

Zero Emission Vehicle Strategy State of Wyoming

March 2022 (DRAFT)



Executive Summary

The Wyoming Zero Emission Vehicle (ZEV) Strategy describes how the state will set the foundation and enable business solutions to ZEV infrastructure development and operation. The Wyoming Executive Branch will do this in coordination and engagement with the Legislature, local and county officials, businesses, interstate organizations, the public, and other interested stakeholders. The ZEV Strategy will focus efforts in three areas:

1. Establish an Appropriate Statute and Regulatory Environment
2. Secure and Equitably Distribute ZEV Incentive Funding
3. Manage System Build Out

The purpose of this strategy is to ensure the State of Wyoming establishes and effectively communicates the plan to support the development of zero emission vehicle infrastructure to serve the state's residents, businesses, and visitors. The strategic end state is that the State of Wyoming possesses the infrastructure needed to fully support the movement of all vehicles across state transportation networks while safeguarding the economic security, safety of residents and visitors and health of businesses.

The strategy aims to accomplish five 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 zero emission vehicle infrastructure networks.

This strategy addresses a series of tasks necessary to accomplish the goals. To aid in communicating and completing the strategy, a Strategic Communications Plan is included that describes how the state will inform and educate the public and other stakeholders. This plan also includes an Incentive Program outlining how state agencies will manage and distribute funds received through federal appropriations and grants. The strategy focuses on current funding for Electrical Vehicle (EV) program development as well as future ZEV program initiatives.

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Zero Emission Vehicle Strategy

SITUATION

Introduction

This strategy describes actions the State of Wyoming will take to establish the policy foundation that enables the construction, installation, and operation of zero emission vehicle (ZEV) infrastructure throughout Wyoming. This whole-of-state-government approach synchronizes and coordinates state and federal agency actions to ensure unity of effort across the strategy.

Scope

The strategy applies to all State of Wyoming Executive Branch Agencies. It also provides information to businesses, residents, and other interested stakeholders on how the state intends to support business solutions to ZEV infrastructure development. The strategy is passenger electric vehicle (EV) centric because this technology is currently the most advanced and available. It is organized, however, with principles in mind for other ZEV developments so that the state may easily adapt these concepts to other programs. In addition, funding now focuses on passenger EVs and their infrastructure requirements. That may not be so in the future. This strategy addresses both short-term needs to take advantage of current EV funding and longer-term demand that may be placed upon the state due to other ZEV introductions including hydrogen powered trucks and passenger vehicles, and electric aircraft and trains.

Background

State planning to address the challenges associated with the introduction of non-fossil fuel powered vehicles has been ongoing for a number of years. Most have been centered around EV infrastructure development. The following is a short synopsis of those efforts to date.

Regional Electric Vehicle Plan West (REV West)

REV West is a voluntary partnership between Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming to establish a regional EV plan. The purpose of the agreement is to accelerate installation of EV charging infrastructure that enables travel throughout the region and establish an intermountain EV corridor making it possible to drive an EV across member states' major transportation corridors. Aspects of the agreement include similar EV infrastructure and signage, voluntary minimum standards that establish station siting, location, technical characteristics, and future desired standards. The agreement was signed in 2017. It includes a baseline report issued in 2018, progress updates in 2018 and 2020, and another planned update in early 2022.

Corridor West (COR West)

The COR West Coalition is a voluntary eight-state partnership between Montana, Idaho, Wyoming, Nevada, Utah, Colorado, Arizona, and New Mexico led by the Utah Clean Cities Coalition. Like REV West the COR West effort supports the development of EV charging and other alternative fuel infrastructure. It includes consumer and stakeholder engagement and education. COR West along with the National Association of State Energy Officials (NASEO) produced two reports that informed the development of this strategy. The Electric Vehicle Charging Needs Assessment and the Demand Charges and Electric Vehicle Fast-Charging: An Intermountain West Assessment. Both documents focus on the unique challenges of installing ZEV, namely EV, infrastructure in the low population density intermountain region.

Wyoming Interconnected Electric Vehicle Networks Study

The Wyoming Department of Transportation (WYDOT) funded the *Wyoming Interconnected Electric Vehicle Networks Study*, a study specific to the challenges in the state. The purpose of the study was to get consultant recommendations on infrastructure build out costs, locations, and corridor prioritization. WYDOT commissioned the study in the fall of 2019 and received the final report in December 2020. Study recommendations also informed the development of this strategy.

