


NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) FORMULA PROGRAM



Electric Vehicle Terms

Battery-Electric Vehicles (BEV's)

- Runs only on electricity 
- Battery sizes vary- Most available models have 150-300 miles of range
- Examples: Tesla, Chevy Bolt, Ford F-150 Lightning





Plug-in Hybrid Electric Vehicles (PHEV's)

- Runs on either electricity or gasoline
- Battery sizes and range vary between 20-50 miles
- Examples: Chevy Volt, Ford C-max Energi, Toyota Prius Prime

Hybrid Vehicles

- Only runs on gasoline
- Battery used to improve fuel economy; reduce idling
- Battery cannot be charged from external source

Electric Vehicle Charging Station Differences

	Level 1	Level 2	Level 3 – DC Fast
Electric Current Type	AC	AC	DC
Voltage	120V	240V	480V
Charging Time	2 to 5 miles of range per 1 hour of charging	10 to 20 miles of range per 1 hour of charging	60 to 80 miles of range per 20 minutes of charging
Primary Use	Residential	Residential/ Commercial	Commercial
Cost per unit	\$0-\$1500	\$500-\$20,000	\$20,000-\$120,000
Connector Types	 J1772	 J1772	   CCS Combo CHAdeMO Tesla

EV Infrastructure in Montana



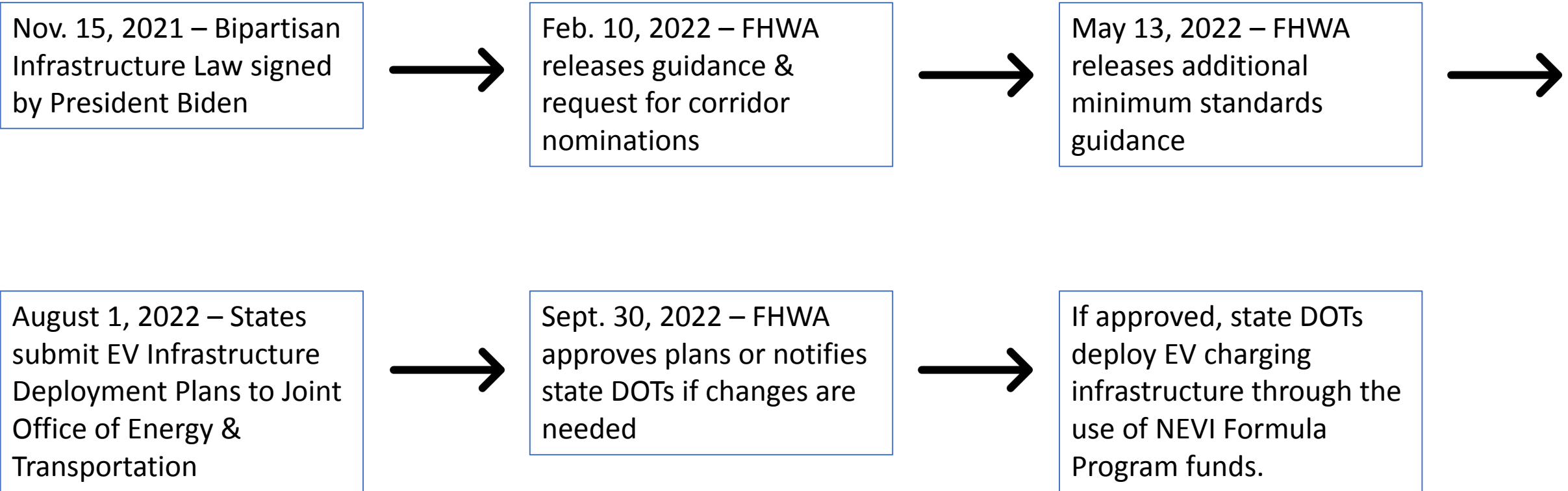
- * Does not include 13 Tesla Supercharger locations
- ** Does not include planned locations at Town Pumps in Boulder & Billings
- *** Does not include planned Electrify America location at Target in Billings

Infrastructure Investment & Jobs Act Funding

- Recently passed Infrastructure Investment and Jobs Act (IIJA) includes \$7.5 billion for EV charging stations
- \$5 billion for National Electric Vehicle Infrastructure (NEVI) Formula Program
 - Montana will receive about \$43 million over 5 years in Formula funds
 - Purpose is to help support a convenient, affordable, reliable, and equitable national EV charging network
 - Funds will initially be for locations on FHWA designated EV corridors
 - Focus on “rural” areas and underserved communities
- \$2.5 billion for EV community grant funds

National Electric Vehicle Infrastructure (NEVI)

