

Zero Emission Vehicle (ZEV) Information

April 2022



Zero Emission Vehicle Information



Agenda

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2. Guidance for ZEV
3. ZEV Working Group
4. Strategic Goals
5. Available Funding
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Key Definitions

- Corridors – Designated state alternative fuel corridors (I-80, I-25, I-90)
- Routes – Initial road networks recommended for build out after corridors are complete
 - Casper to Shoshoni to Jackson / Cody
 - Rock Springs to Jackson
 - Buffalo to Cody
 - Evanston to Jackson
 - Cheyenne to Torrington to Newcastle to Sundance
 - Sheridan to Powell to Cody
- EV Charger Levels
 - Level 1 Charger – 120 Volt
 - Level 2 Charger – 208/240 Volt
 - Level 3 Charger Direct Current Fast Charger (DCFC) – 480 Volt 3-phase 50 kW – 350 kW
 - Future?

Policy Guidance

1. Define the state's role (i.e., incentivize private development; facilitate community rollout; catalyst for federal funding like American Rescue Plan Act or infrastructure bill);
2. Develop Electric Vehicle (EV) charging infrastructure siting recommendations;
3. Identify funding and optimization opportunities (using Volkswagen Wyoming Department of Environmental Quality funds alongside new sources);
4. Identify regulatory policy issues;
5. Explore revenue generation;
6. Consider the following:
 - Electric passenger vehicles;
 - Hydrogen – where does it fit in the Zero Emission Vehicle future?
 - Can, and how, do we get ahead of electric trucks?
 - Short hop airplanes and their possible fit for WY.
7. Implement build out in a timely manner;
8. State assets will not be used to install, own or operate ZEV infrastructure.

ZEV Intra-Governmental Working Group

- Consists of:
 - Governor's Office
 - Wyoming Department of Environmental Quality
 - Wyoming Energy Authority
 - Wyoming Department of Transportation
 - Wyoming Business Council
 - Wyoming Public Service Commission
 - Wyoming Office of Tourism Office
 - Wyoming Department of Agriculture
- Monthly meetings, Quarterly Executive updates
- Maintain awareness of COR West, REV West, and WGA efforts
- Continue to identify and invite other governmental and non-governmental agencies that might be helpful (tribal, county, municipal, National Park Service, non-profit, utilities, etc.)
- Enable business to provide the solution(s)
- Produced the *State of Wyoming Zero Emission Vehicle Strategy (Draft)*

Strategic Goals

1. Wyoming statutes, rules, regulations, and policies support cost-effective and affordable development, use, and maintenance of zero emission vehicle infrastructure.
2. Wyoming's zero emission vehicle infrastructure keeps pace with changes to technological, regional, business, and personal transportation preferences/demands.
3. Wyoming possesses financial programs that incentivize the development, installation, and operation of zero emission vehicle infrastructure.
4. Wyoming creates and maintains equitable statewide access to zero emission vehicle infrastructure.
5. Identify and secure future funding to maintain and enhance ZEV infrastructure networks.

Zero Emission Vehicle Programs

Available Funding (as of April 2022)



1. Volkswagen Settlement Funds
2. Discretionary/Competitive Grants
3. NEVI Formula Funding

*Note: each funding source has different rules and purposes. As such, things will change over time. Check our website for current information.

[https://www.dot.state.wy.us/home/planning_projects/zero-emission-vehicles/national-electric-vehicle-infrastructure-\(nevi\)-program.html](https://www.dot.state.wy.us/home/planning_projects/zero-emission-vehicles/national-electric-vehicle-infrastructure-(nevi)-program.html)

Available Funding

VW Settlement Funds Recommended Use

- \$1.2 million
- 50/50 match
- Grant managed by the Zero Emissions Working Group
- Used for off-corridor use to supplement NEVI on-corridor funds
- Targeted toward multi-port level 2 chargers (multi-family housing units, shopping centers, community centers, etc.) and 50 kW DC fast charging for local use
- Expect to see notice this summer on the ZEV webpage



Available Funding

Discretionary Grants

- Discretionary grants allow for local governments, nonprofits and other agencies to apply for funding to offset costs of installing public EV charging infrastructure. Potential examples include charging infrastructure within a city, business or other suitable area.
- These grants are likely to be administered by the FHWA directly to the applicant, but WYDOT can help with the application process.
- Waiting on full guidance for these funds.