State Electric Vehicle Survey

In coordination with Wyoming Energy Authority (WEA), Wyoming Department of Environmental Quality (WDEQ), and Yellowstone-Teton Clean Cities, WYDOT opened an EV charging infrastructure survey from April 30, 2021, to May 12, 2021, to gauge the public interest in EV charging infrastructure. A total of 217 respondents answered the questionnaire. At that time, answers suggested there was little interest in: (1) owning and operating EV charging stations (~15%); (2) willingness to invest in the infrastructure (~50% of that 15%); or (3) willingness to contribute to investment cost (~10%) in the infrastructure.

State of Wyoming Intragovernmental Zero Emission Working Group

Through June of 2021, most agency planning had taken place in three agencies, WYDOT, WEA, and WDEQ. In June 2021, the state established an intragovernmental Zero Emissions Working Group (ZEWG) to synchronize state planning and strategy development efforts. The ZEWG meets monthly and updates agency directors each quarter. The ZEWG's charge is to develop strategy recommendations and perform associated state-level tasks.

State Agency Members of the Zero Emission Working Group:

Governor's Office
WY Dept. of Transportation
WY Energy Authority
WY Dept. of Environmental Quality
WY Public Service Commission
WY Business Council
WY Office of Tourism
WY Department of Agriculture

Zero Emission Vehicle Infrastructure Request for Information

To provide additional information to inform strategy development, the ZEWG issued Request of Information (RFI) NO. 22-011CS *Zero Emission Vehicle Infrastructure Strategic Plan*. The RFI opened for comment on October 20, 2021, and closed on December 1, 2021. In total, the ZEWG received nine responses. These responses also informed the strategy development.

Public Service Commission EV Charging Station Technical Conference

The Public Service Commission (PSC) hosted an EV Charging Station Technical Conference on January 25, 2022, to discuss demand charge and infrastructure installation challenges associated with Direct Current Fast Charging (DCFC) station build out. The conference included representatives from the DCFC industry, utilities, state agencies, and other interested stakeholders. It provided the PSC with information needed to analyze the needs and problems associated with EV infrastructure development and determine an appropriate way to address it.

Federal Highway Administration (FHWA) Request for Information

EV infrastructure funding in the Infrastructure Investment and Jobs Act (IIJA) of 2021 – also known as the Bipartisan Infrastructure Bill (BIL) – set aside approximately \$5.3 million dollars per year from fiscal years 2022 to 2026 for WYDOT to implement EV infrastructure development¹. Prior to issuing the final rules for use of the funds, the FHWA issued [RFI Docket No. FHWA-2021-0022](#) to allow the opportunity to comment on rules associated with use of the funds. WYDOT submitted a response on January 28, 2022, (link response here) requesting FHWA to address challenges faced by large geographic states with small and mostly rural populations including:

- Relief from the 50-mile requirement between DCFC stations on designated corridors to better balance cost and use.
- Allow flexibility in prioritizing station locations including using funds for other National Highway System routes and important state routes before completing build out on alternative fuel, EV Corridor, or Corridor Pending designated routes based upon the state's needs to effectively serve its entire population not just those close to EV Corridors.
- Relief from some of the Buy America requirements since all states will seek to contract for EV infrastructure installation over the next five years which will inundate equipment producers and create supply chain shortages.

REV West also submitted a response to the RFI seeking to address some of the same.

¹ For more information about how the state will allocate and distribute IIJA / BIL, VW settlement, and future incentive funding see Annex A – Incentive Funding Program. For a more detailed description of the IIJA/ BIL funding, see Annex B: Strategic Communications Plan.

