

March 31, 2026

VIA ELECTRONIC FILING

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

Attention: Gary Widerburg
Commission Secretary

RE: **Docket No. 26-035-19** – Annual Report of Rocky Mountain Power’s Electric Vehicle Infrastructure Program for Calendar Year 2025

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, the June 15, 2022 Commission Order Approving Proposed Report, and the November 6, 2025 Settlement Stipulation in Docket No. 20-035-34.

Attachment A provides the accounting information for EVIP activities for calendar years 2022-2025, 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 two confidential appendices. Confidential information will be uploaded to the Commission’s SFTP site and provided in accordance with Commission Rule R746-1-601 and -602.

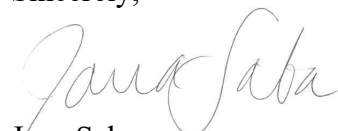
All formal correspondence and data requests regarding this filing should be addressed as follows:

By E-mail (preferred): datarequest@pacificorp.com
max.backlund@pacificorp.com

By regular mail: Data Request Response Center
PacifiCorp
825 NE Multnomah, Suite 2000
Portland, OR 97232

Informal inquiries on this matter may be directed to Max Backlund, Utah Regulatory Affairs Manager at max.backlund@pacificorp.com.

Sincerely,



Jana Saba
Director, Regulation and Regulatory Operations

CERTIFICATE OF SERVICE

Docket No. 26-035-19

I hereby certify that on March 31, 2026, 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
ocs@utah.gov

Division of Public Utilities

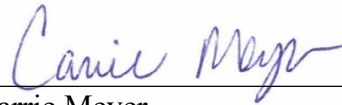
dpudatarequest@utah.gov

Assistant Attorney General

Patricia Schmid pschmid@agutah.gov
Robert Moore rmoore@agutah.gov
Patrick Grecu pgrecu@agutah.gov

Rocky Mountain Power

Data Request Response Center datarequest@pacificorp.com
Jana Saba jana.saba@pacificorp.com
utahdockets@pacificorp.com
Max Backlund max.backlund@pacificorp.com



Carrie Meyer
Manager, Discovery & Regulatory
Operations

ATTACHMENT A

Summary By Year

EVIP Accounting
Summary by Year

	2022	2023	2024	2025	Total
Revenue					
Schedule 198	(5,467,870)	(5,905,778)	(6,649,831)	(7,347,836)	(25,371,315)
Schedule 60	-	-	(62,010)	(527,035)	(589,045)
Total Revenue	(5,467,870)	(5,905,778)	(6,711,840)	(7,874,871)	(25,960,360)
Expenses					
<i>RMP Chargers</i>					
Program Management	65,879	153,887	130,001	117,553.79	467,321
Marketing	-	27,600	26,153	50,137	103,890
Incentive Admin.	-	-	381,495	2,717,207	3,098,702
O&M	-	-	-	1,334,880	1,334,880
Warranty	-	703,564	214,807	-	918,371
Network Services	-	12,905	165,604	(58,216)	120,293
Property Tax	-	-	-	-	-
Innovation	-	-	-	3,080,170	3,080,170
Total Expense RMP Chargers	65,879	897,956	918,060	7,241,731	9,123,627
<i>Make Ready</i>					
Charger Incentives	106,745	636,863	1,903,130	-	2,646,738
Total Expense RMP Chargers	106,745	636,863	1,903,130		2,646,738
Capital Spend					
<i>RMP Chargers</i>					
Chargers	-	4,927,086	3,253,309	3,617,496	11,797,891
Warranty	-	-	-	-	-
Infrastructure	382,448	478,836	898,960	1,129,658	2,889,902
Total Expense RMP Chargers	382,448	5,405,922	4,152,269	4,747,155	14,687,792
<i>Make Ready</i>					
Infrastructure	-	746,485	-	-	746,485
Total Expenses	555,071	7,687,226	6,973,459	11,988,886	27,204,642
Balance Before Carrying Charge	(4,912,799)	(3,355,642)	(3,618,152)	179,743	1,244,282
Carrying charge	(224,291)	(524,129)	(316,119)	(148,778)	(1,213,317)
Total Balancing Account	(5,137,090)	(3,879,771)	(3,934,271)	30,965	30,965

ATTACHMENT B
EVIP Program Activities for 2025

Section 1a - Company Owned Charging Stations

Summary of 2025 activity and status.

