

**Wyoming Department of Transportation
Cheyenne, Wyoming
National Electric Vehicle Infrastructure (NEVI)
Deployment Plan**



October 26, 2023



Final Year Two Plan

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Acronyms

AFC – Alternative Fuel Corridors
CAPEX – Capital Expenditure
DCFC – Direct Current Fast Charging / Charger
DVMT – Daily Vehicle Miles Traveled
EV – Electric Vehicle
FHWA – Federal Highway Administration
NASPO – National Association of State Procurement Officials
NEVI Formula Program – National Electric Vehicle Infrastructure Formula Program
NREL – National Renewable Energy Laboratory
OPEX – Operational Expenditure
RFI – Request for Information
RFP – Request for Proposal
WYDOT – Wyoming Department of Transportation

Definitions

Corridor(s) – those road systems in Wyoming designated as part of the Alternative Fuel Corridor (AFC) system. These are currently limited to Interstates 25, 80, and 90 within the state’s borders.

Routes – those additional road systems the plan seeks to build out in order to support resident and visitor electric vehicle (EV) movement within the state. These routes were selected based upon three criteria identified by WYDOT and verified by the Wyoming Office of Tourism:

1. Roads that support Justice40 county and tribal reservation designations not serviced by a corridor.
2. Roads that support movement of residents and visitors from the corridors to tourist areas including national and state parks.
3. Roads that meet the above two criteria and have the highest average daily vehicle miles traveled (DVMT) in 2021.

Joint Office – the joint Department of Energy (DOE) / Department of Transportation (DOT) office created by the Infrastructure Investment and Jobs Act (IIJA) / Bi-Partisan Infrastructure Law (BIL) to oversee and manage the NEVI program for the Federal Government.

Justice40 – An initiative on how certain Federal investments might be made toward a goal that 40 percent of the overall benefits of such investments flow to disadvantaged communities.

NEVI Appropriation – the period of time from when the Federal Government makes NEVI funds available (FY 2022) to when the 5-year limit of Operational Expenditure (OPEX) support for the last opened station expires (approximately 2032 or later).

NEVI-Sized Station – A DCFC station that requires 4 x 150 kW charging ports capable of simultaneously charging, located no more than 50 miles apart and no more than 1 mile from the corridor / interstate exit. There are other requirements such as minimum power levels, availability of charging and payment methodology.

WYDOT NEVI Plan Update for Electric Vehicle (EV) Infrastructure Deployment FY 2024

October 26, 2023

Introduction

WYDOT submitted eleven requests for exceptions in the Year 1 NEVI plan with only three of them being accepted. The submitted exceptions can be viewed below:

Location	Type	Determination
I-25 Cheyenne	1-mile proximity to corridor	Approved
I-80 Cheyenne	1-mile proximity to corridor	Disapproved
I-80 Rawlins to Laramie	50-mile in between stations	Disapproved
I-80 Rock Springs to Rawlins	50-mile in between stations	Disapproved
I-80 Evanston to Rock Springs	50-mile in between stations	Disapproved
I-25 Cheyenne to Wheatland	50-mile in between stations	Disapproved
I -25 Wheatland to Douglas	50-mile in between stations	Disapproved
I-25 Casper to Buffalo	50-mile in between stations	Disapproved
I-90 Gillette to Sundance	50-mile in between stations	Disapproved
I-90 Buffalo to Gillette	50-mile in between stations	Approved: valid for one year
I-80 Rawlins	1-mile proximity to corridor	Approved

The disapproval of the eight of the eleven exceptions will require WYDOT to focus on completing build out of the AFC corridors instead of installing charging stations along off-corridor tourist routes as discussed in the Year 1 NEVI plan. WYDOT still has two key concerns regarding NEVI:

1. Charging Station Profitability
2. Charging Station Viability

Charging station profitability was reviewed and analyzed by WYDOT’s consultant HDR. A report was issued on March 22, 2023 and can be reviewed as Annex A. The proposed seven NEVI-compliant charging station locations are “expected to have a significant revenue shortfall over the five-year period once commissioned.” (*Estimates of Five-Year Return for EV Charging Sites*, HDR, 2023). To meet build out requirements, these same seven charging stations noted in the Year 1 NEVI plan are proposed in the Year 2 NEVI plan. Hence, the concern regarding profitability. As was presented in the Year 1 NEVI plan, Table 3 shows the point at which charging stations “break even” along the AFC corridors. After updating the traffic counts and EV ownership rates, the time when the charging stations “break even” along the corridors has been reduced. However, the soonest a corridor will be “break even” is 2036 along I-90. Yellowstone park area looks to “break even” in 2027 but WYDOT will not be able to place charging stations along off-corridor routes until the AFCs have met full build out requirements.

WYDOT has chosen to work with their consultant HDR, and is exploring a Request for Information (RFI)

process similar to the one used at the Kansas Department of Transportation. A meeting with National Renewable Energy Laboratories (NREL) and the Joint Office of Energy and Transportation (Joint Office) yielded a discussion that a RFI may be more beneficial to the State of Wyoming in order to gauge interest in the NEVI program. The RFI will most likely include how the private entities plan to address the aforementioned issues regarding profitability and long term viability. WYDOT is still in the process of exploring the issuance of an RFI, and if considered, the RFI would be issued before the end of 2024.

