power determines (at its sole discretion) that any of the approved equipment have not been installed and put into service in a satisfactory manner, participant shall receive a reduced incentive, if any, based on the inspection and verification of installed electric vehicle charging equipment.

**Qualifying customers:** Non-residential or multifamily electric customers residing in the state of Utah who purchase their electricity from Rocky Mountain Power on qualifying rate schedules. In the event that Rocky Mountain Power does not pay the incentive as a result of the participant's failure to comply with the terms and conditions, the assignee's sole recourse shall be against participant.

**Customer responsibilities:** Customer agrees to indemnify and release Rocky Mountain Power, their affiliates, officers and employees from all claims, demands, losses, damages, costs, expenses and liability (legal, contractual or otherwise), which arise from or are in any way connected with any: (1) injury to or death of persons, (2) injury to property of Customer, (3) violation of any applicable laws, statutes or ordinances, or (4) any act omission or negligence of the trade ally.

Customer will allow, if requested, a representative from Rocky Mountain Power, or any authorized third-party reasonable access to Customer's property for energy analysis and/or inspections, including but not limited to: (a) post-installation equipment inspection to check implemented measures and to verify compliance with the program requirements; (b) inspection for any other reason; and (c) conduct surveys for research purpose.

Customer shall comply with all applicable laws at all times. It is Customer's responsibility to obtain all licenses, permits or other approvals required for installation of Electric Vehicle Supply Equipment (EVSE) under the program. EV charger must be new equipment, Underwriters Laboratories (UL) or equivalent certified by a National Recognized Testing Laboratory. Customer is solely responsible for the economic and technical feasibility, operational capability and reliability of Customer's installations, products and solutions. Rocky Mountain Power make no representation or warranty and assume no liability with respect to services of any trade ally, quality, safety, performance or other aspect of any design, system installed pursuant to the program or this Incentive Application and expressly disclaim any such representation, warranty or liability. Under no circumstances shall Rocky Mountain Power be liable for any monetary damages related to the program including any action or inaction of trade allies performing work under the program.

**Jury waiver:** To the fullest extent permitted by law, each of the parties hereto waives any right it may have to a trial by jury in respect of litigation directly or indirectly arising out of, under or in connection with this agreement. Each party further waives any right to consolidate any action in which a jury trial has been waived with any other action in which a jury trial cannot be or has not been waived.

### SITE HOST RELEASE ROCKY MOUNTAIN POWER

I have enrolled in the Rocky Mountain Power ("RMP") [Plug-in Electric Vehicle Incentive Program (the "Program")] pursuant to which, I am provided an incentive for program participation. I understand that, as a condition to my participation in the Program, I am required to authorize Electric Vehicle Supply Equipment ("EVSE") manufacturers, such as Bosch, ChargePoint, ClipperCreek, Siemens, etc., to release usage information (the "Usage Information") generated by my charging station. I also understand and agree that EVSE's are not responsible for, nor has any authority with respect to, ROCKY MOUNTAIN POWER's privacy practices or how ROCKY MOUNTAIN POWER may use any information about the charging station usage. In consideration for being allowed to participate in the Program, I hereby authorize EVSE's to release the Usage Information and to assist ROCKY MOUNTAIN POWER with performing the energy management tasks, and hereby forever release and disclaim, on behalf of myself, my heirs and assigns, EVSE's from any and all claims I may have against it, its employees, officers and directors, arising out of or in connection with such release or the performance of such tasks. By agreeing to participate in the program and receive a financial incentive I also agree to participate in future demand response programs for the equipment which I received an incentive for.

**CERTIFICATE OF SERVICE**

Docket No. 20-035-34

I hereby certify that on April 3, 2023, a true and correct copy of the foregoing was served by electronic mail to the following:

**Utah Office of Consumer Services**

Michele Beck [mbeck@utah.gov](mailto:mbeck@utah.gov)  
Alyson Anderson [akanderson@utah.gov](mailto:akanderson@utah.gov)  
Bela Vastag [bvastag@utah.gov](mailto:bvastag@utah.gov)  
Alex Ware [aware@utah.gov](mailto:aware@utah.gov)  
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**Division of Public Utilities**

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**Assistant Attorney General**

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**ChargePoint, Inc.**

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**Utah Clean Energy**

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**Utah Association of Energy Users**

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**Rocky Mountain Power**

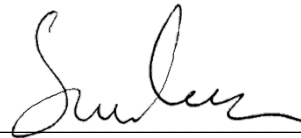
Data Request Response Center

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Jana Saba

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Santiago Gutierrez  
Coordinator, Regulatory Operations