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Salt Lake City, Utah 84116

April 1, 2024

VIA ELECTRONIC FILING

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

Attention: Gary Widerburg
Commission Administrator

Re: Docket No. 24-035-17
Rocky Mountain Power's 2023 Electric Vehicle Infrastructure Program Report

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 2023 the prior year, by month, showing all detail of the balancing account including. Attachment B contains a written status update, divided into sections for each component of the EVIP. The EVIP report also contains three appendices.

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

By E-mail (preferred): datarequest@pacificorp.com
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By regular mail: Data Request Response Center
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825 NE Multnomah, Suite 2000
Portland, OR 97232

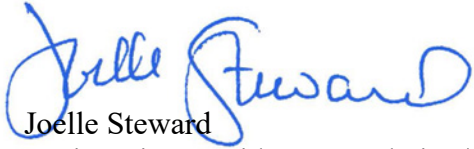
Informal inquiries may be directed to Jana Saba, Manager, State Regulatory Affairs, at (801) 220-2823.

Public Service Commission of Utah

April 1, 2024

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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

Attachment A

EVIP Accounting
(calendar year 2023)

Beginning Balance (5,137,089.73)
Ending Balance (3,879,770.67)

	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	CY 2023 Total
Revenue													
Schedule 198	(473,955.50)	(449,550.76)	(425,384.10)	(411,824.25)	(392,771.39)	(441,338.19)	(608,076.39)	(701,403.19)	(625,079.75)	(463,535.08)	(425,931.88)	(486,927.95)	(5,905,778.43)
Schedule 60													
Total Revenue	(473,955.50)	(449,550.76)	(425,384.10)	(411,824.25)	(392,771.39)	(441,338.19)	(608,076.39)	(701,403.19)	(625,079.75)	(463,535.08)	(425,931.88)	(486,927.95)	(5,905,778.43)
Expenses													
<i>RMP Chargers</i>													
Program Management	6,226.00	7,528.00	8,988.00	8,558.00	13,716.00	18,490.00	23,727.00	9,565.00	12,663.00	16,665.00	15,013.00	12,748.00	153,887.00
Marketing										25,200.00		2,400.00	27,600.00
Incentive Admin.													
O&M													-
Warranty									703,564.40				703,564.40
Network Services	-	-	-	-	672.72	-	-	-	-	-	5,757.29	6,475.03	12,905.04
Property Tax													-
Total Expense RMP Chargers	6,226.00	7,528.00	8,988.00	8,558.00	14,388.72	18,490.00	23,727.00	9,565.00	716,227.40	41,865.00	20,770.29	21,623.03	897,956.44
<i>Make Ready</i>													
Charger Incentives	5,200.00	2,800.00	43,025.00	57,360.25	57,104.25	48,823.43	13,610.00	30,572.00	22,764.62	331,586.75	11,200.00	12,817.00	636,863.30
Total Expense RMP Chargers	5,200.00	2,800.00	43,025.00	57,360.25	57,104.25	48,823.43	13,610.00	30,572.00	22,764.62	331,586.75	11,200.00	12,817.00	636,863.30
Capital Spend													
<i>RMP Chargers</i>													
Chargers									4,927,085.70				4,927,085.70
Warranty													
Infrastructure	92,712.88	34,761.98	(3,052.73)	11,289.95	224,632.11	38,864.08	4,316.49	21,100.45	13,681.10	17,770.54	12,431.43	10,327.58	478,835.86
Total Expense RMP Chargers	92,712.88	34,761.98	(3,052.73)	11,289.95	224,632.11	38,864.08	4,316.49	21,100.45	4,940,766.80	17,770.54	12,431.43	10,327.58	5,405,921.56
<i>Make Ready</i>													
Infrastructure	0	0	11,391	0	0	0	0	19,000	0	619,745	96,349	0	746,485
Total Expenses	104,138.88	45,089.98	60,351.27	77,208.20	296,125.08	106,177.51	41,653.49	80,237.45	5,679,758.82	1,010,967.29	140,750.72	44,767.61	7,687,226.30
Balance Before Carrying Charge	(5,506,906.35)	(5,951,237.77)	(6,359,340.24)	(6,740,231.00)	(6,886,119.46)	(7,272,506.63)	(7,892,157.27)	(8,570,326.69)	(3,577,526.87)	(3,075,830.29)	(3,386,105.13)	(3,852,564.80)	(3,879,770.67)
Carrying charge	(39,870.64)	(43,069.65)	(46,274.71)	(49,242.15)	(51,226.49)	(53,227.74)	(57,003.69)	(61,879.25)	(45,735.62)	(25,093.69)	(24,299.33)	(27,205.87)	(524,128.81)
Total Balancing Account	(5,546,776.99)	(5,994,307.41)	(6,405,614.95)	(6,789,473.15)	(6,937,345.95)	(7,325,734.37)	(7,949,160.95)	(8,632,205.94)	(3,623,262.50)	(3,100,923.97)	(3,410,404.46)	(3,879,770.67)	(3,879,770.67)

Attachment B

Section 1a - Company Owned Charging Stations

Summary of previous years activity and status.

Rocky Mountain Power has made significant strides in expanding the electric vehicle infrastructure program (EVIP) throughout 2023. A pivotal development was the finalization of contract terms with Electrify America on March 15, 2023, which has been instrumental in the design, procurement, construction, installation, operation, and maintenance of the Company-owned DCFCs. This collaboration has streamlined the deployment process, ensuring a standardized approach to the installation of fast-charging stations.

In anticipation of future needs, the Company has proactively pre-ordered essential equipment such as dispensers, switchboards, and power cabinets, which are known for their extended lead times. This forward-thinking strategy is aimed at mitigating potential delays in the rollout of new charging stations.

Moreover, the Company has implemented a design change to the equipment. Each power cabinet now has the capability to share power among two dispensers, delivering up to 350 KW in increments of 50 KW; that is, two vehicles will share the output up to 350 KW. For example, if a vehicle pulls up to a charger and the stall next to it (with a dispenser that shares a power cabinet) is empty, then the vehicle can charge up to 350 KW. If the original vehicle is drawing only 100 KW and a second vehicle pulls into the neighboring stall then the second vehicle can draw up to 250 KW, combining the outputs of both dispensers to 350 KW. If both vehicles can charge at 200 KW then each vehicle will get equal amounts of 175 KW. Since vehicles charge at different rates depending on the make, model, battery size; enabling power sharing between

chargers creates more flexibility. This improvement not only optimizes the power usage but also increases the efficiency of the charging process for end-users.

Recognizing the growing demand for electric vehicles, the default number of chargers at each location has been increased from four to six, subject to the specific conditions of each site. In some cases, the Company will install eight chargers at a location, depending on the available space, access to infrastructure, expected demand, and wiliness of property owners. This expansion reflects the Company's commitment to providing accessible and reliable charging infrastructure to meet the needs of an expanding electric vehicle market. Figure 1 illustrates an example layout of a charger site, located in Moab with eight dispensers including a long pull through to accommodate trucks and trailers.