In the Year 1 NEVI plan under *Introduction* several assumptions were listed, as at the time WYDOT didn't have clear FHWA guidance on these subjects. In this Year 2 NEVI plan and discussed below, these assumptions have been clarified, changed or were noted as still valid. WYDOT utilized the February 28, 2023 FHWA NEVI minimum standards and NEVI Formula Program Guidance to clarify the previous assumptions. The original assumptions are noted in *italics* with the responses/clarifications following in **bold** type:

1. *NEVI stations do not have to be permanently installed, meaning a technological solution that is self-contained could compete for NEVI funds. Such technologies are starting to be developed and marketed.* **This assumption requires additional clarification from FHWA as an official position on this topic has not been determined.**
2. *NEVI program funds may be used for the purchase of mobile EV charging solutions the plan relies upon to mitigate concerns about distances between stations on the corridors.* **See #1.**
3. *WYDOT will conduct any NEPA reviews required prior to the installation of a NEVI station along a WYDOT maintained corridor or route.* **This assumption was validated in the FHWA Guidance. WYDOT will complete the NEPA process for every charging station project. However, most charging locations will be eligible for a categorical exclusion which should accelerate the NEPA process.**
4. *WYDOT will not be responsible for recouping any federal funds used in the program if a station fails.* **As noted under the *Plan For Compliance With Federal Requirement* section of this document, WYDOT will have no responsibility for any station failure after the first five years of operation.**
5. *Route and supplemental corridor stations will not have to be 4 x 150 kW stations and may be sized according to local traffic estimates and owner / operator funding capabilities.* **This was clarified as “....all stations that are not located along, or designed to serve users of designated AFCs to include at least a total of four charging ports; these charging port can be either all DCFC or AC Level 2 or a combination of DCFC and AC Level 2.” Any charging stations that will be placed along AFCs are required to have a minimum of four ports with each being able to supply a minimum of 150kW.**
6. *WYDOT will not require any NEVI-funded stations to be co-located with a federally supported rest stop – other locations with more amenities are available.* **This assumption is still valid however, stations placed where no amenities are available can still qualify for full build-out.**
7. *NEVI funding may be used for technologies that reduce or eliminate utility demand charges even if stations that use these technologies have a higher CAPEX but lower overall ownership costs (CAPEX + OPEX) over the life of the appropriation.* **This assumption has been validated as noted in the NEVI frequently asked questions section. These technologies may include solar arrays, batteries, etc. that are installed on-site as long as they are directly related to the charging of the vehicle.**

8. *There will be no federal permitting or zoning requirements and local / county procedures will apply. WYDOT will rely on local/county permitting processes on all NEVI charging station projects.*

WYDOT has also seen internal changes that resulted in losing their NEVI project officer. WYDOT has also seen the loss of their local FHWA NEVI coordinator. Both agencies are working hard to reestablish and mentor the new NEVI coordinators during the transition in order to move the NEVI program forward.

This Year 2 NEVI plan was written as an update and not as an all-encompassing document. Where WYDOT's Year 2 NEVI plan has changed or deviated from the Year 1 NEVI plan, it has been noted within this document. If no changes have occurred and noted as such, then the Year 1 NEVI plan should be referenced as WYDOT believes that the Year 1 NEVI plan is still valid under that particular subject matter.

Updates from Prior Plan

- ***State Agency Coordination*** – The Zero Emissions Working Group met on May 25, 2023 to update the group on WYDOT's internal changes as well as to inform the group that the RFP is currently on hold.
- ***Public Engagement and Outreach*** – WYDOT posted that the RFP has been suspended indefinitely on their webpage with a brief discussion
- ***Plan Vision and Goals*** – no changes
- ***Contracting*** – WYDOT intends to follow the proposed contract selection process but will eliminate the solicitation for Letters of Interest (LOI) as an RFI may be issued prior to contracting that will eliminate the need for a LOI. WYDOT is monitoring other states progress while also exploring alternative bidding opportunities such as the NASPO ValuePoint consortium.
- ***Civil Rights*** – added language to include proposed RFI
- ***Existing and Future Conditions Analysis*** – Table 1 was updated to reflect current data. The amount of electric vehicles/motorcycles and Teslas registered in the State of Wyoming, as shown on Figure 2, was updated. The existing charging infrastructure along AFCs was updated to reflect newly installed stations. The planned Electrify America Stations list was modified as some stations have been built since the Year 1 NEVI plan issuance (Table 2 and Figure 3). Table 3 was updated showing the estimated station visits per day.
- ***EV Charging Infrastructure Deployment*** – The deployment of WYDOT's proposed infrastructure was updated to reflect modified deployment dates as well as capital costs associated with each charging station (Table 4). Figure 4 was updated to show the proposed NEVI station locations while Figure 5 was updated to show the proposed NEVI station locations in order to meet build out requirements.
- ***Implementation*** – no changes
- ***Equity Considerations*** – Discussion that Wind River Indian Reservation will not be served initially until the interstate AFC corridors meet build out requirements.