Rocky Mountain Power made significant strides in expanding its network of Company owned electric vehicle fast charging by installing new sites and continuing the operation of its initial sites. In 2025, five new sites became operational Ivie Creek, Layton, Ogden, Orem, and Coalville became operational. Further, 5 additional new sites were being developed and are expected to be operational in 2026; the additional sites are: Draper, West Jordan, Midvale, West Valley City, and Farmington. The Ivie Creek, Layton and Coalville sites are designated NEVI sites and align with the state's EV corridor plan. Figure 1 is a photograph of the Layton site at the Davis County Conference Center, which is a NEVI site.



Figure 1. Newly installed Layton Chargers at the Davis County Conference Center

Status of Company Owned Charging Stations

The Company completed five sites in 2025 and began developing 5 additional sites throughout the year. The Draper site became operational in the 1st quarter of 2026. The Midvale site is currently under construction, and two sites (West Jordan and West Valley City) have completed engineering design and are in permitting review and are expected to be in operation in 2026. Farmington is under engineering design. For a list and status of planned and operating stations see Table 1.

Table 1. List of Locations Planned with Charger Type

Location	Status	Type	# of Ports
Ogden	Operational	DCFC:350KW-shared w/2	8
Layton	Operational	DCFC:350KW-shared w/2	6
Farmington	Engineering Design	DCFC:350KW-shared w/2	6
Kimball Junction	Operational	DCFC:350KW-shared w/2	4
Salt Lake City	Planned	DCFC:350KW-shared w/2	6
Millcreek City	Operational	DCFC:350KW-shared w/2	4
West Valley City	Permitting	DCFC:350KW-shared w/2	6
Midvale	Under Construction	DCFC:350KW-shared w/2	6
West Jordan	Permitting	DCFC:350KW-shared w/2	6
Draper	<i>Operational*</i>	DCFC:350KW-shared w/2	6
American Fork	Planned	DCFC:350KW-shared w/2	6
Orem	Operational	DCFC:350KW-shared w/2	4
Coalville	Operational	DCFC:350KW-shared w/2	4
Vernal	Operational	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	Operational	DCFC:350KW-shared w/2	4
Moab	Operational	DCFC:350KW-shared w/2	8
Bluff	Planned	DCFC:350KW-shared w/2	4
La Verkin	Planned	DCFC:350KW-shared w/2	4

*Became operational in the 1st Qtr. 2026

Utilization Evaluation

The Company installed 22 charging ports across its 4 sites in 2024 and an additional 26 charging ports across 5 sites in 2025 for a total of 48 operational charging ports in 2025. Ivie Creek and Layton came online in March, Ogden and Orem in April, and Coalville in July. The charging port availability for customer use with total outage times were calculated over the 2025 period and can be found in Table 2. The average charger availability across all sites was 98.96%.