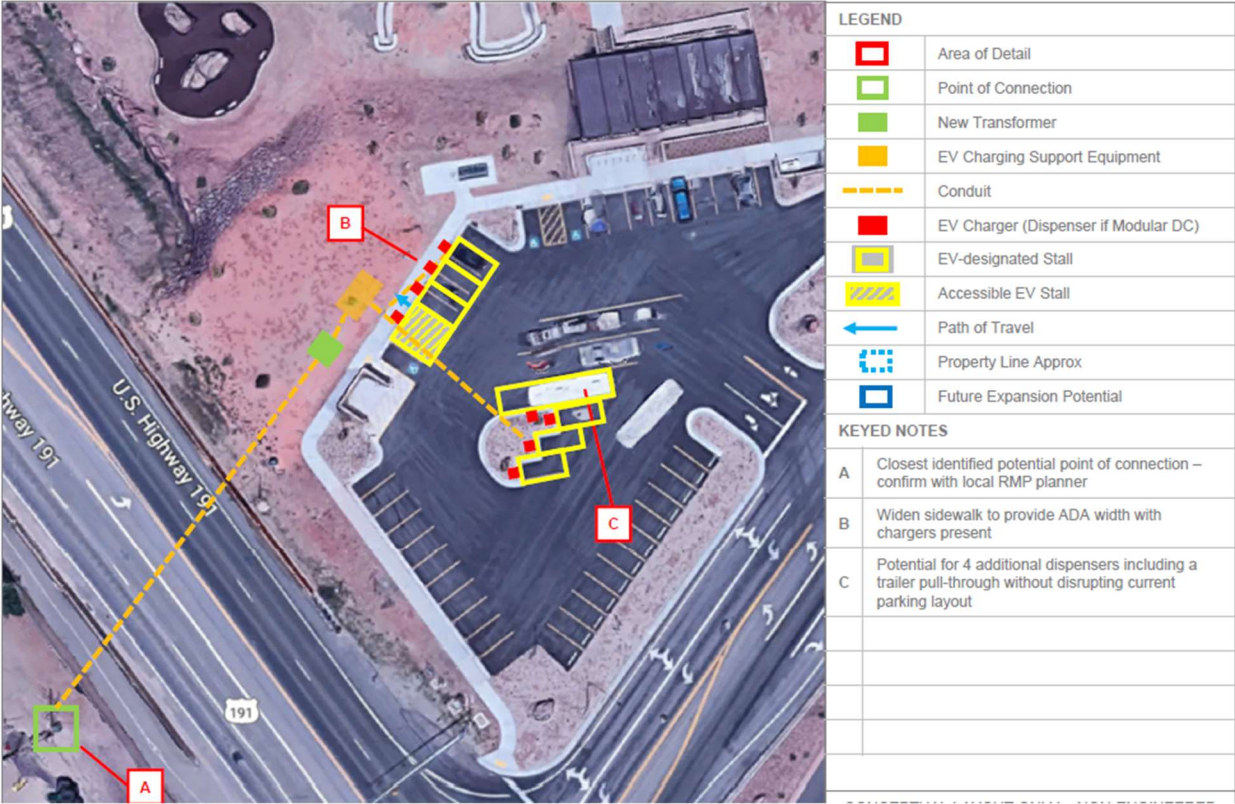


Figure 1. Sample layout for Charging locations

National Electric Vehicle Infrastructure (NEVI) Funding

On August 23, 2023, the Utah Department of Transportation (UDOT) initiated a call for applications to construct EV charging stations across 15 designated locations in Utah (a copy of the call for applications can be found in Appendix 1). These sites were strategically selected by UDOT, aligning with the state's broader transportation and infrastructure goals. Within this framework, 11 of these locations fell within the Company's service territory. The Company, after careful consideration of its Transportation Plan, chose to apply for 8 sites that best matched its strategic objectives. On November 14, 2023 UDOT announced its conditional awards for the 15 locations. Out of the 8 applications submitted by the Company, 7 were selected. The NEVI funds will be issued after installation and are expected to contribute to the on-going operation and maintenance costs for the sites. See Table 1 for a list of awarded sites.

Table 1. List of NEVI Awarded Sites

Location	Award Amount	# of Ports
Layton	\$200,000	6
Coalville	\$500,000	4
Tie Fork	\$600,000	4
Ivie Creek	\$600,000	4
Cove Fort	\$600,000	8
Moab	\$200,000	8
Bluff	\$600,000	4

Status of Company Owned Charging Stations

The Company is actively developing electric vehicle (EV) charging stations by strategically selecting sites in collaboration with state and municipal partners. The site selection process involves analyzing traffic patterns, vehicle density, proximity to electrical infrastructure, and accessibility to maximize usage and convenience for EV drivers. The Company has also diligently

continued with pre-site selection evaluations to identify the most viable locations for new installations. Engineering designs have commenced on several sites, laying the groundwork for the next phase of development. Currently, there are four sites under construction (Moab, Vernal, Kimball Junction, and Millcreek City) and they are expected to be operational in the 2nd quarter of 2024. There are another 3 sites under engineering design expected to be operational by the end of 2024. For a list and status of planned stations see Table 2.

Table 2. List of Locations Planned with Charger Type

Location	Status	Type	# of Ports
Ogden	Engineering Design	DCFC:350KW-shared w/2	8
Layton	Engineering Design	DCFC:350KW-shared w/2	6
Farmington	Planned	DCFC:350KW-shared w/2	6
Woods Cross	Planned	DCFC:350KW-shared w/2	6
Kimball Junction	Under Construction	DCFC:350KW-shared w/2	4
Salt Lake City	Planned	DCFC:350KW-shared w/2	6
Millcreek City	Under Construction	DCFC:350KW-shared w/2	4
West Valley City	Planned	DCFC:350KW-shared w/2	6
Taylorsville	Planned	DCFC:350KW-shared w/2	6
Draper	Planned	DCFC:350KW-shared w/2	6
American Fork	Planned	DCFC:350KW-shared w/2	6
Orem	Engineering Design	DCFC:350KW-shared w/2	8
Coalville	Planned	DCFC:350KW-shared w/2	4
Vernal	Under Construction	DCFC:350KW-shared w/2	6
Cove Fort	Planned	DCFC:350KW-shared w/2	4
Tie Fork Rest Area	Planned	DCFC:350KW-shared w/2	4
Ivie Creek Rest Area	Planned	DCFC:350KW-shared w/2	4
Moab	Under Construction	DCFC:350KW-shared w/2	8
Bluff	Planned	DCFC:350KW-shared w/2	4
Springdale	Planned	DCFC:350KW-shared w/2	4

Utilization Evaluation

There is no utilization data since no chargers were operational in 2023.

Section 1b – Make Ready Infrastructure and Charger Rebates

The Company offers two incentives for customers; rebates for chargers and incentives for infrastructure. Eligible non-residential customers may choose between applying for the rebates or the infrastructure incentives but they are not allowed both. The rebates are a prescriptive incentive after the purchase and installation of the charger; whereas, the infrastructure incentives require an application prior to the project. Rebates are available to all eligible customers. Infrastructure incentives are prioritized to projects that are demonstrated to be viable with a strong commitment by the applicant, projects that are expected to 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. Residential customers are only eligible for rebates.

There has been an increase in the number of applications in 2023. Infrastructure projects are taking a significant amount of time to complete which reflects a nationwide industry challenge. These projects are rarely completed in the year the applications were submitted. The following are key highlights for the program:

- The number of non-residential applications doubled from 2022 numbers (61 vs 126)
- \$5.8 million in funding was awarded to non-residential applicants.
- \$1.66 million in funding was paid to non-residential customers. Some of these payments were for applications submitted and approved in 2022.
- 205 AC Level 2 Charger residential applications were approved, totaling \$39,400 paid.
- Auto dealerships and public requested the most DC Fast Chargers
- Multi-family dwellings and workplaces requested the most Level 2 chargers
- West Valley City had the most requests for DC Fast Chargers
- Salt Lake City had the most requests for Level 2 chargers

The following tables summarizes the types of applications for 2023.

Table 3. Total 2023 Applications

2023 Application Summary	Make Ready Infrastructure	DCFC Rebate	AC Level 2 Rebate	Residential Rebate	Total for 2023
# of applications	48	17	61	385	511
# of applications-approved	38	16	51	197	302
Amount Requested	\$11,413,910	\$1,374,099	\$252,609	\$77,000	\$13,040,618
Amount Awarded	\$4,269,810	\$1,206,099	\$232,609	\$39,400	\$5,784,518
Amount Paid in 2023	\$746,485	\$385,578	\$221,885	\$39,400	\$1,383,348

Table 4. Awarded Projects by Charger Type, # of Ports

	Make Ready	DCFC Rebate	AC Level 2 Rebate	Total for 2023
AC Level 2 Charger Count	194		219	413
AC Level 2 Port Count	228		265	493
DCFC Charger Count	55	40		95
DCFC Port Count	70	54		124

Table 5. Awarded Projects by Customer Category, 2023

Category	AC Level 2 Charger Count	AC Level 2 Port Count	DC Fast Charger Count	DC Fast Charger Port Count
Auto Repair	0	0	2	2
Commercial	11	11	0	0
Dealership	22	33	31	51
Fleet	15	15	5	6
Gas Station	0	0	2	4
Hospital	13	19	0	0
Lodging	48	51	0	0
Multi Family	168	175	0	0
Public	32	47	51	54
School	10	20	0	0
Transit	0	0	4	7
Workplace	94	122	0	0

Table 6. Awarded Projects by Location,

Location	AC Level 2 Charger Count	AC Level 2 Port Count	DC Fast Charger Count	DC Fast Charger Port Count
American Fork	58	58	4	6
Cedar City	5	10	3	6
Coalville	3	6	0	
Draper	25	30	4	8
Eden	2	4	4	4
Holladay	1	1	0	
La Verkin	2	2	0	
Layton	1	2	1	2
Lindon	0		5	5
Marriot Slaterville	2	2	0	
Moab	14	14	0	
Mona	4	4	0	
North Salt Lake	7	13	0	
Ogden	10	10	3	6
Orem	4	6	1	1
Park City	15	24	16	19
Pleasant Grove	4	8	0	
Provo	4	4	0	
Richfield	2	3	0	
Riverdale	4	8	0	
Riverton	2	2	0	
Salt Lake City	123	148	12	18
Sandy	17	21	1	1
Saratoga Springs	6	6	0	
Snowville	0		2	4
South Ogden	33	34	0	
Springdale	16	18	0	
Taylorsville	14	14	0	
Tooele	4	8	3	6
Tremonton	20	20	0	
West Jordan	0		4	4
West Valley	11	13	32	34

Section 1c – Partnerships

In 2023, the Utah Legislature passed Senate Bill 125, Transportation Infrastructure Amendments, which establishes a steering committee to create a strategic plan for a fully electric transportation system in Utah. Chaired by the Utah Department of Transportation, the committee's development is supported by the ASPIRE Center at Utah State University, which is designated to staff the committee. Additionally, the Governor has appointed the Company to serve on this steering committee, emphasizing a collaborative approach to revolutionizing Utah's transportation infrastructure. Other members of the steering committee include the Governor's Office of Economic Opportunity, the Governor's Office of Energy Development, Utah Department of Environmental Quality, the Utah Transit Authority. The Steering committee meets quarterly and discusses strategies of how to expand transportation electrification in the state including within the Utah Inland Port Authority and The Point Development.

The Company continues to manage the WestSmartEV@Scale and eMosaic projects which are Department of Energy funded research projects. The WestSmartEV@Scale project focus is on increasing EV adoption in the intermountain region through integrated projects like analyzing destination charging needs, optimizing Transportation Networking Company EV usage, developing an EV car share program, modeling heavy-duty infrastructure needs, enhancing workforce development and outreach. The eMosaic project in conjunction with ABB is focused on developing utility managed EV smart charging that demonstrates controlled charging at charging hubs for fleets and transit operators. These DOE projects are entering their last year and will conclude around the end of the year in 2024. Through 2023, there have been no EVIP dollars spent on innovation projects.