- **Labor and Workforce Considerations** – WYDOT adjusted the DBE goal to 4.71% as a formality but understands that DBE requirements do not apply to NEVI Formula funds. Language was also added to ensure that the workforce installing charging stations adhere to 23 CFR 680.106(j).
- **Physical and Cybersecurity** – Draft Cybersecurity language has been composed and is being internally reviewed at WYDOT.
- **Program Evaluation** – no changes
- **Discretionary Exceptions** – Resubmitted the I-90 Buffalo to Gillette 50 mile exception request
- **Appendix** – new Annexes have been attached to provide pertinent information related to the Year 2 NEVI plan.

State Agency Coordination

WYDOT continues to work with the State agencies noted in the NEVI plan.

Memoranda of Understanding with other agencies

The only MOU that the State of Wyoming has signed is with Regional Electric Vehicle West (REV West). Currently, no memoranda of understandings (MOU) have been crafted with any cities in Wyoming.

Interagency Working Group(s)

The Zero Emissions Working Group met on May 25, 2023 to update the group on WYDOT's internal changes as well as to inform the group that the RFP is currently on hold. WYDOT continues to meet with several working groups; REV West, NREL, Joint Office, and the AASHTO EV Public Working Group.

Public Engagement

WYDOT has noted on their NEVI website that the RFP has been delayed. The following was also posted in order to clarify WYDOT's position on the delay:

Recently, the Federal Highway Administration (FHWA) released the National Electric Vehicle Infrastructure (NEVI) Standards and Requirements final rule. That release initiated actions for WYDOT and other state agencies to finalize the NEVI Funding Requests for Proposal (RFP) and the procedure for interested parties to apply for VW Settlement Funds.

While the NEVI final rules did answer some questions, it raised others. We continue to work with FHWA to clarify requirements and ensure the NEVI RFP is as comprehensive as possible. We are still waiting for some answers.

In addition, WYDOT continues to synchronize electric vehicle infrastructure support activities with other state agencies, which will require a longer RFP review process than normal. We will build that additional review time into RFP issuance and submittal schedules.

We will post any additional information on this site when it becomes available

In order to be transparent, WYDOT will share with the public that it is going to take a lot of time before any charging stations begin to be constructed, let alone available for use. For private entities/public that are interested in utilizing charging stations, this may not be great news. The slow pace is for several

reasons as NEVI requirements are substantial: charging station requirements, reporting requirements, funding requirements, Buy America requirements, procurement issues, environmental reviews, etc. When combined, all of the aforementioned requirements add up to a substantial time delay from when WYDOT's NEVI plan is accepted to when a charging station will be available for use. This issue is not just associated with WYDOT but all DOTs of the United States. This program started several years ago and at the time of writing the Year 2 NEVI plan, not a single charging station has been installed in the United States utilizing NEVI funding. The process is slow and those interested in EV charging stations will have to be patient as the process unfolds over the next 10-15 years.

Community Engagement Outcomes Report

A community engagement outcomes report is required as per 23 CFR 680.112 (d). WYDOT will continue to communicate with residents and local, regional and national stakeholders about the state's NEVI program and EV charging infrastructure in the state.

NEVI and other EV charging infrastructure topics were included in the agency's annual State Transportation Improvement Plan presentations in Converse, Goshen*, Natrona, Niobrara*, Platte*, Lincoln*, Sweetwater*, Teton, Uinta*, Campbell, Crook, Johnson, Sheridan, Weston*, Big Horn*, Fremont*, Hot Springs*, Park and Washakie Counties. (Counties with an asterisk* indicate a Justice 40 area.) Communities had the chance to ask questions about charging infrastructure as it related to their goals. Notable discussions took place in Converse, Platte*, Washakie and Teton County meetings.

WYDOT's IT department continues to work on an EV stakeholder interaction web application that would help willing participants connect with each other so that charging manufacturers can find site hosts, and vice versa.

EV stakeholders are also communicated with via email when there are new Federal Notices of Funding Opportunities and other program updates. This email list consists of 164 local, regional and national stakeholders in both public and private sectors.

Since EV technology can be rather controversial among Wyoming residents, some local media outlets have reported on the topic rather frequently despite the program's pause this year. Articles have helped prompt calls from new stakeholders interested in EV infrastructure funding, and WYDOT directs them to the best available source and adds them to the stakeholder email list, if desired.

Tribal Engagement

No changes have occurred regarding tribal engagement beyond engagement during annual STIP meetings as outlined above. (The Wind River Indian Reservation lies within Hot Springs and Fremont Counties.).

Utility Engagement

No changes have occurred regarding NEVI and Wyoming utility companies.

Site-Specific Public Engagement

Unrelated to NEVI funding but showing the challenges of EV charging infrastructure in Wyoming, the city of Riverton recently decided not to sponsor a federal grant (Charging and Fueling Infrastructure Grant Program) to support EV charging stations. The Riverton City Council noted that they were concerned with the same issues that WYDOT has and withdrew its application.

Plan Vision and Goals

The State of Wyoming maintains the same vision that was discussed in the Year 1 NEVI plan. WYDOT is utilizing a holistic approach to its NEVI plan that reduces corridor station saturation to a realistically manageable amount, creates infrastructure in Justice40 areas not along a corridor, and routes travelers through those Justice40 areas as they move through corridors to tourist destinations. It does this by reducing the number of NEVI stations on the corridor and using remaining funds on smaller stations that meet local requirements and assist in contributing to disadvantaged area access and economies. This can be viewed below in Figure 1.