National Electric Vehicle Infrastructure Program Guidance

The Joint Office of Energy and Transportation released the National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance in February 2022. The guidance provided directions to state Departments of Transportation regarding formula funding associated with IIJA / BIL funding for zero emission vehicle infrastructure development. Requirements under the NEVI program heavily influenced this strategy, especially the incentive funding program. Highlights include:

- The requirement to build out designated alternative fuel corridors first (in Wyoming's case I-80, I-25, and I-90) before funds can be used in other locations. The US Secretary of Transportation determines when a corridor is properly built out with adequate stations.
- Direct Current Fast Charger (DCFC) stations must be located no more than 1 mile from the interstate and no more than 50-miles apart on designated alternative fuel corridors.
- Each station must have at least four charging ports producing at least 150 kW of power and capable of simultaneous charging.
- Stations must serve the general public or authorized commercial motor vehicle operators for more than one company.
- Provides up to 80% reimbursement for purchase, installation, maintenance, and operation of stations for up to five years. The other 20% may be private funding with no requirement for a station to revert to state ownership.
- Allocated funds not spent by the Wyoming Department of Transportation will be withheld or withdrawn by the Federal Highway Administration (FHWA) and awarded on a competitive basis to local jurisdictions within the state for use on projects that meet NEVI guidelines. **If FHWA determines it cannot award funds to local jurisdictions within the state, they will redistribute those funds to other states.**

See [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) for links to additional documents and information the NEVI guidelines.

Problem Description

Wyoming faces challenges unique to the large land mass low population density areas of the intermountain west and Midwest not present in most of the other parts of the country. These challenges will make it difficult for any business to develop, install, operate, and maintain ZEV infrastructure during this nascent time when the technology does not enjoy widespread use. Foremost is the projected lack of use to offset the significant cost and operation of any ZEV infrastructure. Specific to the use of impending EV infrastructure funds are the following issues that must be addressed more quickly. For other ZEV infrastructure, some of these issues may exist as that technology proliferates. These include:

- Electricity demand charge pricing at low-use DCFC stations may hinder use and corresponding return on investment for station owners and operators.
- Wyoming residents' low adoption and interest in ZEV rates.
- Threat to visitor and business travel to and through the state caused by lack of supporting infrastructure.
- Fair and equitable disbursement of chargers associated with the emplacement of infrastructure such as electric, cell phone, and broadband services need to support ZEV operations.
- Fair and equitable distribution of incentive funds to communities not on EV or other alternative fuel designated corridors.
- Fair and equitable road and facility revenue generation rates between fossil fuel and non-fossil fuel type vehicles.

Wyoming EV Registration Stats as of March 2022:

- Wyoming has one of the lowest electric vehicle (EV) adoption rates in the country.
- There are 456 registered cars and light trucks and 11 motorcycles or multi-purpose electric vehicles in Wyoming.
- Tesla has the most registered electric cars in Wyoming at 360 and have their own charging network.
- There was less than 100 EV vehicle registration increase (mostly Tesla) from 2021 to 2022.
- Teton County has the most registered EVs at 158, followed by Laramie County (102) and Albany County (41).

Role of State Government

The role of the state government in addressing current and future ZEV infrastructure challenges is simple. Wyoming will set the conditions that enable business solutions to install, operate, and maintain that infrastructure fairly and equitably. State agencies will not install, operate, nor maintain ZEV infrastructure but will facilitate business and individual ability to do so. Wyoming will do that in three focus areas: (1) establish an appropriate statutory and regulatory environment; (2) secure and equitably distribute ZEV incentive funding; and (3) manage system build out. The following are the action efforts in the focus areas:

Establish an Appropriate Statutory and Regulatory Environment

- Identify and propose changes to remove policy and statutory hindrances.
- Rewrite or adapt rules and regulations to remove barriers.

Secure and Equitably Distribute ZEV Incentive Funding

- Identify and apply for or support stakeholder applications for federal or other funding opportunities.
- Develop and publish a grant rebate program – See Annex A: Incentive Funding Program.
- Explore fair and equitable revenue generation options.

Manage System Build Out

- Synchronize installation of ZEV infrastructure to meet build out priorities.
- Monitor on and off route installation.
- Communicate strategy, incentives, and enabling programs – See Annex B: Strategic Communications Plan.
- Provide for fair and equitable competition of infrastructure build out opportunities to interested businesses and individuals.
- If applicable, determine carbon and energy cost and impacts for zero emission vehicle infrastructure build out.
- Facilitate business relationships between operators, ZEV component manufacturers, and power suppliers.