Available Funding

NEVI Formula Funding

- Wyoming is allocated \$3.9 million this year and expects \$5 million each year for the next four years for a total of \$23.96 million for EV infrastructure:
 - Goal is to create a nationwide electric road network
 - Funding is up to 80% federal / 20% matching
 - Funds acquisition and installation of EV charging infrastructure and traffic control devices and signs
 - Funds operation and maintenance of EV charging infrastructure for up to five years
 - Requires data sharing about EV infrastructure to ensure long-term success of equipment installed under the formula program
- In addition to the Zero Emission Vehicle Strategy, WYDOT will produce a NEVI formula funding plan as required by the Joint DOE / DOT office to describe how NEVI funding will be executed throughout the state
- Electrification of our transportation system supports tourism – the second largest economic driver in our state.
- [https://www.dot.state.wy.us/home/planning_projects/zero-emission-vehicles/national-electric-vehicle-infrastructure-\(nevi\)-program.html](https://www.dot.state.wy.us/home/planning_projects/zero-emission-vehicles/national-electric-vehicle-infrastructure-(nevi)-program.html)

Available Funding Mechanisms

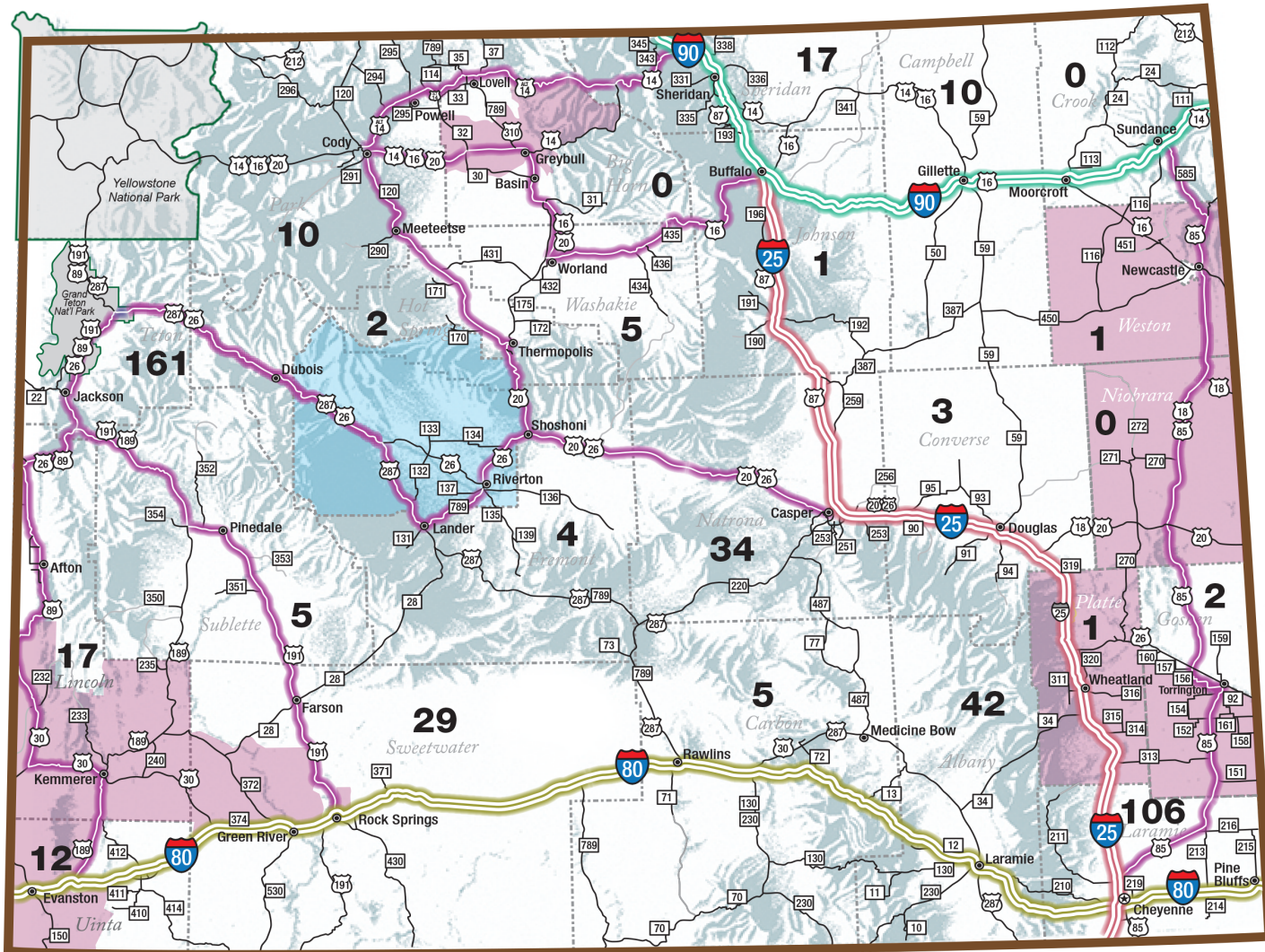
As of April 2022

<u>Program</u>	<u>Amount</u>	<u>Type</u>	<u>Applicant(s)</u>	<u>Match</u>	<u>Technology</u>	<u>Length</u>	<u>Use</u>
VW Settlement	\$1.2 million	WY-Controlled grant	Off-corridor local government and private entities	Recommend up to 50%	EV	Until Expended	Level 2 / 50kW Level 3
Corridor Charging Grant	\$1.25 Billion	Competitive Grant	State, local, tribal governments	TBP	Any ZE	4 Years	On-corridor
Community Charging Grant	\$1.25 Billion	Competitive Grant	State, local, tribal governments	TBP	Any ZE	4 Years	Any
Low or No Emission Bus	\$5.6 Billion	Competitive Grant	State, local, tribal governments	85 – 90%	Any Low or No Emission	Year of Allocation plus 3	Federal Transit Authority supported systems
Clean School Bus	\$5 Billion	Grant, Rebate	Eligible government and non-governmental entities	Up to 100%	50% ZE 50% Any	Until Expended	School Buses