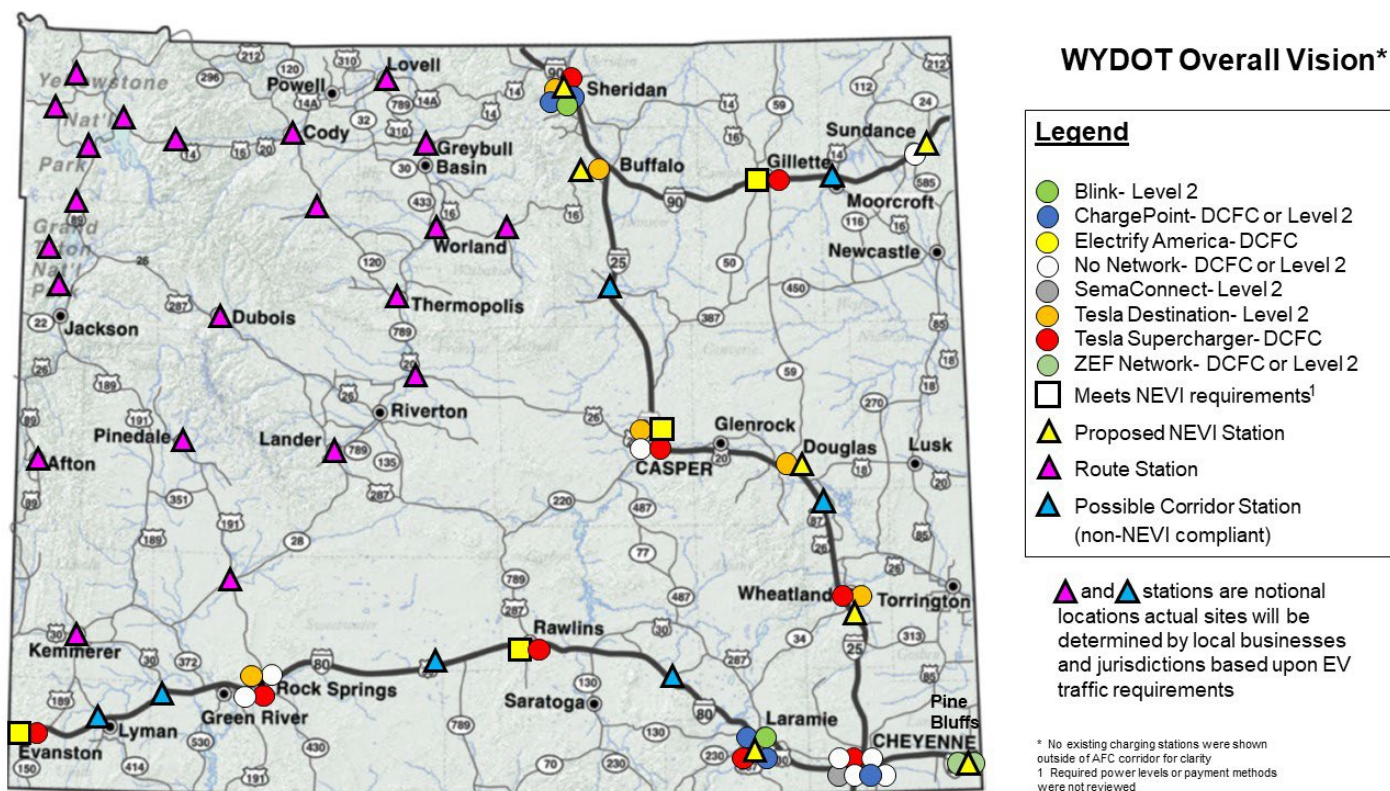


Figure 1-WYDOT Overall Vision

With the FHWA acceptance of only three out of the eleven exceptions requests, WYDOT will most likely build only seven NEVI-compliant stations as shown in Figure 1 and Figure 4.

Contracting

WYDOT intends to follow the proposed contract selection process noted in the Year 1 NEVI plan but will eliminate the solicitation for Letters of Interest (LOI) as an RFI may be issued prior to contracting that will eliminate the need for a LOI. WYDOT is also exploring several unique bidding opportunities. WYDOT continues to work with and monitor NASPO ValuePoint partnerships in order to simplify the procurement of electric charging station equipment and services. At the time of the writing of the Year 2 NEVI plan, 21 states were interested in the NASPO ValuePoint partnership by the State of Maryland for their Electric Vehicle RFP. WYDOT is investigating this process as well as other contracting methodologies.

Status of Contracting Process

WYDOT has not contracted with any entities as WYDOT has not released its RFP.

Awarded Contracts

There have not been any contracts awarded as the RFP has not been issued.

Scoring Methodologies Utilized

WYDOT has developed scoring criteria in the DRAFT RFP. We have also issued an RFI to develop scoring criteria in future RFPs, including the consideration of metrics for equity and Justice⁴⁰.

Plan for Compliance with Federal Requirements

When WYDOT moves forward with their RFP and the previously approved Year 1 NEVI plan, all applicable requirements (23 U.S.C., 23 CFR 680, and 2 CFR 200) will be adhered to by all EV infrastructure contractors.