EXECUTION

Purpose

The purpose of this strategy is to ensure the State of Wyoming establishes and effectively communicates the plan to support the development of zero emission vehicle infrastructure to serve the state's residents, businesses, and visitors.

Strategic End State

The strategic end state is that the State of Wyoming possesses the infrastructure needed to fully support the movement of all vehicles across state transportation networks safeguarding the economic security, safety of residents and visitors and health of businesses.

Facts Informing the Strategy

1. Wyoming interstates (I-80, I-25, and I-90) are designated as “EV Corridor-Pending” status by Federal Highway Administration (FHWA).
2. Funds WYDOT receives from the Infrastructure Investment and Jobs Act (IIJA) through the U.S. Department of Transportation (DOT) must be used first to build out the interstate corridors before they can be diverted to off-corridor locations.
3. The Alternative Fuels Corridors program administered by the FHWA currently requires 50 miles between station locations in order for a corridor to be designated as Corridor Ready.
4. Wyoming lacks the vehicle density and demand to drive infrastructure development without governmental assistance.
5. Fossil-fuel powered vehicles will be produced until at least 2030 and will remain on the system in significant numbers until at least 2050.
6. Other than Tesla stations, Wyoming only has one DCFC for cars in Jackson and one for motorcycles in Cheyenne.
7. Wyoming lacks the regulatory environment required to support infrastructure development.
8. DCFC stations require cell phone or internet access to operate.
9. Depending upon location, DCFC station access to 480VAC 3-phase power may be limited, which significantly increases vehicle charging times or cost of equipment needed to charge vehicles.

10. Currently, there are no dedicated funds for zero vehicle emission programs other than the IIJA / BIL EV infrastructure appropriation.

Assumptions Informing the Strategy

1. The Federal Government will continue to restrict use of rest areas to provide commercial services.
2. Contractor and equipment required for installation of ZEV infrastructure will be available to complete projects within funding program timelines.
3. Wyoming resident adoption of ZEV technology will remain low through 2030.

Strategy Goals

The strategy seeks to accomplish the following goals in order to realize the strategic end state.

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 zero emission vehicle infrastructure networks.

Whole-of-State-Government Approach

This strategy relies upon all executive agencies to collaborate, synchronize, and coordinate action on tasks with each other, the Legislature, businesses, residents, and other stakeholders.

Through unity of effort, the strategy will remain flexible and adaptable as technology, funding, businesses, and individual preferences change.

Goal #1 – Regulatory and Policy Support

Wyoming statutes, rules, regulations, and policies support cost-effective and affordable development, use, and maintenance of zero emission vehicle infrastructure.

Tasks

1. Establish and communicate equitable charge, collection, and distribution programs to apply revenue generated from commercial and residential ZEV use.
2. Exercise statutory obligations to ensure that rates for net metering, demand charges, and other relevant rates are in the public interest.
3. Update statutes and regulations as required accommodating new or updated federal programs.

Measures of Success

Wyoming will have accomplished this goal when there are no remaining statutory or regulatory hindrances and revenue rates support infrastructure development, maintenance and public interest.

Goal #2 – Infrastructure Keeps Pace with Change

Wyoming's zero emission vehicle infrastructure keeps pace with changes to technological, regional, business, and personal transportation preferences / demands.

Tasks

1. Assist interested parties with planning and preparation for new infrastructure development and installation.
2. Coordinate and synchronize ZEV station locations and site development with suppliers, operators, and the public to ensure optimal utilization.
3. Coordinate information flow and exchange between businesses, individuals, and state and local officials to ensure clear understanding of requirements and capabilities.

Measures of Success

Wyoming will have accomplished this goal when ZEV access and use is not limited to local or regional use but is available statewide.

Goal #3 – Possess Financial Incentive Programs

Wyoming possesses financial programs that incentivize the development, installation, and operation of zero emission vehicle infrastructure.

Tasks

1. Develop and post a publicly available budget/funding index to track the amount of funds available for distribution and account for obligated and disbursed funds.
2. Establish and communicate criteria to allow the State of Wyoming to equitably disburse funding for ZEV infrastructure development. – See Annex A Incentive Funding Program

Measures of Success

Wyoming will have accomplished this goal by successfully obligating available funds in current or future programs.