Section 1d – Educational Outreach/Marketing

The Company conducted a public survey as part of the EVIP education and outreach program to gather insight into customers perceptions and perspectives related to off-peak EV charging and their understanding of time-of-use concepts and their impacts to the system. The Company hired Elevate Campaign Strategies to conduct the survey and provide recommendations and strategies. On behalf of Elevate and Rocky Mountain Power, Embold Research surveyed 647 Rocky Mountain Power customers, followed by 10 follow-up in-depth interviews of current and future electric vehicle owners, to understand customers' awareness of and willingness to participate in time-of-use programs. This research found that customers have low awareness of on-peak and off-peak hours, but show moderate willingness to participate in time-of-use programs. Motivation to enroll in time-of-use programs increases at the prospect of significant cost savings and the ability to help the grid. Moreover, current and future electric vehicle owners show particular interest in time-of-use programs both in and out of the home, but the use of solar panels and net metering is a prominent obstacle in participating in at-home electric vehicle time-of-use programs. For a copy of the questions asked to the 647 customers see Appendix 2. For an analysis of the survey and in-depth interviews along with strategies and recommendations from Elevate Strategies, see Appendix 3. The survey and analysis cost \$25,200.

The Company also leveraged earned media to enhance public awareness and education about the EVIP while emphasizing the importance of off-peak charging. During the media interactions the Company described the program and how the grid can handle increased EV adoption

through off-peak and smart charging. See Table 7 for list of media outlets that contacted the Company.

Table 7. List of Media Contacts for EVs

Date	Channel	Media Outlet
2/11/2023	Newspaper - Print and Online	Salt Lake Tribune
5/17/2023	Newspaper - Print and Online	Salt Lake Tribune
5/18/2023	Online	EV Report
5/18/2023	Online	Renewable Energy Magazine
5/21/2023	Online	Inside EVs
5/22/2023	Online	EnergyTech
8/4/2023	Radio	KSL Radio
8/5/2023	Online	KSL Radio
9/28/2023	Online	ABC4
9/28/2023	Online	KSL Radio
10/18/2023	Online	Utility Dive
11/14/2023	Online	KSL Radio

EV Car Show-Sponsored Event

The Company hosted an EV Car Show during National Drive Electric Week where it invited members of the community to bring an EV and/or just attend the event and learn about EVs. There was a focus on time-of-use charging where a tent was set up and manned by Utah State University students and researchers where they described the grid and explained about the importance of time-of-use charging to the event attendees. A fifth grade class from Washington Elementary (a nearby school) attended the event and learned about EVs, electricity, on-peak and off-peak energy use, and other Science Technology Engineering and Mathematics (STEM) activities. The education and outreach activities were provided by Utah

State University and Breathe Utah. The Company spent \$2400 of EVIP funds on the EV Car Show for planning and equipment rentals (tent and chairs).

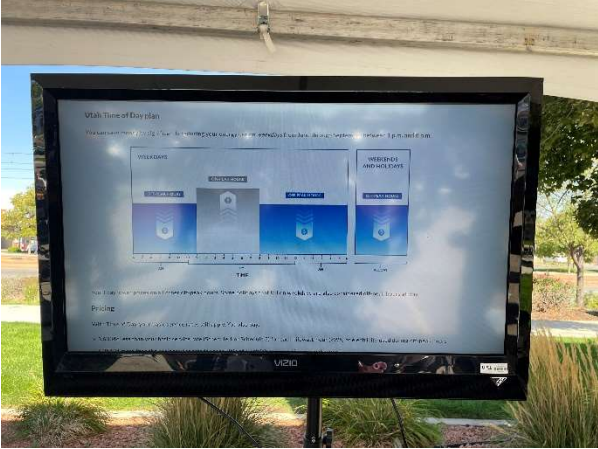


Figure 2. USU Students and Faculty presenting on Time of Use during EV Car Show



Figure 3. Mayor Mendenhall and Breathe Utah discussing STEM during EV Car Show

Appendix 1

REQUEST FOR APPLICATION



UTAH DEPARTMENT OF TRANSPORTATION

National Electric Vehicle Infrastructure (NEVI) Program

INSTRUCTIONS TO APPLICANTS (ITA)

Draft Version August 15, 2023

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National Electric Vehicle Infrastructure Funding Program - Request for Application

Phase 1: Utah Alternative Fuel Corridor Deployment

1. INTRODUCTION

The Infrastructure Investment and Jobs Act (IIJA), signed into law on Nov. 15, 2021, established the [National Electric Vehicle Infrastructure Formula Program \(NEVI\)](#). NEVI will provide funding to states to deploy electric vehicle (EV) charging infrastructure along public roads to establish an interconnected network of EV chargers across Utah and the rest of the nation. The Utah NEVI program is administered by the Utah Department of Transportation (UDOT) in partnership with the Utah Office of Energy Development.

The approved [Utah NEVI Plan](#) contains sections addressing charging infrastructure deployment, existing and future conditions, contracting, implementation, and program evaluation as well as commitments to conduct state agency coordination, stakeholder outreach, and public engagement. The Utah NEVI Plan, approved September 14, 2022, addresses statewide connectivity and availability of EV chargers so EV drivers can reliably travel across the state, with special attention to rural areas.

UDOT is implementing the initial phase of the NEVI plan via a matching grant program. UDOT is seeking applicants that will finance, construct, own, operate, and maintain NEVI compliant EV chargers and/or charging stations.

Applicants must use the awarded funds for the purpose of satisfying the requirements of the approved Utah NEVI Plan by:

- upgrading existing EV chargers and/or charging stations to meet NEVI requirements, OR
- installing new NEVI compliant EV chargers and/or constructing new charging stations in approved geographical areas, AND
- performing operations and maintenance (O&M) on their EV chargers and charging stations for a period of 5 years.

Applicants may not use NEVI funds for any other purpose except those that are clearly outlined in the applicant plan(s), in compliance with NEVI requirements, and approved by UDOT. Questions involving the proper use of these funds should be directed to: strategicinvestment@utah.gov.

Applicants must also understand that their commitment to this program goes beyond the construction of NEVI compliant charging stations. Applicants will be required to commit to a minimum of 5 years of operation and maintenance from the date of completion and commissioning of the charging station(s).

2. PURPOSE

This Request for Application has been created to outline the application submission and evaluation process for NEVI funds authorized in the IIJA. NEVI funds will be awarded on a competitive basis according to a point system outlined in Table 5 (Competitive Criteria).

3. FUNDING

The NEVI program requires a 20% match from applicants as a minimum requirement, with the possibility of up to an 80% share of costs associated with the installation of NEVI compliant EV chargers, site construction, and prepaid O&M warranty. The Utah NEVI program caps reimbursement of eligible installation, construction, and prepaid O&M warranty at \$600,000 per charging station site. Applicants may apply for a reimbursement of costs of up to \$600,000 or 80% of the total EV charger installation, site construction, and prepaid O&M warranty, whichever is less.

Funding matches must consist of private funds or non-federal public funds.

Federal NEVI funds for Phase 1 have been distributed to UDOT and are available. NEVI funds will be distributed as reimbursement to the awarded applicant(s) within 30 days of the successful completion and commissioning of the charging station.

NEVI funding will be awarded on a competitive basis according to the scoring criteria outlined in Table 5 below. The capped reimbursable amount applies to all capital costs, construction costs, and operations and maintenance costs. Eligible maintenance costs include the purchase of a prepaid warranty for each installed charger and a reasonable quantity of parts that are excluded from the prepaid warranty.

4. CHARGING STATION SITE AREAS

Phase 1 of the approved Utah NEVI Plan has identified 15 site areas throughout the state that UDOT seeks applications, with the intention of installing and maintaining NEVI compliant EV chargers. The map and Tables 1 and 2 below show the proposed geographical areas and the approved alternate, or discretionary exception. These geographical areas identify where applicants may elect to propose charging station placement.

Most of the potential geographical areas listed in Tables 1 and 2 below have no EV chargers of any kind and therefore will need to have new EV chargers installed and/or charging stations constructed. Several locations have existing EV chargers to which applicants could propose upgrades to reach NEVI compliance (See Table 1).

Table 1: Utah's NEVI Planned Deployment Areas		
Site Location	Corridor Plan	New Location or Upgrade
Nephi	I-15; South Corridor	New
Fillmore	I-15; South Corridor	New
Tremonton	I-15 & I-84; North Corridor	New

Snowville	I-15 & I-84 North Corridor	New
Layton / Riverdale	I-15 & I-84; North Corridor	New
Ivie Creek	I-70; Corridor	New
Thompson Springs	I-70; Corridor	New
Delle	I-80; West Corridor	New
Coalville	I-80; East Corridor	New
Tie Fork	US-6; Central Corridor	New or Upgrade UDOT Owned Site*
Price/Wellington	US-6; Central Corridor	New
Crescent Junction	US-191; South Corridor	New
Moab	US-191; South Corridor	New or Upgrade Privately Owned Site(s)
Monticello	US-191; South Corridor	New or Upgrade UDOT Owned Site**
Bluff	US-191; South Corridor	New or Upgrade UDOT Owned Site***
* 17845 US-6, Spanish Fork, UT 84660 ** 216 S. Main St., Monticello, UT 84535 *** 455 W. Main St, Bluff, UT 84512		

The geographical areas listed in Table 1 (Utah's NEVI Planned Deployment Locations) above come from the federally approved Utah NEVI Plan. These general areas were preliminarily chosen based on NEVI requirements that stipulate that the Alternative Fuel Corridors (AFC) within Utah must have EV charging stations every 50 miles, not more than 1 driving mile off the corridor. The above areas have been identified as needing EV charging to satisfy the requirements of NEVI. However, applicants can propose an alternate geographical area as long as it allows Utah to meet the NEVI requirements of providing NEVI compliant EV charging stations every 50 miles along the corridor.