Per consultation with FHWA-Wyoming division, WYDOT intends to move forward with the following:

- No NEVI funds will be used for any Right-of-Way costs.
- After five years from the initial date of operation, WYDOT will assume full depreciation of the charging equipment and will turn over all responsibility for the equipment and charging site to the owner and will have no required payback of federal funds.

Civil Rights

WYDOT will adhere to the same requirements as described in the Year 1 NEVI plan. In addition, WYDOT will ensure that all RFPs and RFIs associated with the NEVI program will be in compliance with appropriate civil rights regulations and ADA accessibility standards.

Existing and Future Conditions Analysis

As noted in the Year 1 NEVI plan, Wyoming's geography, demographics, weather, size, and population density make application of NEVI program requirements especially challenging. Wyoming EV registration statistics as of May 2023 are as follows:

- Wyoming still has one of the lowest EV adoption rates in the country
- There are 720 cars and light trucks and 19 motorcycles or multi-purpose electric vehicles in Wyoming.
- Tesla still has the most registered electric vehicles in Wyoming at 518 and have their own charging network. However, in the near future (2024/2025), Ford Motor Company along with Genesis, GM, Honda, Hyundai, Jaguar, Kia, Nissan, Mercedes-Benz, Rivian and Volvo may have the ability to charge on Tesla's charging network. Other manufacturers are still contemplating making the charging connector change to the North American Charging Standard (NACS) which is Tesla's charging connector standard.
- An additional 264 cars and light trucks and 8 motorcycles/multipurpose electric vehicles were registered when compared to the March 2022 statistics noted in the Year 1 NEVI plan. However, the percentage of total electric vehicles registered in the State of Wyoming remains at 0.1%.
- On July 26, 2023 it was announced that General Motors, BMW, Honda, Hyundai, Kia, Mercedes and Stellantis are joining to build an electric charging network of DCFC fast chargers.

The Year 1 NEVI plan discussed the State of Wyoming’s climate, terrain, geography, land use patterns. This information has not changed and will not be repeated here. The Year 1 plan also discussed State travel patterns, public transportation needs, freight and other supply chain needs. Many of the statistics provided in that section were based on the DRAFT WYDOT Freight Plan. While the DRAFT WYDOT Freight Plan has not changed, the traffic counts have changed as well as the number of EVs and non-Tesla EVs registered in the State of Wyoming. The below Table was updated to reflect the new data:

		I-80	I-25	I-90	Combined
DVMT		1,055,514	790,323	548,762	2,394,599
In-State	85%	897,187	671,774	466,448	2,035,409
Out-of-State	15%	158,327	118,548	82,314	359,190
Out-of-State DVMT		158,327	118,548	82,314	359,190
All EVs (calculated market share)	3.2%	5,066	3,794	2,634	11,494
Non-Tesla	28.1%	1,421	1,064	739	3,225

Table 1 Daily Vehicle Miles Traveled Estimates

The biggest change noted in Table 1 was the “All EVs (calculated market share)” percentage changed from 1.73% to 3.2% (National Transportation Statistics noted 3.2%). This makes a larger impact to the time it takes for EVs charging stations to become profitable. It should also be noted that the non-Teslas registered in the State of Wyoming increased from 21% to 28% which will also help with reaching station profitability.

Alternative Fuel Corridor (AFC) Designations

Wyoming has three corridors that were approved for AFC designation: I-80, I-25, and I-90. Recently, Wyoming has also requested that hydrogen fuel be added to the same corridors. This request was submitted on June 20, 2023. The below map (Figure 2) not only shows the AFC Corridors but also the number of registered EVs in every county as of May 2023. This information was updated from the Year 1 plan and now shows that there is at least one EV registered per county.