Goal #4 – Equitable ZEV Infrastructure Access

Wyoming creates and maintains equitable statewide access to zero emission vehicle infrastructure.

Tasks

1. Prioritize infrastructure development and support to equalize local access within the bounds of funding program rules.
2. Establish separate funding streams to allow for corridor and off-corridor funding at the same time.
3. Execute the Strategic Communications Plan (See Annex B – Strategic Communications Plan) to ensure the public remains informed of ongoing and future program efforts.
4. Identify state lands that may be available and usable for businesses to install and operate ZEV infrastructure.
5. Communicate infrastructure build out and funding priorities through Request for Proposal (RFP) procedures that allow any interested parties to compete fairly for available funding.
6. Coordinate station locations with surrounding states to eliminate unnecessary duplication in station locations.

Measures of Success

Wyoming will have accomplished this goal when corridor build out is complete. This includes ensuring off-corridor communities and rural areas have ZEV infrastructure access that meets their requirements.

Goal #5 – Secure Future Funding

Identify and secure future funding to maintain and enhance ZEV infrastructure networks.

Tasks

1. Each state agency will monitor and track ZEV incentives provided by their federal counterpart.
2. Maintain and expand partnerships with REV West, COR West, Yellowstone-Teton Clean Cities, and other stakeholders.

Measures of Success

Wyoming will have accomplished this goal when current funds are exhausted and other funds are obtained to continue ZEV infrastructure development.

RISK

Risk is the difference between the resources Wyoming must commit towards achieving these goals and the goals themselves. By understanding resource limits, the state can adjust resources as necessary to remain on track. Identifying risk will also help protect against events that use resources that do not help achieve goals. This strategy has identified the following risks and how to mitigate their effects if an event takes place.

1. Lack of relief from the 50-mile requirement between DCFC stations may jeopardize business interest in corridor build out or increase costs that limit the number of stations that may be supported. Wyoming does not have a mechanism to mitigate this risk.
2. Energy resources to supply ZEV requirements may not be available. Wyoming will mitigate this risk by ensuring supply resource planning accommodates ZEV infrastructure development projections.
3. There may not be enough regulatory staff at various state agencies to ensure that proper assessments/taxes are being paid or the ability to inspect the adequacy of chargers and associated meters. Wyoming will try to mitigate this risk by delegating an appropriate division of labor among state agencies.

4. Lack of ZEV adoption, low local demand, and excessive fee charges may reduce or eliminate business interest in ZEV buildout, therefore, risk current and future funding access. Wyoming will mitigate this risk through policy, procedures, and incentives that enable operators to install and operate infrastructure.
5. Current IIJA / BIL funding distributed to all states at the same time combined with Buy America requirements may threaten the availability of contractors and equipment providers. Wyoming will mitigate this risk by being prepared to obligate available funds as quickly as possible and engage with funding agencies to secure extensions when necessary. The state will engage and hire local contractors the extent possible under the federal guidelines.
6. Off-route communities and individuals may perceive unfair incentives and priorities based upon IIJA FHWA funding requirements. Wyoming will mitigate this risk through the Strategic Communications Plan, which includes website creation, alternate funding availability education, and public information and feedback sessions.

Priorities

Another way to manage or respond to risks is to prioritize tasks to ensure goal accomplishment. This in turn prioritizes how the state expends effort, funds, and supplies to achieve strategic goals. To aid decision makers in selecting and synchronizing activities when demands exceed resources, the strategy identifies the following priorities.

1. Establish corridor / route recommendations and update them based upon available funding programs.
2. Establish corridor station funding requirements and issue Requests for Proposal (RFP) to construct stations along alternate fuel corridors (I-80, I-25, I-90) as soon as possible after the strategy is approved.
3. Ensure statutory and regulatory revisions are timely in order to enable program developments.
4. Coordinate planning efforts between ZEV infrastructure and component suppliers, businesses, and utilities that may involve electric power or hydrogen generation supplies.

Conclusion

The Zero Emission Vehicle Strategy is not a static document. Rather, it is a set of organizing concepts that the state will adapt over time as ZEV use grows and technology creates new opportunities. One thing that will remain consistent is the collaboration, coordination, and synchronization of Wyoming's efforts to ensure fair and equitable access for all.