NEVI	\$5 billion (~\$25 million for WY)	WYDOT formula funds	Corridors / Route build out participants	Up to 80% (matching may be private)	EV	Until Expended	On-corridor first

The State's Role

- Ensure the infrastructure exists to support whatever type of vehicle you want to drive.
- Function as the pass-through organization for this federal funding.
- Form a team(s) of (state/federal/local) entities to ensure a coordinated approach.
- Establish a single point of entry and application concept for any funds a state agency will or may manage.
- Assist communities in finding available funds to meet community goals.

Corridors & Routes



EV Ready Corridors

- Priority 1 ▬▬▬ I-80
- Priority 2 ▬▬▬ I-25
- Priority 3 ▬▬▬ I-90

- Route A ▬▬▬ US 20/26/287
US 20/26/WYO 120
- Route B ▬▬▬ US 191/189
- Route C ▬▬▬ US 14/16
- Route D ▬▬▬ US 26/30/89/189
- Route E ▬▬▬ US 18/85/WYO 585
- Route F ▬▬▬ US 14/14A

Numbers in black = number of registered EVs in that county as of April 2022.

NEVI Program Basics

- Private industry will build out EV charging corridors
 - Private companies will pay the required match (no State funds)
 - Match is up to 80/20
 - The vendor will determine charger location and design (within the parameters set forth by the federal government in NEVI guidance)
 - Vendors will set the rates for people to charge vehicles, just as they determine the cost of a gallon of gas. There is no FREE electricity as a part of this program
 - None of the charging stations built with NEVI program funding will be owned or operated by the State of Wyoming



NEVI Funding Rules

- This funding is allocated to EV infrastructure only
 - If Wyoming doesn't spend this funding, it will be released to other states for EV infrastructure
 - These funds CANNOT be spent on road construction or repair
 - The funding for NEVI did not come from the Highway Trust Fund, it is from the General Fund. Meaning – the money did not “come off the road.” This is not harming highway funding and these funds cannot be used for highway maintenance or construction
 - Federal funding rules do not allow unspent funds to go back to the taxpayer