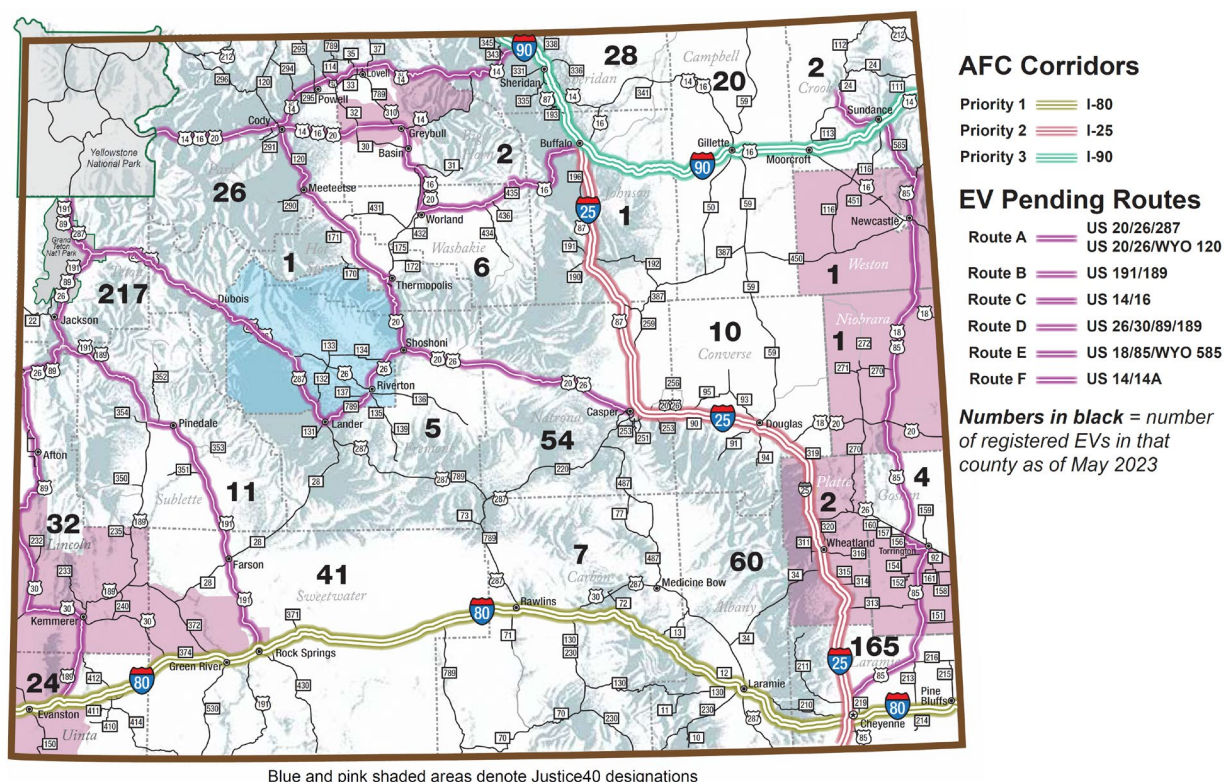


Figure 2-AFC Corridors and Registered EVs per County

Existing Charging Stations

Table 2 below shows an updated list of the existing charging stations along the AFC corridors. This list does not include any off-corridor highways. Figure 3 is a visual representation of the same information. It should be noted that there was a 230% increase in charging station construction when compared to the Year 1 NEVI plan.

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location (street address)	Number of Charging Ports	EV Network (if known)	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out determination?
61494	L2	I-80	607 Parson Street Pine Bluffs	2-J1772	ZEF Network	No	No
61495	DCFC	I-80	607 Parson Street Pine Bluffs	1-CHAdEMO 1-CCS	ZEF Network	No	No
11100210	DCFC	I-80	3320 E. Lincolnway Cheyenne	1-CCS	ChargePoint	No	No
11100098	L2	I-80	340 Progress Circle Cheyenne	1-J1772	None	No	No
11100097	L2	I-80	429 West Fox Farm Cheyenne	1-J1772	None	No	No

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State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location (street address)	Number of Charging Ports	EV Network (if known)	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out determination?
11100093	L2	I-80	1767 N. Banner Rd. Laramie	2-J1772	ChargePoint	No	No
61496	L2	I-80	3609 E. Grand Ave. Laramie	1-J1772	Blink	No	No
61497	L2	I-80	2373 W. Jefferson Laramie	2-J1772	ChargePoint	No	No
11100203	DCFC	I-80	1673 Centennial Dr. Laramie	8-NACS	Tesla Super.	No	No
61498	DCFC	I-80	602 N. Higley Blvd. Rawlins	4-CCS	Electrify America	Yes	Yes
11100205	DCFC	I-80	2370 E. Cedar St. Rawlins	8-NACS	Tesla Super.	No	No
11100076	L2	I-80	1630 Elk Street Rock Springs	3-NACS	Tesla Dest.	No	No
11100086	L2	I-80	499 S. Main Street Rock Springs	2-J1772	None	No	No
11100096	L2	I-80	1264 Dewar Drive Rock Springs	2-J1772	None	No	No
11100206	DCFC	I-80	2441 Foothill Blvd. Rock Springs	8-NACS	Tesla Super.	No	No
61488	DCFC	I-80	70 Yellow Creek Rd. Evanston	4-CCS	Electrify America	Yes	Yes
11100201	DCFC	I-80	101 Wasatch Rd. Evanston	8-NACS	Tesla Super.	No	No
11100052	L2	I-25	1880 Westland Rd. Cheyenne	1-J1772	None	No	No
11100050	L2	I-25	2200 Westland Rd. Cheyenne	2-J1772	None	No	No
11100092	L2	I-25	2300 Westland Rd. Cheyenne	2-J1772	SemaConnect	No	No
11100200	DCFC	I-25	1400 Dell Range Blvd Cheyenne	4-NACS	Tesla Super.	No	No
11100208	DCFC	I-25	1556 Sherard Rd. Wheatland	8-NACS	Tesla Super.	No	No
11100079	L2	I-25	1556 Sherard Rd. Wheatland	4-NACS	Tesla Dest.	No	No
11100069	L2	I-25	1730 Muirfield Court Douglas	4-NACS	Tesla Dest.	No	No
11100212	DCFC	I-25	6985 Nugget Street Evansville	8-NACS	Tesla Super.	No	No
61493	DCFC	I-25	401 SE Wyoming Blvd. Casper	4-CCS	Electrify America	Yes	Yes