Annex A – Incentive Funding Program

Purpose and Goal

The purpose of this Annex is to describe how the State of Wyoming will use federal appropriations, grants, and other received funding to incentivize the installation and maintenance of ZEV infrastructure. The goal of the program is to rapidly, transparently, and equitably distribute ZEV funding to enable business solutions to infrastructure development and operation.

Concept of the Operation

The Incentive Funding Program (IFP) establishes a single point of entry and application concept for any funds a state agency manages for the purpose of incentivizing ZEV infrastructure development. The intent is to create a simple to understand application process that is department and funding source agnostic to the end user or recipient. Currently, the public may access the webpage at: [WYDOT Planning Projects Zero Emission Vehicles](#).

Responsibilities

Wyoming Department of Transportation

The Wyoming Department of Transportation (WYDOT) is responsible for hosting the ZEV infrastructure development and information page on the WYDOT website and ensuring links to IFP applications remain operable.

All State Agencies

Any state agency that receives ZEV infrastructure development funds through their federal counterpart or other sources is responsible for appropriately and properly executing and managing those funds. In addition, state agencies are responsible for:

1. Establishing and publishing application formats that comply with funding source requirements.
2. Coordinating with WYDOT for the posting of application criteria, requirements, information and application procedures on the WYDOT dedicated Zero Emission Vehicle webpage.
3. Establishing application procedures and award notifications that comply with state and federal requirements.

Posting accounting of source of funds, award status, and award recipients on the WYDOT dedicated webpage, if allowed by funding source.

Types of Chargers

Level 1 Chargers

Level 1 chargers are AC chargers that utilize 120VAC from a dedicated 15 or 20 amp circuit. These chargers are typically associated with at home or mobile private use. Level 1 chargers result in a vehicle getting about 4.5 miles of range per charge hour. Therefore, vehicles must be on these chargers for extended periods to reach a full charge.

Level 2 Chargers

Level 2 chargers operate on 208VAC or 240VAC dedicated circuits between 20 and 100 amps. These types of chargers are normally associated with multifamily dwellings, hotels, or businesses that need more capacity yet users have time to reach a full charge. Charge times are still long, achieving about 20 to 25 miles per hour of charging.

Level 3 Chargers

Level 3 chargers also known as DC Fast Charging or Tesla Supercharging normally require 480VAC 3-phase supply. Although there are some technologies starting to appear that require lower or single phase supply. Level 3 Chargers outputs range from 50 kW to 350 kW. The higher the output, the less the charging time. Higher level outputs of 150 kW to 350kW begin to approximate charging times equal to refilling a fuel tank. Some EVs cannot accept charging from some of the highest output chargers. These Level 3 chargers are associated with current corridor build out funding programs.

Funding Sources

Currently, the state has or will have access to two sources of ZEV funding. Both are set aside for EV infrastructure development. The first source of funds are the NEVI formula funds (also known as formula funds) which WYDOT will manage. The second is the VW settlement money set aside for EV charger installation which WDEQ manages.

National Electric Vehicle Infrastructure Formula Funds

WYDOT will receive approximately \$24 million roughly split out over the next five years beginning in fiscal year 2022. These funds are for the strategic deployment of EV infrastructure. WYDOT must develop and submit a plan to the Joint Office of Energy and Transportation by August 1, 2022. The plan must describe how the department will execute these funds to meet program goals. The ZEV Strategy and Incentive Program will be a significant part of that plan. Aspects of the funding include:

- The funds may be used on :
 - Acquisition and installation of EV charging infrastructure and traffic control devices and signs.

- Operation and maintenance of EV charging infrastructure for up to five years.
- Data sharing about EV infrastructure to ensure long-term success of equipment installed under the formula program.
- Development activities related to acquisition or installation.
- Mapping and analysis to evaluate locations for charging infrastructure.
- Funds must be for EV charging infrastructure open to the public or to authorized commercial motor vehicle operators from more than one company.
- Equipment must be located along a designated alternative fuel corridor until corridor build out is complete and then diverted to off-corridor locations. The Secretary of the U.S. Department of Transportation is the decision authority on when corridor build out is complete.
- Funds allow reimbursement for up to 80% of specified costs (purchase, installation, maintenance and operations for up to 5 years) with the remaining 20% from other sources, including private entities.
- Stations must be located at least every 50 miles along and no more than one mile from the interstates, and have at least four 150 kW charging ports capable of simultaneous operation.