Table 2: Utah's NEVI Approved Discretionary Exception Areas		
Site Location	Corridor Plan	New Location or Upgrade
Cove Fort	I-15; South Corridor	New
Ghost Rocks, EB/WB	I-70; Corridor	New
Cisco Exit	I-70; Corridor	New
Salt Flats RA EB/WB	I-80; West Corridor	New
Grassy RA EB/WB	I-80; West Corridor	New
Horse Canyon RA	US-6; Central Corridor	New
Kane Springs RA	US-191; South Corridor	New

Applications may propose plans to satisfy NEVI requirements in alternate geographical areas, additional geographical areas or in a geographical area of an approved discretionary exception from Table 2. (Utah's NEVI Approved Discretionary Exceptions Locations) Each application for funding and each proposal will be considered on its own merits and how it furthers the goals and objectives of the Utah NEVI Plan. Applicants are encouraged to review the Utah NEVI Plan maps and be innovative in coming up with solutions to satisfy the requirements of the NEVI Program in alternate locations.

5. EQUITY & DISADVANTAGED COMMUNITIES (DAC)

Utah's NEVI Program will prioritize investments in disadvantaged communities in alignment with the NEVI guidance. Applicants are encouraged to identify and prioritize locations within these communities. Sites meeting the [Electric Vehicle Charging Justice](#)⁴⁰, [Transportation Equity Community](#), or Tribal Lands definitions for disadvantaged communities or disproportionately impacted communities will be prioritized. See Table 5 Competitive Criteria for how applications will be prioritized.

6. APPLICANT ENTITY ELIGIBILITY

Applicant entities need to conform to the following organizational eligibility criteria in order to be considered for NEVI funds. Entities must be:

1. Registered business (including joint ventures) with a business license from the State of Utah, or
2. Non-profit entity (as defined in [Title 26 US Code Section 501\(c\)](#)), or
3. Registered Public Utility in the State of Utah (as defined in [Utah Code §54-2-1](#)), or
4. A government entity, such as local governments or higher education institutions. However, Federal Agencies, and state agencies within the Executive Branch of the State are excluded from participating in this program, or
5. A Tribal Organization (as defined in [Title 25 US Code Section 5304 \(l\)](#)).
6. Businesses or other entities in which a UDOT employee, spouse, or family member of a UDOT employee has a direct or indirect interest, financial or otherwise, may be prohibited from receiving a grant, depending upon the nature of the interest. Applicants must disclose known apparent, potential, or actual conflicts of interest to UDOT staff.
7. The applicant must be the entity that will purchase and own the grant-funded equipment for the life of the grant. An entity that purchases the equipment and leases it to another entity may establish eligibility provided that the grantee maintains ownership of the grant-funded equipment for the life of the grant.

7. ELIGIBLE COSTS

The following items are eligible for reimbursement:

- EV chargers, power conversion hardware, and associated equipment
 - **Chargers must be purchased and not leased**
- Networking and data plans
- Warranties for equipment and parts and labor (at least 5 years required)
- Service Level Agreements
- Utility upgrades such as transformers and extensions

- Solar and storage equipment that are exclusively dedicated to the charging equipment (for example, solar panels on roofs serving the entire building or installation of offsite solar farms will not be acceptable).
- Other hard costs (switchgear, concrete, conduit, wire, signage, etc.)
- Video surveillance equipment of the site for security and remote monitoring
- Landscaping remediation directly resulting from the installation of the charging stations
- Parking stall striping directly resulting from the installation of the charging stations
- Other equipment and non-labor project costs including design and engineering, site surveys and permitting
- Future-proofing including additional conduit and wiring
- Shipping of equipment
- Public outreach and education as it directly relates to the proposed project
- Labor associated with site preparation, such as trenching, or equipment installation (applicants will be required to clearly separate equipment, non-labor project costs, and labor costs in their proposals)
- Labor associated with project management

Non-Eligible Costs

The following project types ARE NOT eligible for funding under this program:

- Operating and maintenance costs including, but not limited to, leases, rents, royalties, licenses, fees, taxes, revenue sharing, utilities, and electric power supply (e.g. utility bills) for the charging equipment and supporting elements, such as area lighting.

8. NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) CLEARANCES

The NEVI Program requires each EV charging station site to comply with NEPA. All applicants must complete and submit the UDOT NEVI Environmental Clearance checklist after they have familiarized themselves with [UDOT NEVI Environmental Guidance](#). UDOT intends to pursue Categorical Exclusion (CATeX) Environmental Clearances based on applicant's completion of the UDOT NEVI Environmental Clearance Checklist pertaining to their proposed site.

Depending on the applicant's answers to the questions for their proposed EV charging station site, the applicant may be required to provide additional documentation, coordination, or environmental clearances to comply with NEPA. The level of documentation and coordination will depend on the potential for environmental impacts, which could vary greatly. Applicant's UDOT NEVI Environmental Checklists will be evaluated as part of their applications. Applications will be scored based on the Competitive Criteria outlined in Table 5.

Applicants should also be aware that depending on the environmental complexity of their proposed EV charging station site, they may need to involve an environmental consultant to satisfy this requirement.

9. APPLICATION PROCESS

Follow these steps to competitively apply for NEVI funding:

1. Thoroughly review this document and the below documents in order to gain an understanding of the NEVI program and all of its requirements. There are several regulations and laws that outline mandatory requirements for the installation of EV charger installation and/or EV charging stations. When submitting an application, applicants must submit a complete plan that addresses the numerous requirements for EV charging stations. Applicants who cannot satisfy the minimum requirements outlined in the applicable governing laws and regulations that apply to this program should not apply because applications unable to meet the minimum requirements will not be considered. Prior to submitting an application, applicants are required to determine whether they can satisfy the prescribed minimum requirements by reviewing the following documentation:
 - a. Mandatory State and Federal Regulatory Documents
 - i. [Final NEVI Minimum Standards](#)
 - ii. [23 CFR 680 - National Electric Vehicle Infrastructure Standards and Requirements](#)
 - iii. [FHWA Form 1273 - Required Contract Provisions Federal-Aid Construction Contracts](#)
 - iv. [Code of Federal Regulations Title 23 Part 635](#)
 - v. [Code of Federal Regulations Title 23 Part 636](#)
 - vi. [Design Recommendations for Accessible Electric Vehicle Charging Stations](#)
 - vii. [Nondiscrimination in Federally Assisted Programs - Implementation of Title VI of the Civil Rights Act of 1964](#)
 - viii. [Waiver of Buy America Requirements Electric Vehicle Chargers](#)
 - ix. [UDOT NEVI Environmental Guidance](#)
 - x. [UDOT NEVI Environmental Checklist](#)
 - xi. [Utah Manual of Uniform Traffic Control Devices](#)
 - xii. [Electric Vehicle Infrastructure Training Program](#)
 - xiii. [NEVI Administrative, Operations, and Construction Management Manual](#)
 - xiv. [Sample Funding Agreement](#)
 - b. Important Additional References
 - i. [Utah Approved NEVI Plan](#)
 - ii. [NEVI Formula Program Q&A](#)
 - iii. [NEVI Formula Program Guidance \(90 Day\)](#)
 - iv. [NEVI Webinars](#)
 - v. [Western Governors Association - Electric Vehicle Roadmap Initiative](#)
 - vi. [REV WEST - Electric Vehicle Policy Baseline for the Intermountain States](#)
 - vii. [REV WEST - Voluntary Minimum Station Standards](#)
 - viii. [Electric Vehicle Charging Station Economics: GPI's DC Fast Charging Calculator](#)
2. Review and understand all applicable laws, rules, and regulations that govern this program, and propose an appropriate EV charging station that would satisfy the goals of the UDOT NEVI Plan. If the applicant is considering a site that is on State of Utah or UDOT owned land, please email strategicinvestment@utah.gov prior to submitting an application in order to determine feasibility.
3. After determining ability to satisfy the requirements of the program, fill out the online application and submit all documents outlined therein. Incomplete applications or plans and missing documents may delay the application review process and could result in the application not being considered.

4. Applicants should only submit one application but may apply to construct and maintain EV charging stations in multiple geographical areas. The application must include a conceptual plan and address each criteria for each proposed EV charging site. Applications must be submitted prior to the date and time outlined in Table 3 (Schedule). Even though an application may include multiple EV charging stations sites, each site plan will be evaluated based on its own independent merits. This means that it is possible that all sites, no sites, or only some of the sites in an application may be awarded.
5. All applications must be submitted through the [National Electric Vehicle Infrastructure Funding Application Form](#).