Formula Program Timeline



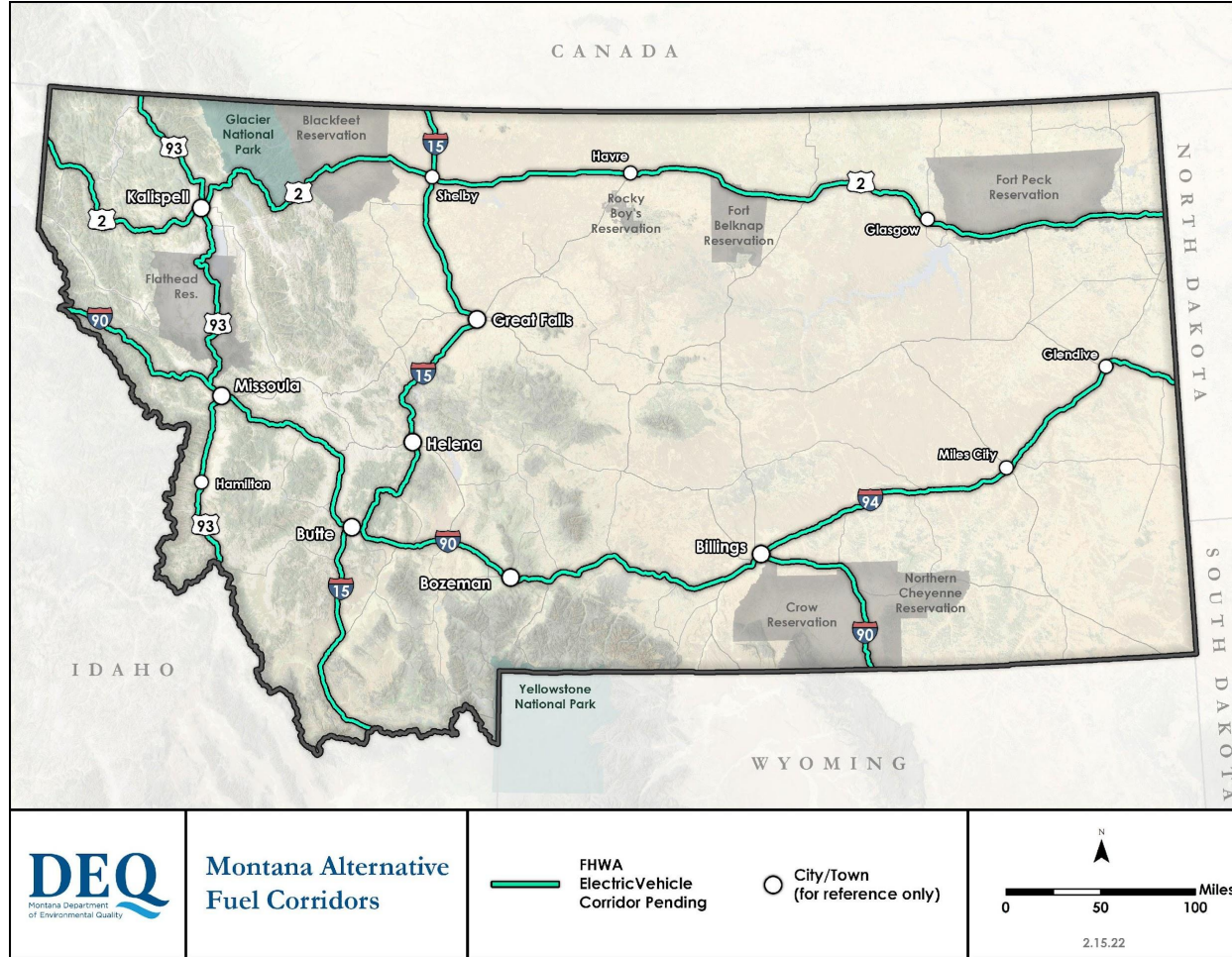
EV Deployment Plan

- Must be submitted to FHWA by August 1, 2022
- Plans must be approved by FHWA before NEVI funds can be spent
- DEQ's Energy Office, working with MDT, will develop the Plan
- Key outreach efforts will include:
 - Webinar with overview of NEVI & public comments for Montana's Plan
 - Public Survey
 - Direct stakeholder outreach

EV Deployment Plan cont...

- Montana will receive an estimated \$43M over 5 years through NEVI
 - Montana's 1st allocation is approximately \$6.3M
- Plan will incorporate public & stakeholder input on how State should prioritize corridors, locations, station requirements, safety/security, workforce development, and planning for the future
- Once the Plan is approved, funding can be obligated, likely through a competitive Request for Applications process
 - The Deployment Plan will inform details of the RFA

FHWA Electric Vehicle “Pending” Corridors



Corridors
Entire length of:
I-15
I-90
I-94
U.S. Hwy 93
U.S. Hwy 2

Location & Charging Station Eligibility Requirements

Stations

DCFC provides 150 kW of power to single vehicle

DCFC has CCS plugs

Location has 4 DCFC chargers that can charge 4 EVs simultaneously

Locations

Publicly available 24/7

No further than 50 miles apart

Within 1 mile of travel corridor & ¼ mile of amenities

Operation

Achieve level of reliability of 97% or above

Operated & maintained in the same location for no less than 5 years

Developing the EV Deployment Plan

- Who can provide input on the Deployment Plan?
 - Any interested Montana individual or entity should participate in the process to develop Montana's EV Deployment Plan
 - Visit DEQ's website to fill out the Public Survey or sign up for e-mail updates
- Plan will include efforts for public engagement, analysis of existing & future conditions, goals & vision, implementation of the NEVI Program, cybersecurity plans

Developing the EV Deployment Plan

- Key areas for public input for the Deployment Plan:
 - Should the State prioritize certain corridors or locations?
 - Should charging locations have different requirements than the minimum federal guidelines? Faster and more chargers? Renewable energy, storage, and future-proofing?
 - What challenges do electric vehicle drivers face in Montana and how can this funding address those issues?
 - What safety features should be required?

Contacts

Neal Ullman

406.444.6582

Neal.ullman@mt.gov

Kyla Maki

406.444.6478

kmaki@mt.gov

Carol Strizich

406.444.9240

cstrizich@mt.gov

<https://deq.mt.gov/energy/Programs/fuels>