NEVI Funding Rules

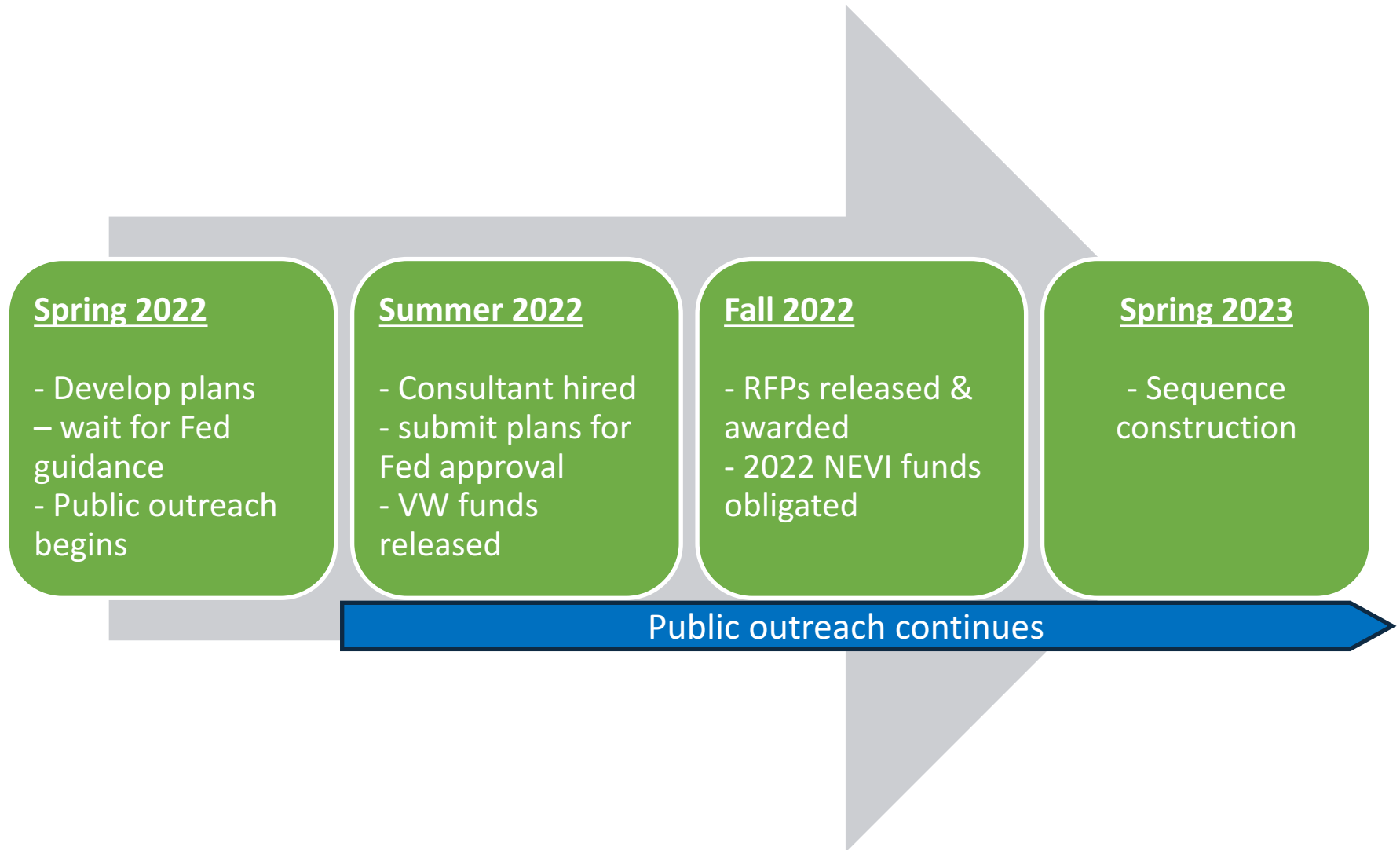
- The formula funds must be spent along designated alternative fuel corridors (in Wyoming those are the interstates) until the corridors are built out
- Charging Stations must be located every 50 miles
- Stations must be within one mile of the interstate exit
- Stations must have internet connectivity
- Chargers must be DC (Direct Current) Fast Charging
- Each station must have at least 4 charging ports of at least 150kw capable of simultaneous operation
- Most cars can achieve a usable charge in about 20 – 25 minutes at a 150-kW station

NEVI Program Recommendations

- WYDOT will issue separate RFPs for each (corridor) interstate build out
 - If 50-mile exception is approved, then issue request for each individual location along the corridor
 - If 50-mile exception is not approved, then issue request for complete corridor build out

Follow-on routes (if there is still formula money available) will be based on location, not entire route
- ZEWG will establish a selection committee, review qualified proposals, and select the awardee(s)
- Open to all interested respondents who may be singular companies, individuals, or groups of companies / individuals that submit proposals – within funding program allowance

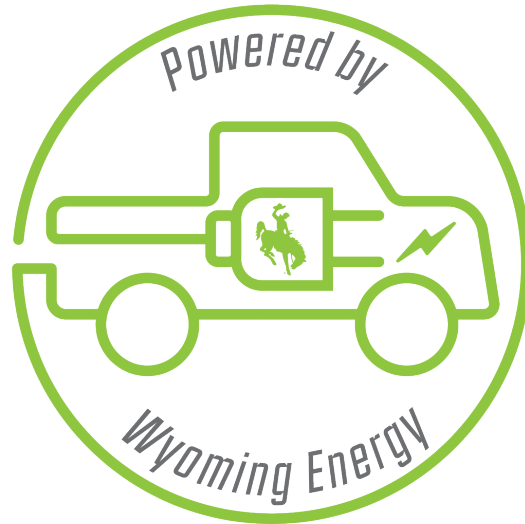
Timeline



MILESTONES – Projected Dates

- May 1, 2022: Close ZEV Strategy and make changes based upon feedback
- May – June: Complete NEVI funding plan
- June: Post NEVI Plan for public comment
- July: Submit to the Joint Office for review
- August: Make changes to NEVI plan if required, and resubmit to Joint Office for Review
- August: Post Request for Proposal for consultant to manage and provide technical oversight for NEVI funded station installations and select
- September: Receive approval of NEVI plan from the Joint Office; Select NEVI consultant
- TBD: Publish three Requests for Proposal, one for each Interstate Corridor build out
- TBD: Begin accepting Requests for Proposal for off-corridor sites using VW settlement funding

Discussion Time



- More Information:
 - website:
 - https://www.dot.state.wy.us/home/planning_projects/zero-emission-vehicles.html
 - email: dot-publicaffairs@wyo.gov
 - phone: 307-777-4375