There may be more than one application process period based on the needs of the Utah NEVI Program overall. Please refer to the timelines in Table 3 below for application due dates and anticipated award dates. Exceptions to the schedule will only occur if a contracted entity fails to satisfy the terms of their agreement. In this case, the process will be reopened for those specific geographical areas and the NEVI funding application program will be readvertised for those areas. The application and consideration process will follow the same process with applicants being once again evaluated and selected for funding based on the prescribed point system.

Table 3: Schedule	
Applications Open for Submittal	August 15, 2023
One-on-one Meeting(s) (available upon request)	August 29, 2023
One-on-one Meeting(s) (available upon request)	September 7, 2023
One-on-one Meeting(s) (available upon request)	September 18, 2023
Deadline for receipt of applicant written Questions (see Section 8 Communication)	September 21, 2023
Applications Due	September 28, 2023
Applications Evaluation Window	September 29, 2023 - October 13, 2023
Anticipated Application Award	October 19, 2023
*Times are based on MST or MDT, as applicable on the date indicated.	



10. COMMUNICATION

Communication with UDOT prior to submission of an application may include inquiries as to the general NEVI Program, the NEVI funding application process, or the Utah approved NEVI Plan. Any such

meetings between a potential applicant and Department personnel, should be considered strictly informal discussions. **Applicants must not construe these discussions in any way as an indicator of potential funding award or authority to begin NEVI funded work.**

UDOT has identified available dates for one-on-one meetings to discuss the application process and/or site requirements. See Table 3 (Schedule) for those available dates. These meetings may occur in-person, or virtually, based on the needs of UDOT and the applicant. In-person meetings will take place at:

UDOT Calvin Rampton Complex
4501 S 2700 W
Taylorsville, UT 84129

To submit written questions or request a one-on-one meeting, please send an email to: strategicinvestment@utah.gov and include any preferred dates and times in your request.

UDOT will provide written responses to written questions received prior to the deadline in Table 3 (Schedule) from applicants or potential applicants. Summaries of the questions (without attribution) and responses will be made available to all applicants and potential applicants.

UDOT has created a partnering list for potential applicants, host communities, and other interested stakeholders to indicate their interest in installing, owning, operating & maintaining EV chargers or EV charging stations in their communities. This list will allow parties interested in participating in NEVI to explore potential partnerships and to stay connected with future program updates. If interested, please fill out the [UDOT NEVI Program Partnering List](#) form. Respondents' information can be found on the [UDOT NEVI Program Partnering Directory](#).

Successful applicants will be required to engage the community(s) in the locations where EV charging infrastructure will be sited under this program.

11. APPLICATION REVIEW PROCESS

After all applications have been received within each defined time period, UDOT will designate two committees for the application review process.

11.1. Evaluation Committee

The evaluation committee will be made up of a minimum of three individuals to review, score, and rank each application. Individuals on the evaluation committee will receive an electronic copy of each application along with the criteria that will be used to score and rank the applications. Each member of the committee will independently review the applications and provide written comments related to each application. They will give a pass / fail score to each minimum requirement in Table 4 (Mandatory Minimum Requirements) and award competitive points to each application against the application criteria and weight outlined in Table 5 (Competitive Criteria). The evaluation committee will then convene a meeting to review the applications as a group, to discuss the merits of each application, and to finalize their own scores based upon insights gained through the group discussion. The evaluation committee will come to a consensus and will outline justifications for each of their proposed funding awards. The evaluation committee will then present their justification with a recommendation for funding award to the second committee, or oversight committee.

11.2. Oversight Committee

The oversight committee will consist of at least three Department leaders and will be responsible for reviewing the analysis, justifications, and the funding award recommendations presented by the evaluation committee. If the oversight committee disagrees with the findings of the evaluation committee they will ask the evaluation committee to re-evaluate. The evaluation committee will re-evaluate and present any updated information to the oversight committee. This process will continue until the evaluation committee and the oversight committee reach a consensus.

11.3. Final Ranking and Award

The results from the committees' deliberations are intended as a starting point to determine final ranking and award and might not represent the determination of the final award. UDOT may revise the final award rankings if it's in the best interest of the NEVI program and if it's determined such an approach will maximize the return on investment of the available funding. If UDOT revises final rankings, justification for such an approach will be made publicly available.

If after receiving a funding award, UDOT determines that the applicant awardee is unable to move forward with the project as proposed in their application, UDOT reserves the right to cancel the agreement and move on to the next-ranked applicant. This application process will continue until a suitable applicant is awarded the funding share for each site. UDOT may readvertise all or portions of the NEVI Program in order to ensure completion of all sites.

12. MANDATORY MINIMUM REQUIREMENTS

There are **mandatory minimum requirements** that apply to this program and are outlined in Table 4 (Mandatory Minimum Requirements) below. Applicant plans must include measures to fulfill all of the mandatory minimum requirements. Mandatory minimum requirements will receive a pass / fail score. If an application appears to not meet any or all of the minimum requirements, UDOT may correspond with the applicant to obtain clarifying information prior to assigning a failed score. Any failed score may result in the application being rejected with no further review conducted by UDOT.

Table 4: Mandatory Minimum Requirements	
Requirement	Reference
Site Selection	EV charging station site selection must be made in accordance with the approved Utah NEVI plan as to the general proposed site area. Additional requirements as to site selection can be found in NEVI Formula Program Guidance
Number and Type of Chargers	Final NEVI Minimum Standards

Table 4: Mandatory Minimum Requirements	
Requirement	Reference
	Federal Highway Administration 23 CFR Part 680 - NEVI Formula Program Section 680.106(b)
Connector Type	Section 680.106(c)
Power Levels	Section 680.106(d)
Availability	Section 680.106(e)
Payment Methods	Section 680.106(f)
Equipment Certification	Section 680.106(g)
Security	Section 680.106(h)
Long Term Stewardship	Section 680.106(i)
Qualified Technician	Section 680.106(j) (https://evitp.org/)
Customer Service	Section 680.106(k)
Customer Data Privacy	Section 680.106(l)
Use of Program Income	Section 680.106(m)
Interoperability of Electric Vehicle Charging Infrastructure	Section 680.108
Traffic Control Devices or on-premises signs acquired, installed or operated	Section 680.110
Data Submittal	Section 680.112
Charging Network Connectivity of Electric Vehicle Charging Infrastructure	Section 680.114
Communication of Price	Section 680.116(a)
Minimum Uptime	Section 680.116(b)

Table 4: Mandatory Minimum Requirements	
Requirement	Reference
Third-Party Data Sharing	Section 680.116(c)
Buy America	Section 680.118(a)
Davis Bacon Federal Wage Rate	Section 680.118(b)
ADA Requirements	Section 680.118(c)
American with Disabilities Act (ADA)	Americans with Disabilities Act of 1990, Amended
Rehabilitation Act Section 504	Section 504, Rehabilitation Act of 1973
49 CFR Part 27 - Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance	49 CFR Parts 27
49 CFR Part 37 - Transportation Services for Individuals with Disabilities (ADA)	49 CFR Parts 37
28 CFR Part 35 - Nondiscrimination on the Basis of Disability in State and Local Government Services	28 CFR Parts 35
ADA Design Recommendations	Design Recommendations for Accessible Electric Vehicle Charging Stations
Title VI of the Civil Rights Act of 1964	Section 680.118(d)
Title VIII of the Civil Rights Act of 1968	Section 680.118(e)
Uniform Relocation Assistance and Real Property Acquisition Act	Section 680.118(g)
National Environmental Policy Act of 1969 (NEPA)	Section 680.118(h) (UDOT NEVI Environmental Guidance)
Code of Federal Regulations Title 23 Part 635 & 636	23 CFR Part 635 23 CFR Part 636

13. OPERATIONS AND MAINTENANCE (O&M)

The NEVI Program requires that each charging station be operated and maintained for a minimum of five years. To satisfy this requirement UDOT is requiring each applicant to purchase, at a minimum, a prepaid O&M warranty that covers each installed charging station. This prepaid O&M warranty and the purchase of a reasonable quantity of parts that are excluded from the prepaid warranty are an eligible

reimbursement expense. Applicants are encouraged to understand what is covered and excluded from these prepaid warranties to ensure compliance with the 97% uptime requirement.

14. COMPETITIVE POINTS AWARDS

The scored competitive criteria are outlined in Table 5. Examples are provided for each category; examples are not intended to restrict applicant innovation. Proposed improvements in these categories may contribute to a higher score.