Wyoming NEVI Plan – Year 2

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location (street address)	Number of Charging Ports	EV Network (if known)	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out determination?
61492	DCFC	I-25	111 SE Wyoming Blvd. Casper	1-CHAdEMO 1-CCS	None	No	No
11100068	L2	I-25	1150 N. Poplar St. Casper	2-NACS	Tesla Dest.	No	No
11100207	DCFC	I-90	612 North Main St. Sheridan	4-NACS	Tesla Super	No	No
11100067	L2	I-90	139 E. 5 th Street Sheridan	1-J1772	ChargePoint	No	No
61489	L2	I-90	1658 Coffeen Ave. Sheridan	1-J1772	Blink	No	No
11100077	L2	I-90	980 Sibley Circle Sheridan	2-NACS	Tesla Dest.	No	No
61490	DCFC	I-90	3270 Wrench Drive Sheridan	1-CHAdEMO 1-CCS	ChargePoint	No	No
11100089	DCFC	I-90 I-25	75 N. Bypass Rd. Buffalo	2-NACS	Tesla Dest.	No	No
11100202	DCFC	I-90	211 Decker Court Gillette	4-NACS	Tesla Super.	No	No
61487	DCFC	I-90	906 Camel Drive Gillette	4-CCS	Electrify America	Yes	Yes
61491	L2	I-90	221 East Main St. Sundance	2-J1772	None	No	No

As of May 2023

Tesla Dest.=Tesla Destination

Tesla Super.=Tesla Supercharger

Table 2- Existing Charging Stations

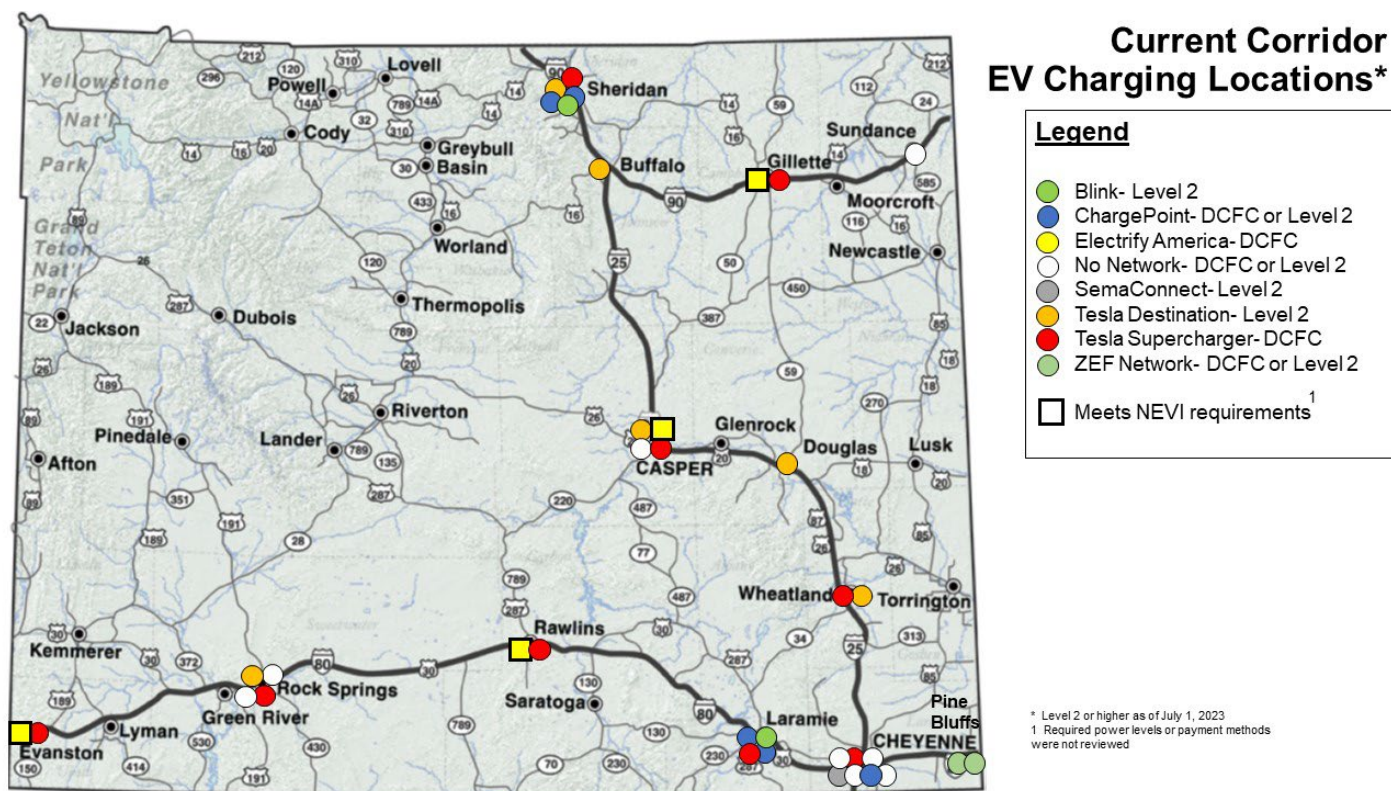


Figure 3-Existing AFC Corridor Charging Stations

The Year 1 NEVI plan discussed several items under “*Known Risks and Challenges*” in this section. The below list briefly describes the various topics and changes that have occurred regarding each topic.