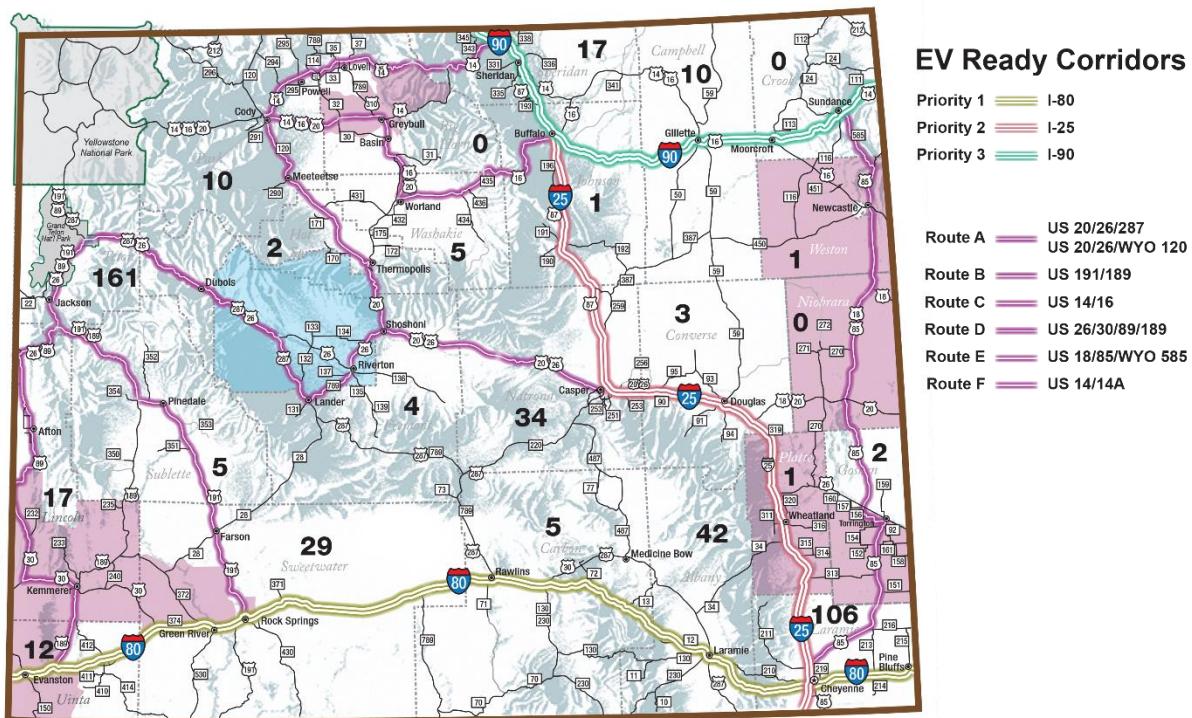
WYDOT will rapidly seek to obligate these funds. In order to do so, WYDOT will:

1. Hire a consultant to develop the technical and location requirements for corridor locations at 50-mile intervals along I-80, I-25, and I-90 and write the Requests for Proposal (RFP).
2. Host RFP pre-release conference(s) to engage interested stakeholders in solution discussions.
3. Issue RFPs for each interstate build out. In the NEVI plan, WYDOT will request exception from the 50-mile station location requirement at certain remote locations along the interstates.
 - If 50-mile exception is approved, then WYDOT will issue a RFP for each designated location along the corridor.
 - If 50-mile exception is not approved, then issue a RFP for complete corridor build out.
4. Utilize the consultant to evaluate the technical portions of the RFP and select up to five most qualified proposals for each RFP.

5. Establish a selection committee within the ZEWG to review and select the awardee(s).
6. Seek to maximize award potential up to 80% depending upon corridor build out cost estimates. However, actual award may be lower in order to reserve enough funding for a wider disbursement of stations.
7. Coordinate with awardee(s) to sequence award and construction dates within five-year funding guidelines.
8. RFPs will be open to all interested respondents. This can include singular companies, individuals, or groups of companies / individuals to ensure an entire corridor build out.
9. Once EV Corridor Pending interstates are built out, WYDOT will issue RFPs for other locations along additional routes (see map below) utilizing the same procedures.