Table 5: Competitive Criteria		
Consideration	Points Award Criteria	Points Available
Funding Match	<p>The NEVI Program requires a minimum 20% funding match from applicants. The maximum reimbursement for EV charger installation and/or EV charging station site construction and 5 year prepaid O&M warranty is capped at \$600,000.00 or 80% whichever is less.</p> <p>Outline the applicant’s funding match percentage of total EV charger installation and/or EV charging site construction, and provide details about funding match sources, availability, accessibility, and any applicable restrictions.</p> <p>Applicants will receive competitive points based on the below scale for applicant total investment exceeding 20% of the total cost of EV charger installation and/or EV charging stations construction and 5 year prepaid O&M warranty.</p> <p style="text-align: center;">20% - 0 Points 21% - 30% = 5 Points 31% - 40% = 15 Points >41% = 25 Points</p>	25
Site Design & Amenities	<p>Outline the proposed EV charging station design and amenities included as part of the completed and commissioned site.</p> <p>Preference may be given to applicants who propose site amenities and designs which include conveniences that are anticipated to improve the customer experience and which exceed requirements outlined in the laws, rules, and regulations that govern this program. Examples include but are not limited to:</p> <ul style="list-style-type: none"> ● Onsite or nearby third-party amenities (bathrooms, convenience store, restaurants, parks, pet facilities, etc.) 	15

Table 5: Competitive Criteria		
Consideration	Points Award Criteria	Points Available
	<ul style="list-style-type: none"> ● Pull through charging ● Large vehicle accommodation ● Inclement weather coverings ● Cell phone / wi-fi service coverage ● Charge site misuse prevention ● Lighting, safety, security, etc. 	
Site Capabilities	<p>Outline the proposed completed and commissioned site charging capacities and site power redundancies and backups.</p> <p>Preference may be given to applicants who propose more chargers and/or greater power charging levels, exceeding the minimum requirements outlined in Sections 680.106(b), 680.106(c), and 680.106(d) and/or other laws, rules, and regulations that govern this program. Preference may also be given to applicants who propose plans to provide for the needs of customers in the case of power outages, failures, etc, that are not included as requirements in the laws, rules, and regulations that govern this program. Examples include but are not limited to:</p> <ul style="list-style-type: none"> ● Backup generators ● Backup level 2 chargers ● Additional Fast DC Chargers ● Energy storage ● Onsite power generation ● Inclusion of North American Charging Standard (NACS) ports 	15
Proposed Timeline	<p>Outline the proposed project timeline to achieve completion and commissioning of the EV charging station. Include anticipated milestone dates. Outline equipment access and availability and describe how it will impact your proposed timeline. Provide rationale and support for how the proposed schedule will be met (include any letters of support from utilities, property owners/host, other agreements in place or in progress, or any documents showing communication for the proposed site).</p>	10
Experience	<p>Outline applicant's past experience installing, owning, and/or operating fast DC EV chargers. Necessary information should include:</p> <ul style="list-style-type: none"> ● Project Description <ul style="list-style-type: none"> ○ Install Location ○ Type of Project ○ Number and Type of Chargers Installed 	10

Table 5: Competitive Criteria		
Consideration	Points Award Criteria	Points Available
	<ul style="list-style-type: none"> ○ Date site was Completed/Commissioned ○ Operations and Maintenance Plan ○ Performance Metrics (Uptime, Revenue) ● Client / Asset Owner Information <ul style="list-style-type: none"> ○ Reference Contact and Telephone Number ○ Customer Reviews 	
Site Future Proof Plan	<p>Outline a plan for how the EV charging station will be maintained, beautified, and improved/expanded for future use.</p> <p>Preference may be given to applicants who exceed requirements outlined in the laws, rules, and regulations that govern this program. Examples include but are not limited to:</p> <ul style="list-style-type: none"> ● EV Charger Operation and Maintenance beyond the minimum 5 year requirement as outlined in Section 680.106(i) ● Site future expansion capability ● Forward compatibility for future charging technology 	10
Site Acquisition	<p>Describe the property ownership status and outline any leases, acquisitions, or easements necessary for the site. Provide supporting documentation including any deeds, easements, agreements, communication, or other supporting documentation. Provide a completed copy of the UDOT NEVI Environmental Checklist.</p> <p>Preference may be given to applicants who minimize property acquisition time/costs and to applicants who minimize environmental impacts.</p>	5
Equity & Disadvantaged Communities (DAC)	<p>Applicants are encouraged to identify and prioritize locations within these communities. Applicants that propose sites meeting the Electric Vehicle Charging Justice40, Transportation Equity Community, or Tribal Lands definitions for disadvantaged communities or disproportionately impacted communities will be awarded the maximum allowable points under this criteria.</p>	5
Site Bundling	<p>Outline any proposed site bundling (applying for NEVI funds for more than one site) and describe the advantages and opportunities created through such bundling.</p> <p>Preference may be given to applicants who propose bundling more than one site together in such a way that maximizes the number of sites that reach completion and commissioned status.</p>	5

Additional requirements for the fulfillment of work will be outlined in the funding agreement.

15. QUALITATIVE ASSESSMENT GUIDELINES

Applications will be scored based on the following Qualitative Assessment Guidelines. These guidelines are used to help ensure consistency in scoring.

Table 6: Qualitative Assessment Guidelines	
10	The application demonstrates a complete understanding of the criteria and significantly exceeds the intent and the stated expectations.
5 – 9	The application demonstrates a strong understanding of the criteria and exceeds the intent and the stated expectations.
1 – 4	The application demonstrates an adequate understanding of the criteria and meets the intent and the stated expectations.
0	The application demonstrates a vague understanding of the criteria and does not meet the intent or the stated expectations.

16. NEVI FUNDING AWARD NOTIFICATION

Applicants that have been awarded funding will receive notification by phone and in writing from UDOT. The award notification will outline the process for receiving funds and the estimated availability date for funding.

17. POST FUNDING AWARD PROCEDURES

This Request for Application applies to the activity of applying for NEVI funds. Once funding has been awarded to an applicant, the NEVI Funding Agreement and the [NEVI Administrative, Operations, and Construction Management Manual](#) will govern the project delivery and administration.

18. FUNDING AVAILABILITY

NEVI funds reimbursement will not be dispersed until the EV charging station has been completed and commissioned. Funds will be dispersed within 30 business days of final EV charging station commissioning, receipt and UDOT approval of all required documentation.

Award of funding will be based upon actual NEVI Funds availability. After actual funds are determined by the UDOT Comptroller's office (which may occur after an initial list of awarded applicants is determined), funding agreements will be issued to awardees. Prior to entering into a funding agreement, If funding is less than the amount assumed for that NEVI phase, the list of awarded applicants may be revised, or the amounts distributed to each awarded applicant may be adjusted.

UDOT cannot allocate more than the available funding. If an applicant requests funds in excess of the funding available, UDOT may not be able to award funding to that applicant.

This funding is authorized by the Federal Government through the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law (Public law 117-58)) and is subject to continued allocation of funding.

19. GOVERNMENT RECORDS ACCESS AND MANAGEMENT ACT (GRAMA)

The GRAMA, Utah Code Ann., §63G-2-101 et seq., provides in part that certain records are protected if properly classified. UDOT will maintain a nonpublic process for the duration of this program. Pursuant to Subsection §63G-2-305(6) of the GRAMA, all records related to this application process, including, but not limited to proposals, evaluation, and selection procedures, and any records created during the evaluation and selection process will remain nonpublic records until the contract has been executed by all necessary officials of the Consultant and UDOT.

19.1. Claim of Business Confidentiality

An entire application may not be protected under a Claim of Business Confidentiality. To protect information under a Claim of Business Confidentiality, the applicant must, at the time the information is provided to UDOT, include a [Form BC - Claim of Business Confidentiality](#). It is the responsibility of the applicant to complete Form BC in accordance with Subsection §63G-2-309 and submit to UDOT as an attachment to the application. If nothing in the application is being protected under a Claim of Business Confidentiality, a Form BC is not required.

20. APPLICATION VALIDITY

Applications shall be valid for a period of 180 days after the application due date. No applicant may withdraw their application within the 180-day period, unless notified by the Department that (a) no funding agreement for the project will be awarded by the Department pursuant; or (b) the Department does not intend to award a funding agreement to the applicant. Any applicant may elect, in its sole discretion, to extend the validity of their application beyond the time periods set forth above.

21. PROTESTS

21.1. Written Protests Only

All protests must be in writing, and follow the requirements in Utah Code Sections §63G-6a-1603 et seq. Deliver a copy of any protest to:

Executive Director
Utah Department of Transportation
4501 South 2700 West, 1st Floor
Box 141245
Salt Lake City, Utah 84114-1245

Any protest not set forth in writing within the time limits specified in §63G-6a-1602 is null and void and will not be considered.

21.2. Protest Contents

All Protests must include:

- A. The name, telephone number and address of the applicant/awardee;
- B. The Project number;
- C. The reasons for the protest;
- D. All documentation and evidence supporting the protest

The Protest Official will not be obligated to postpone the Submittal of Applications due date or selection announcement in order to allow a protestor an opportunity to correct a deficient protest or appeal, unless otherwise required by law or regulation.

22. DEPARTMENT RIGHTS

UDOT reserves the right, in its sole and absolute discretion, to:

1. Reject any or all applications.
2. Cancel, modify, re-advertise, or amend the entire UDOT NEVI Program and accompanying funding application and award process.
3. Cancel the award of any NEVI funding without liability before notice to proceed has been issued for the NEVI Funding Agreement.
4. Solicit subsequent application revisions from the applicant.
5. Hold meetings and/or exchange correspondence with applicants or potential applicants to seek an improved understanding of the applications or potential applications. If individual informational meetings are held, UDOT affords all applicants or potential applicants an opportunity to participate in such meetings. Correspondence may be done in writing or conducted via virtual or in-person meetings.
6. Seek or obtain data from any source that has the potential to improve the understanding and evaluation of the applications.
7. Appoint evaluation and/or selection committee(s) and evaluation teams to review applications, and/or seek the assistance of outside technical experts in application evaluation.
8. Waive weaknesses, discrepancies, informalities, omissions or minor irregularities in the application, and seek and receive clarifications to an application.
9. Award NEVI funds to a different applicant if the awarded applicant is unable or unwilling to reach site completion and commissioned status.