Table 2. Charging Port Availability

Location	Station ID	Total OCPI Outage (minutes)	Period (minutes)	Availability (%)	Station Open Date	Reporting Starts	Report End
Coalville	701146-01	634.05	221760	99.71%	7/24/25	7/31/25	12/31/26
Coalville	701146-02	72.17	221760	99.97%	7/24/25	7/31/25	12/31/26
Coalville	701146-03	5,188.45	221760	97.66%	7/24/25	7/31/25	12/31/26
Coalville	701146-04	103.88	221760	99.95%	7/24/25	7/31/25	12/31/26
Davis	701147-01	1,266.10	417600	99.70%	3/10/25	3/17/25	12/31/26
Davis	701147-02	969.17	417600	99.77%	3/10/25	3/17/25	12/31/26
Davis	701147-03	4,031.88	417600	99.03%	3/10/25	3/17/25	12/31/26
Davis	701147-04	3,017.47	417600	99.28%	3/10/25	3/17/25	12/31/26
Davis	701147-05	3,417.45	417600	99.18%	3/10/25	3/17/25	12/31/26
Davis	701147-06	10,926.30	417600	97.38%	3/10/25	3/17/25	12/31/26
Ivie Creek	701148-01	3,440.68	432000	99.20%	2/28/25	3/7/25	12/31/26
Ivie Creek	701148-02	3,130.90	432000	99.28%	2/28/25	3/7/25	12/31/26
Ivie Creek	701148-03	4,824.73	432000	98.88%	2/28/25	3/7/25	12/31/26
Ivie Creek	701148-04	3,295.97	432000	99.24%	2/28/25	3/7/25	12/31/26
Kimball Junction	701144-01	9,829.48	525600	98.13%	6/21/24	1/1/25	12/31/26
Kimball Junction	701144-02	5,932.20	525600	98.87%	6/21/24	1/1/25	12/31/26
Kimball Junction	701144-03	707.85	525600	99.87%	6/21/24	1/1/25	12/31/26
Kimball Junction	701144-04	740.22	525600	99.86%	6/21/24	1/1/25	12/31/26
Orem	701284-01	5,460.62	354240	98.46%	4/23/25	4/30/25	12/31/26
Orem	701284-02	6,069.57	354240	98.29%	4/23/25	4/30/25	12/31/26
Orem	701284-03	9,211.27	354240	97.40%	4/23/25	4/30/25	12/31/26
Orem	701284-04	6,420.23	354240	98.19%	4/23/25	4/30/25	12/31/26
Moab	701142-01	2,060.52	525600	99.61%	6/18/24	1/1/25	12/31/26
Moab	701142-02	3,590.38	525600	99.32%	6/18/24	1/1/25	12/31/26
Moab	701142-03	8,230.02	525600	98.43%	6/18/24	1/1/25	12/31/26
Moab	701142-04	10,757.98	525600	97.95%	6/18/24	1/1/25	12/31/26
Moab	701142-05	10,427.48	525600	98.02%	6/18/24	1/1/25	12/31/26
Moab	701142-06	5,566.05	525600	98.94%	6/18/24	1/1/25	12/31/26
Moab	701142-07	22,589.20	525600	95.70%	6/18/24	1/1/25	12/31/26
Moab	701142-08	1,705.22	525600	99.68%	6/18/24	1/1/25	12/31/26
Ogden Union Station	701277-01	488.23	375840	99.87%	4/8/25	4/15/25	12/31/26
Ogden Union Station	701277-02	429.40	375840	99.89%	4/8/25	4/15/25	12/31/26
Ogden Union Station	701277-03	898.13	375840	99.76%	4/8/25	4/15/25	12/31/26
Ogden Union Station	701277-04	3,305.00	375840	99.12%	4/8/25	4/15/25	12/31/26
Ogden Union Station	701277-05	512.28	375840	99.86%	4/8/25	4/15/25	12/31/26
Ogden Union Station	701277-06	4,736.98	375840	98.74%	4/8/25	4/15/25	12/31/26
Ogden Union Station	701277-07	415.43	375840	99.89%	4/8/25	4/15/25	12/31/26
Ogden Union Station	701277-08	477.35	375840	99.87%	4/8/25	4/15/25	12/31/26
Millcreek	701143-01	13,124.88	525600	97.50%	6/20/24	1/1/25	12/31/26
Millcreek	701143-02	565.65	525600	99.89%	6/20/24	1/1/25	12/31/26
Millcreek	701143-03	3,685.28	525600	99.30%	6/20/24	1/1/25	12/31/26
Millcreek	701143-04	1,924.55	525600	99.63%	6/20/24	1/1/25	12/31/26
Vernal	701141-01	5,115.08	525600	99.03%	6/5/24	1/1/25	12/31/26
Vernal	701141-02	7,497.73	525600	98.57%	6/5/24	1/1/25	12/31/26
Vernal	701141-03	13,684.93	525600	97.40%	6/5/24	1/1/25	12/31/26
Vernal	701141-04	1,610.48	525600	99.69%	6/5/24	1/1/25	12/31/26
Vernal	701141-05	692.55	525600	99.87%	6/5/24	1/1/25	12/31/26
Vernal	701141-06	6,493.42	525600	98.76%	6/5/24	1/1/25	12/31/26

For a more detailed review of the charging port availability and the outage occurrences see Appendix 1-Confidential, 2025_RMP_Availaibility and Outage.xlsx.

An evaluation of the charger usage at each site was conducted. Table 3 shows the utilization factor and revenue collected for each location.