WYDOT will develop and publish RFP application format and procedures on the dedicated ZEV webpage at [WYDOT Planning Projects Zero Emission Vehicles](#).

Corridor and Recommended Route Build Out Map



Map Notes: Scheduling of station installation along routes A – E to be determined after the Secretary USDOT deems corridors are built out and contingent upon available NEVI funds.

Bold numbers indicated the number of registered EVs in that county.

Highlight counties indicates those counties selected in the NEVI program for Justice40 program consideration.

Highlight indicates Wind River Reservation also a Justice40 program designated area.

VW Settlement Funds

There are approximately \$1.2 million of VW Settlement Funds managed by WDEQ. These funds do not come with the same restrictions as the IIJA or formula funds and may be used for off-corridor and Level 2 and Level 3 charging station funding. To equalize incentive opportunities for non-corridor locations, WDEQ will establish application procedures and post them on the WYDOT dedicated ZEV webpage.

Incentives from these funds include the following:

1. VW settlement funds will be open to off route recipients and include Level 2 and lower output Level 3 charging at multifamily dwellings and businesses more suited to local area travel.
2. WDEQ will open applications for funding and close them as published in the announcement.
3. These funds will support up to 50% of the purchase and installation costs for this program.
4. Awardees will be selected using the same selection committee process as described for WYDOT formula funding.
5. Funds will be awarded to qualified applicants on a first come, first served basis until all funds are exhausted. Applications from corridor funded areas will not be considered in this pool.
6. Applicants in this pool may be businesses with single or multiple locations, individuals, and local jurisdictions seeking to enable local EV travel.

Currently, there is no plan or funding available to provide rebates for already purchased or maintenance of operational EV charging equipment. If funds become available for these types of incentives in the future, notification will be released through the WYDOT dedicated ZEV webpage.

Other IIJA Funds

The IIJA also created direct to user grants – not managed by federal or state agencies. The aspects of these grants include:

- Competitive program to deploy publicly accessible EV, hydrogen, propane and natural gas fueling infrastructure.
- Eligible applicants include state and local governments, special purpose districts, tribes and groups of entities.

- Two types of grants:
 - Contract with a private entity to acquire and install publicly accessible fueling infrastructure along a designated fuel corridor.
 - Community grants for projects expected to reduce greenhouse gas emissions and to expand or fill gaps in access. These grants can cover development phase activities.
- The maximum grant amount is \$15 million with 80% federal funds and 20% matching funds cost share.
- If the grant is to contract with a private entity, they must provide the match.
- The grant must be executed within one year of adoption.

The following matrix provides a listing of IIJA / BIL current and expected funding and who may apply. These grants may also aid in the statewide creation of the EV infrastructure and in conjunction with the corridor build out managed by WYDOT. Links to more information about these and future grants and how to apply for them will be posted at once specifics are available.

[WYDOT Planning Projects Zero Emission Vehicles](#)

IIJA / BIL Funding Matrix

Program	Amount	Type	Applicant(s)	Match	Technology	Length	Use
NEVI	\$5 Billion (~\$25 / WY)	WYDOT Formula Funds	Corridor / Route Build Out Participants	Up to 80% (matching may be private)	EV	Until Expended	On-corridor first
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
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

Acronyms

BIL	Bipartisan Infrastructure Law
COR West	Corridor West
DCFC	Direct Current Fast Charging
DOT	Department of Transportation (Federal)
FHWA	Federal Highway Administration
IFP	Incentive Funding Program
IIJA	Infrastructure Investment and Jobs Act
NASEO	National Association of State Energy Officials
PSC	Public Service Commission
REV West	Regional Electric Vehicle Plan West
RFI	Request for Information
RFP	Request for Proposal
NEVI	National Electric Vehicle Infrastructure
WBC	Wyoming Business Council
WDEQ	Wyoming Department of Environmental Quality
WEA	Wyoming Energy Authority
WYDOT	Wyoming Department of Transportation
ZEV	Zero Emission Vehicle
ZEWG	Zero Emission Working Group