23. DEPARTMENT DISCLAIMERS

This document does not commit UDOT to enter into an agreement, nor does it obligate UDOT to pay for any costs incurred in preparation and submission of application(s) or in anticipation of an agreement. By submitting an application, an applicant disclaims any right to be paid for such costs.

In no event is UDOT to be bound by, or liable for, any obligations with respect to the costs anticipated in an application until such time (if at all) as the agreement, in form and substance satisfactory to UDOT, has been executed and authorized by UDOT and approved by all required authorities and, then, only to the extent set forth in the executed agreement.

DRAFT

Appendix 2

REPORTED QUESTIONS

1. Are you male or female?

- Male
- Female

2. In what year were you born? [TEXT BOX]

3. In what ZIP code do you currently live? [TEXT BOX]

4. What is your race?

- White / Caucasian
- Hispanic or Latino/a
- Black or African American
- Asian / Pacific Islander
- American Indian or Alaska Native
- Other (please specify): [TEXT BOX]

4b. Are you from a Hispanic, Latino/a, or Spanish-speaking background?

- Yes
- No

5. What is the highest level of education you have completed?

- High school diploma or less
- Some college, but no degree
- Associate's degree, or two-year college degree
- Bachelor's degree, or four-year college degree
- Graduate degree

6. Are you a customer of Rocky Mountain Power?

- Yes
- No [TERMINATE]
- Not sure [TERMINATE]

7. Do you own or are you considering owning an electric vehicle?

- Yes, I own an electric vehicle
- Yes, I am considering owning an electric vehicle
- No

8. How satisfied are you with the services provided by Rocky Mountain Power?

- Very satisfied
- Somewhat satisfied
- Neither satisfied or dissatisfied
- Somewhat dissatisfied
- Very dissatisfied

9. How much have you seen or heard about peak and off-peak hours for electricity usage?

- A lot
- Some
- Just a little
- Nothing at all

10. As you may know, off-peak hours are certain times during the day when electricity demand is at its lowest. How willing would you be to shift your electricity usage to off-peak hours if it...? [Very willing | Somewhat willing | Not very willing | Not willing at all | Not sure] [RANDOMIZE]

- Lowered your electric bill significantly
- Lowered your electric bill slightly
- Was better for the environment
- Helped the electric grid deliver electricity to everyone
- Helped prevent blackouts
- Was possible to schedule electricity-intensive tasks to start during off-peak hours, like charging an electric vehicle or starting the dishwasher

11. Rocky Mountain Power currently offers a pricing plan that enables customers to save money if they shift their energy usage to off-peak hours. Would you consider enrolling in this type of pricing plan?

- Yes, I would consider enrolling
- No, I would not consider enrolling
- I am already enrolled
- Not sure

12. [Current and future EV owners] Rocky Mountain Power also offers a similar pricing plan that enables customers with electric vehicles to save money if they shift their vehicle charging times to off-peak hours. Would you consider enrolling in this type of pricing plan?

- Yes, I would consider enrolling
- No, I would not consider enrolling
- I am already enrolled
- Not sure

Appendix 3



Perceptions of Rocky Mountain Power

A majority of customers are satisfied with Rocky Mountain Power. Just over half (56%) are satisfied with the services Rocky Mountain Power provides, while just 13% are dissatisfied, and 31% are neither satisfied nor dissatisfied.

Customer Satisfaction

● Very satisfied ● Somewhat satisfied ● Neither satisfied or dissatisfied ● Somewhat dissatisfied ● Very dissatisfied



Q: How satisfied are you with the services provided by Rocky Mountain Power?

In the in-depth interviews, nearly all customers report having few problems with their electricity service and praise Rocky Mountain Power for their reliability of service, lack of outages, and incorporation of clean energy programs. Many of the current and future electric vehicle owners also own solar panels, participate in net metering, and have positive experiences with the cost and reliability of these services.



“We've had good experiences with them. We hardly ever have outages. If there are power outages, they're really good about communicating about those and they get the power back up super fast. and then we haven't had problems with rates.” - Anna, Female, White, 35-49, future EV owner

“It seems like they're good company and it seems like they're trying to make some effort to diversify their energy portfolio” - Ted, Male, White, 18-34, future EV owner



Awareness and Perceptions of On-Peak and Off-Peak Hours

There is low awareness of on-peak and off-peak hours among Rocky Mountain Power customers. Just 12% of customers say they have seen or heard a lot about on-peak and off-peak hours. In contrast, 22% have heard just a little, and 30% have heard nothing at all.

Awareness of On-peak and Off-peak Hours

● A lot ● Some ● Just a little ● Nothing at all



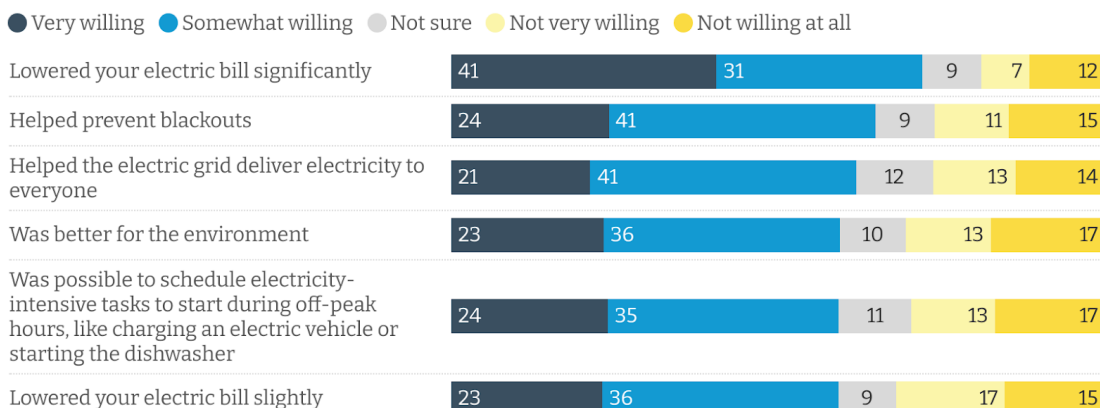
Q: How much have you seen or heard about peak and off-peak hours for electricity usage?

Customers tend to have a general idea of what on-peak and off-peak hours mean but lack key information as to when these times are and how these times affect rates in a time-of-use plan. In the follow-up interviews, most customers know that off-peak and on-peak hours refer to times when electricity usage is higher or lower but are unsure about when these hours are, how these hours change throughout the year, and how rates can be affected by these hours. Many customers also report that they have never searched for information about on-peak and off-peak hours and rates. Customers are also unsure where to access that information easily but assume the Rocky Mountain Power website would be the first place to go.

Despite this low level of awareness, a majority of customers show a willingness to change their patterns of energy usage from on-peak to off-peak. Customers would be most willing to shift their electricity usage to off-peak hours if it lowered their electric bill significantly (72%). Helping to prevent blackouts (65%) and helping the grid deliver electricity to everyone (62%) are also strong motivators. A smaller, but still significant portion, of customers are motivated to shift their energy usage if they knew it was better for the environment (59%), was possible to schedule electricity-intensive tasks (59%), or if it lowered their electricity bill slightly (58%).



Willingness to Shift to Off-peak Usage



Q: As you may know, off-peak hours are certain times during the day when electricity demand is at its lowest. How willing would you be to shift your electricity usage to off-peak hours if it...?

Among current and future electric vehicle owners, the desire for lower costs and increased grid reliability also come up organically as top motivators for switching to off-peak hours. In the follow-up interviews, these customers expressed interest in the potential cost savings and wanted more information on how significant these savings could be. Some customers also express a desire to ‘do their part’ in supporting the reliability and functionality of the electric grid.

While there is a willingness to switch from on-peak to off-peak usage, customers point out several practical challenges that impact their motivation to switch. Customers who work from home or have young children talk about the necessity of using electricity during the day while at home. Moreover, while many customers can imagine moving some usage to off-peak times, their daily schedules prevent them from substantially changing their usage habits. However, these challenges are not universal; some customers see no obstacles in adjusting their usage times.



“We're a society of on-demand things and so possibly not doing something or putting it off to a later time frame could be a difficulty.” - Debra, Female, Hispanic, 50-64, future EV owner

“In certain rooms in our house, I guess we might be able to go okay without lights [...], but it would be disruptive to our family, like my kids can't do homework because it's on peak and we can't use the electricity” - Anna, Female, White, 35-49, future EV owner

“My life is structured – I do a lot of work from home and I usually do it during the day. If I have meetings, then that's gonna happen during peak hours.” - Ted, Male, White, 18-34, future EV owner

As a result, customers are divided on whether changing their electricity usage habits is worth it. For some customers, the potential cost savings and ability to reduce stress on the grid make adjusting their electricity usage worth it. Other customers find the challenge of changing their electricity usage habits too much of a barrier to make the potential switch worth it. Notably, those who were least likely to consider switching electricity usage to mostly off-peak hours tended to have solar panels, and prefer to use their solar-generated electricity during the day to save money and reduce environmental and grid stress.