Table 3. Utilization Factor and Revenue per site

Sites	Utilization Factor	Revenue
Vernal	1%	\$ 33,717
Moab	2%	\$ 78,801
Millcreek	10%	\$ 191,986
Kimball Junction	6%	\$ 159,631
Coalville	0.4%	\$ 3,577
Layton	4%	\$ 114,354
Ivie Crfeek	1%	\$ 24,332
Ogden	1%	\$ 62,480
Orem	6%	\$ 106,918
All Sites	3%	\$ 775,797

The total revenue from charging in 2025 was \$775,797, in which 33% was deposited into the Utah Energy Balancing Account and 67% deposited into the EVIP Balancing Account. As expected, Millcreek and Kimball junction had the most revenue along with Layton and Orem due to their proximity to Interstates and population centers. Since the Layton and Orem sites came online in April, it is expected that their revenue will increase in 2026. The utilization factor was determined by taking the total kwh dispensed at a site divided by the maximum potential output at the site. The maximum potential was calculated by taking the installed capacity multiplied by 24 hours multiplied by the number of days the site was in operation. The maximum potential assumes that all chargers are operating at maximum output for 24 hours

per day which is virtually impossible but represents a technical limit. The Company believes that sites that have a utilization between 5-10% are good and sites that have a utilization over 10% are excellent. For a detailed review of the revenue and payment type see Appendix 2-Confidential 2024 RMP Revenue Summary.xlsx.

Section 1b – Make Ready Infrastructure and Charger Rebates

Schedule 120, which authorizes the Company to award and issue incentives for Electric Vehicle chargers and infrastructure upgrades related to Electric Vehicle chargers, terminated on January 1st, 2025. Applications for Make Ready projects were due on October 7th, 2024, and applications for residential and non-residential chargers were due on December 1st, 2024. This allowed the Company to thoroughly review applications and provide preauthorization of awards prior to the January 1st, 2025, tariff termination date.

Despite no applications being awarded in 2025, multiple preauthorized projects were completed. Completed projects include those whose chargers were energized where a program manager was able to verify the chargers were operational. This section summarizes the projects that were completed and paid in 2025. The company anticipates additional projects will be completed through 2026, and information on those will be included in a future report. Note that in prior annual reports, tables similar to Tables X, Y, and Z reported on awarded projects by year. This report has modified these tables to instead show paid projects by year.

Table W. Project Summary for 2025

2025 Project Summary	Make Ready Infrastructure	DCFC Rebate	AC Level 2 Rebate	Residential Rebate	Total for 2025
# of applications paid	26	4	11	45	66
Amount Paid in 2025	\$2,413,678.90	\$236,750.00	\$57,778.41	\$9,000.00	\$2,717,207.31

Table X. Paid Projects by Charger Type and Number of Ports, 2025

Charger Type	Make Ready	DCFC Rebate	AC Level 2 Rebate	Total for 2025
AC Level 2 Charger Count	108	-	62	170
AC Level 2 Port Count	121	-	64	185
DCFC Charger Count	17	8	-	25
DCFC Port Count	29	14	-	43

Table Y. Paid Projects by Customer Category, 2025

Category	AC Level 2 Charger Count	AC Level 2 Port Count	DC Fast Charger Count	DC Fast Charger Port Count
Dealership	14	19	11	20
Fleet	10	10	3	3
Gas Station	0	0	4	8
Lodging	2	2	0	0
Multi Family	65	65	0	0
Public	16	19	2	4
School	10	12	0	0
Transit	0	0	5	8
Workplace	53	58	0	0

Table Z. Paid Projects by Location, 2025

Location	AC Level 2 Charger Count	AC Level 2 Port Count	DC Fast Charger Count	DC Fast Charger Port Count
American Fork	16	0	0	2
Cedar City	0	5	0	3
Draper	4	0	0	0
Heber	2	0	0	0
Holladay	4	0	0	0
Lindon	2	0	1	2
Millcreek	0	0	1	0
Ogden	4	5	0	4
Orem	8	0	0	0
Park City	4	0	1	3
Plain City	2	0	0	0
Richfield	2	0	0	0
Riverdale	2	0	0	0
Riverton	1	0	0	0
Salt Lake City	86	3	2	2
Snowville	0	0	0	2
South Jordan	6	0	0	0
Taylorsville	0	2	0	0
West Valley City	4	0	0	0
Woods Cross	4	0	2	0
Hill AFB	2	0	0	0
West Haven	2	0	0	0