“I don't have a problem with trying to contribute or play a role or be a factor in terms of moderating demand to protect the system for the greater good of all people” - Dudley, Male, White, 65+, future EV owner

“If we had a cheaper rate for off-peak hours, then I think we would be interested in that.” - Rachael, Female, White, 18-34, future EV owner

“Since we got the solar for our house we are transitioning to on-peak. It's better for us to be using our electricity during the day when we're generating solar than it is at night.” - Kim, Female, White, 50-64, future EV owner



There is moderate interest in enrolling in a time-of-use pricing plan. When asked if they would consider enrolling in a time-of-use pricing plan, 37% of all customers said they would consider enrolling, 28% would not consider it, and 32% were unsure. Notably, current and future electric vehicle owners are particularly interested in a time-of-use pricing model, with 58% saying they would be interested in enrolling. Additionally, customers under 35 (48%) and those with high awareness about what on-peak and off-peak hours are (44%) are most likely to consider enrolling in a time-of-use plan.

Interest in Time-of-use Plan

● I am already enrolled ● Yes, I would consider enrolling ● Not sure ● No, I would not consider enrolling



Q: Rocky Mountain Power currently offers a pricing plan that enables customers to save money if they shift their energy usage to off-peak hours. Would you consider enrolling in this type of pricing plan?

Interest in Off-Peak Electric Vehicle Programs

A time-of-use plan that incorporates electric vehicle charging is especially popular among current and future electric vehicle owners. Over half (58%) say they would consider enrolling in a time-of-use plan for charging their EV, while 29% are unsure, and just 9% would not consider enrolling at all.

Interest in EV-Specific Plan

● I am already enrolled ● Yes, I would consider enrolling ● Not sure ● No, I would not consider enrolling



Q: Rocky Mountain Power also offers a similar pricing plan that enables customers with electric vehicles to save money if they shift their vehicle charging times to off-peak hours. Would you consider enrolling in this type of pricing plan?

In follow-up interviews, current and future electric vehicle owners initially express high levels of interest in enrolling in the EV-specific time-of-use program.

These customers are most interested in the prospect of decreasing their energy bill, as many charge or plan to charge their vehicles at home and overnight. Some customers have questions about available in home charging capabilities, and the exact changes in rates and cost savings, but these questions are not deterrents for interest.



“ I think I'd be very interested. If there's a time frame that would be available and it could give me a benefit of lower paying pricing, that would be great.” - Debra, Female, Hispanic, 50-64, future EV owner

“I think that'd be pretty cool and interesting to try. My bill with this new car, since it has a bigger battery, I have noticed my power bill has spiked a fair bit, and a decent amount of that's probably because my wife charges in the day. So to be able to get my power bill back down would be amazing.” - Garrett, Male, White, 18-34, current EV owner


The use of rooftop solar and net metering is a marked barrier for enrolling in an EV-specific time-of-use program. Many current and future electric vehicle owners currently have solar panels and participate in net metering, potentially making them ineligible to participate in the program. Moreover, these solar users say they prefer to stick with the rates they currently receive from solar usage and net metering compared to switching to a time-of-use program that may not provide the same cost benefits. A few customers also raise concerns about switching all electricity usage to time-of-use rates but is seen as less of a deterrent for enrolling.



“ I would probably just stick with what we're at right now because the solar offsets and takes care of a lot of the cost for us.” - Braden, Male, White, 18-34, current EV owner

“It's a little weird that you can't participate in the program if you're doing net metering unless you're doing some specific kinds of net metering. I would still be interested in it, but I probably have to read in a bit more to see how solar panels would impact my eligibility.” - Ted, Male, White, 18-34, future EV owner

“ All of your energy use for your home will be subjected to time varying rates - you're potentially going to save money when plugging in your car, but you might pay so much more because, when I looked at the actual difference in rates, it was a substantial increase on peak rate. I'm not sure even if I wasn't charging a car that this would save me money” - Rick, Male, White, 35-49, current EV owner




Customers also show moderate interest in Rocky Mountain Power public charging stations and find the off-peak reduced rate appealing. Current and Future electric vehicle owners appreciate the addition of new charging stations, and there is particular interest in expanding and improving electric vehicle infrastructure throughout the state. Reduced rates during off-peak hours at these stations are treated as a bonus to much-needed charging stations. At the same time, some customers admit that, despite their support for these stations, they would still prefer to charge their vehicles at home. Customers also raise questions about the number of stations that will be created, where they will be located, and the charging capabilities that will be offered.



“I think that would be pretty sweet. [...] For our situation, we'd probably still just charge it home just because the solar combined with the EV is just so advantageous. If the cost for it was cheap enough to go to one of these charging stations and it would save me money on my regular electric bill –if I didn't have solar – then I think it would be a good option.” - Braden, Male, White, 18-34, current EV owner

“With my old car I'd be very interested because In the winter I definitely needed to charge to get home. But with this new vehicle, I've not really had to use a public charger. But I like the idea that there would be varying rates based on the time, because I could definitely see times I would potentially need to charge.” - Garrett, Male, White, 18-34, current EV owner

“I think it's great to have them and to spend money on that I think that's a wise use of funds.” - Anna, Female, White, 35-49, future EV owner



Communication and Outreach

Rocky Mountain Power customers overall report being satisfied with the level and methods of communication they receive. In the follow-up interviews, customers report receiving anywhere from weekly to monthly communications outside of their bill, typically via email and often say they are satisfied with the frequency and the use of email. Customers particularly like receiving information about their electricity usage, including breakdowns by large versus small appliances. While customers are overall satisfied with Rocky Mountain Power's communication, some would like to receive more information on different energy and money-saving programs, as well as news about the company's clean energy efforts.



“The things I like are their breakdown of the power I've been consuming. I'm pretty sure that it has a breakdown of when I'm charging day-wise and if it's a bigger appliance or smaller appliance. I really like looking at that information because I've honestly made some adjustments with my appliances and other stuff at home based on that information.” - Garrett, Male, White, 18-34, current EV owner

“I know they do sometimes send power saving emails and I like those as well. Those are helpful. Sometimes they're combined with the usage emails.” - Debra, Female, 50-64, future EV owner

“If there are those promotions that might be away for us to save money, that'd be interesting.” - Rick, Male, White, 35-49, current EV owner

Strategic Recommendations

1. **Leverage the Rocky Mountain Power website and email campaigns to educate customers:** The survey shows a prominent gap in awareness of on-peak and off-peak hours and time-of-use programs, but when given more information, customers express interest in enrolling. Moreover, the follow-up interviews showcase that customers trust and rely on the Rocky Mountain Power website for relevant information, and also find emails to be a helpful form of communication. We would recommend layering email communication with other forms including mail, text outreach, and digital advertising.
2. **Highlight potential cost savings in outreach and education efforts:** Customers are most motivated to switch to off-peak usage if they know it lowers their electricity bill significantly. This sentiment is further validated by the in-depth interviews, where customers express a desire to save as much



money as they can and raise questions about the exact impact a time-of-use program would have on their electricity bill.

3. **Expand outreach and communications for public charging stations:** Current and future electric vehicle owners strongly support the creation of new public charging stations, and want more information from Rocky Mountain Power about the proposed locations, capacities, and charging capabilities of these stations. Expanding communication on this project will likely further increase support and a desire to use the public charging stations.
4. **Clarify qualifications for solar users:** While many current and future electric vehicle owners express initial interest in a specific electric vehicle time-of-use program, the exclusion of solar subscribers and Schedule 135 net metering poses a challenge. Many of these customers currently participate in home solar programs but are unsure which net metering program they fall under, reducing their desire to enroll. Creating clearer pathways for customers to check their eligibility may help maintain interest in the time-of-use program for these customers.

Messaging Recommendations

1. **Leverage social pressure language to promote off-peak charging:** Individuals express enthusiasm for adopting conscientious charging practices when informed. An effective and economical strategy to incentivize this behavior is to incorporate social pressure language, a proven advertising technique seen in examples like "9 out of 10 dentists recommend," "this product has gone viral," and "this item in your shopping cart is selling fast." Studies indicate that people are more inclined to take action when they observe others doing the same. To encourage off-peak charging, we suggest notifying customers about their neighbors' charging habits and the associated savings. Additionally, consider sending email report cards that grade their energy usage in comparison to their neighbors, fostering a sense of communal awareness and motivation.
2. **Ensure that communications incorporate the message that prioritizing environmental sustainability does not undermine service:** Customers have expressed appreciation for Rocky Mountain Power's initiative to diversify their



energy portfolio. Highlighting the ongoing efforts towards environmental friendliness is crucial; we suggest combining this message with a commitment to maintaining high service standards. For example, "We are dedicated to enhancing the sustainability of the power while ensuring that service quality remains uncompromised."

- 3. Lead with cost savings and ensuring widespread access to environmentally friendly power:** Convincing individuals to change their habits requires persuasion. A substantial 72% of customers express a willingness to shift their energy usage to off-peak hours if it results in significant savings on their electric bills. The second most compelling factor, at 65%, is the desire to prevent blackouts, followed closely by the priority of delivering electricity to everyone at 62%. Environmental benefits resonate with 58% of respondents, as does the prospect of a slightly reduced electric bill. All these messages receive favorable responses in polls, however, we would recommend leading with the potential long-term savings and the equity in providing consistent electricity for everyone during off-peak hours. We believe centering the positive benefits of good behavior as opposed to the negative impacts of poor behavior (ie. blackouts) will be more beneficial to Rocky Mountain Power's public opinion.

CERTIFICATE OF SERVICE

Docket No. 24-035-17

I hereby certify that on April 1, 2024, a true and correct copy of the foregoing was served by electronic mail to the following:

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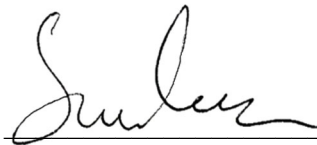
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