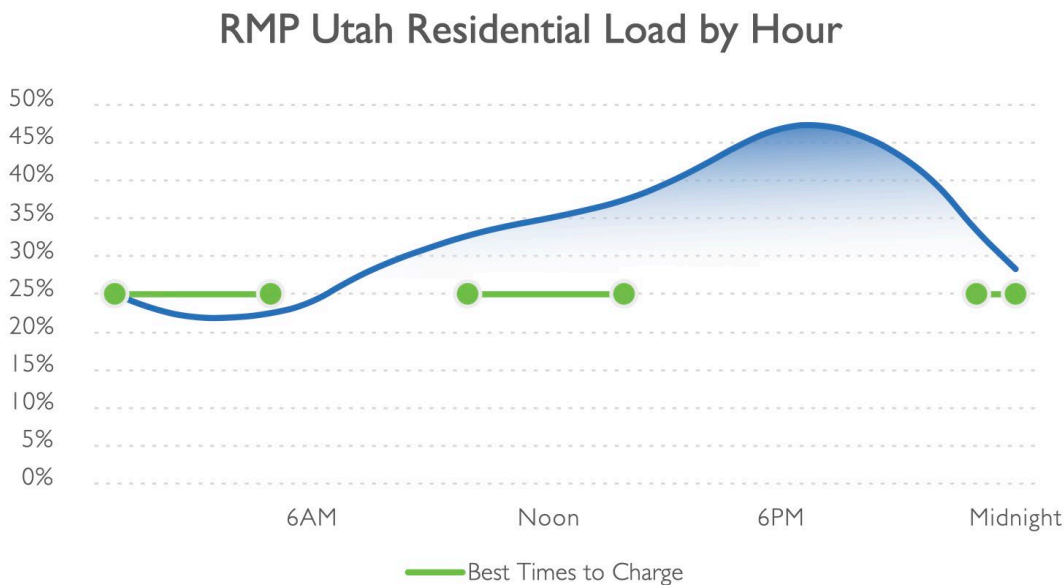
Section 1c – Innovation and Partnerships

The Company continued engaging key partners in 2025 and maintained ongoing coordination with the Utah Department of Transportation. The Company participated on the Electrification of Transportation Infrastructure Steering Committee, established by the Utah Legislature, the Steering Committee is tasked with creating a strategic plan for an electric transportation system in Utah, and is chaired by the Utah Department of Transportation. 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, Utah Transit Authority, and the Chair of an Industry Advisory Board. The Steering Committee meets quarterly and discusses strategies of how to expand transportation electrification in the state.

In 2025, the Company continued working on innovation and participated on several projects including the WestSmartEV@Scale, eMosaic, SuperCharge, Intelligent Integration, and Connected Communities. The Company also began working with the Utah Division of Air Quality on two of their electrification initiatives. The first is the Clean School Bus program, that provides funding for school districts to procure electric buses and charging infrastructure for either a single bus pilot or fleet modernization (10+ vehicles). The second project is the Clean Ports Project that received \$110 million from EPA to electrify the Union Pacific Intermodal Port facility through both its port operations and electrifying external drayage trucks that enter and exit the facility.

Section 1d – Educational Outreach/Marketing

The Company suspended most of the outreach and education during 2025 as the program review was underway and a new plan is being developed for 2026 based on the stipulation agreement. The Company did conduct outreach that was associated with the opening of four new charging sites (Ogden, Layton, Orem, and Ivie Creek). The outreach occurred in April, in which the Company leveraged both earned and paid media to promote the new sites. In addition to promoting the new sites, the Company’s messaging highlighted the importance of charging during off-peak hours. For example, at the Ogden launch event, Fox 13 The Place did live on air segments, during these live segments Company representatives stressed the importance of off-peak charging Figure 2 was displayed during live air segments.



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

Figure 2. Best Time to Charge



Figure 3. Ogden Launch Event April 2025

APPENDICES 1 AND 2
ARE CONFIDENTIAL
AND PROVIDED IN EXCEL ONLY