- *Station Visits* – This section discusses the challenges regarding Tesla and how at the time of issuance, Tesla charging stations did not meet NEVI requirements. While still true, Tesla is now partnering with several EV manufacturers which may address this issue for the future. Also, there was discussion regarding Rawlins and Cheyenne’s proposed stations being outside the 1.0 mile corridor requirement. This has been addressed as the FHWA provided exceptions for both of these cities to place NEVI-compliant stations outside the 1.0 mile corridor requirement. Other discussions in the section centered around the white paper by the Great Plains Institute that noted that 36 charge events per day for four connector ports @150 kW is the required charge events per day to break even excluding capital costs. WYDOT is still utilizing the data from this white paper when completing cost analysis.
- *Estimated Station Visits Per Day* – Using the EV mileage and other data noted in Table 1, the following table projects how long it will take a NEVI station (30% yearly station use increase) along a Wyoming corridor to achieve 36 and 72 visits as noted in the studies (regarding profitability).

Wyoming NEVI Plan – Year 2

	I-80	I-25	I-90	Yellowstone
Year	10 Stations	8 Stations	4 Stations	2 Stations
2022	0.71	0.67	0.92	11.99
2023	0.92	0.87	1.20	15.59
2024	1.20	1.13	1.55	20.26
2025	1.56	1.47	2.02	26.34
2026	2.03	1.91	2.63	34.24
2027	2.64	2.49	3.42	44.52
2028	3.43	3.23	4.44	57.87
2029	4.46	4.20	5.77	75.24
2030	5.79	5.47	7.50	97.81
2031	7.53	7.11	9.76	127.15
2032	9.79	9.24	12.68	165.29
2033	12.72	12.01	16.49	214.88
2034	16.54	15.61	21.43	279.34
2035	21.50	20.29	27.86	363.15
2036	27.96	26.38	36.22	472.09
2037	36.34	34.29	47.09	613.72
2038	47.24	44.58	61.22	797.83
2039	61.42	57.96	79.58	1037.18
2040	79.84	75.35	103.46	1348.34
2041	103.80	97.95	134.50	1752.84
2042	134.94	127.33	174.85	2278.70
2043	175.42	165.53	227.30	2962.30
2044	228.04	215.19	295.49	3850.99
2045	296.45	279.75	384.14	5006.29
Yellow=station achieves 36 visits or more a day				
Orange=station achieves 72 visits or more a day				

Table 3-Station Visit Predictions

When compared to the Year 1 NEVI plan, I-80, I-25 and I-90 will meet the “break even” point in four, four and five years, respectively, sooner. However, the soonest that the “break even” point will occur is in the year 2036, on Interstate 90, which is several years outside of the five-year NEVI federal funding period. Yellowstone could break even in 2027, but WYDOT will not be able to place any charging stations on off-corridor routes until the AFC corridors are completely built out with NEVI-compliant stations.

- *Capital Expenditures* – WYDOT has updated the CAPEX costs associated with purchase, construction, and installation of the stations to 1 million dollars per station.
- *Operational Expenditures* – WYDOT has updated the OPEX costs associated with maintaining the stations to \$100,000 per station, per year.

EV Charging Infrastructure Deployment

As noted in the Year 1 NEVI plan it takes roughly 18 months (contract award to full operation) for a station to become fully operational. With so many unknowns, WYDOT has pushed the estimated operational year for the seven proposed charging stations to 2026. WYDOT continues to work with their state and local partners regarding NEVI deployment.

Planned Charging Stations

The NEVI program utilizes an 80/20 funding split: 80% of the funds are federal dollars while the 20% comes from non-federal sources such as private companies, entities, businesses, local jurisdictions, etc. The State of Wyoming will not allocate state dollars to meet the 20% non-federal match requirement.

WYDOT intends to construct seven NEVI-compliant stations along the three interstate corridors found in Wyoming. The proposed stations are listed below in Table 4 and are represented on a map depicted in Figure 4. The estimated year in which the NEVI stations will be operational is 2026. This timeline is also considering the 18 month time it takes from contract award to a station being fully operational.

If an RFI is submitted, the results may show that the public’s interest lies in different locations than the sites described below. WYDOT will have to consider those areas and if possible incorporate them into the next NEVI plan update.

Planned Stations

State EV Charging Location Unique ID	Route (all AFC corridors)	Location	Number of Ports	Estimated Year Operational	Estimated Cost*	NEVI Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+)	New Location or Upgrade?
61489	I-90	Sundance	4	2026	\$800,000	FY22/23/24	New
61490	I-90/ I-25	Buffalo	4	2026	\$800,000	FY22/23/24	New
61491	I-25	Douglas	4	2026	\$800,000	FY22/23/24	New
61492	I-80	Pine Bluffs	4	2026	\$800,000	FY22/23/24	New
61493	I-90	Sheridan	4	2026	\$800,000	FY22/23/24	New
61494	I-25	Wheatland	4	2026	\$800,000	FY22/23/24	New
61495	I-80	Laramie	4	2026	\$800,000	FY22/23/24	New

*accommodates the 80% federal portion as station cost is estimated at \$1,000,000

Table 4-Proposed Charging Station Locations

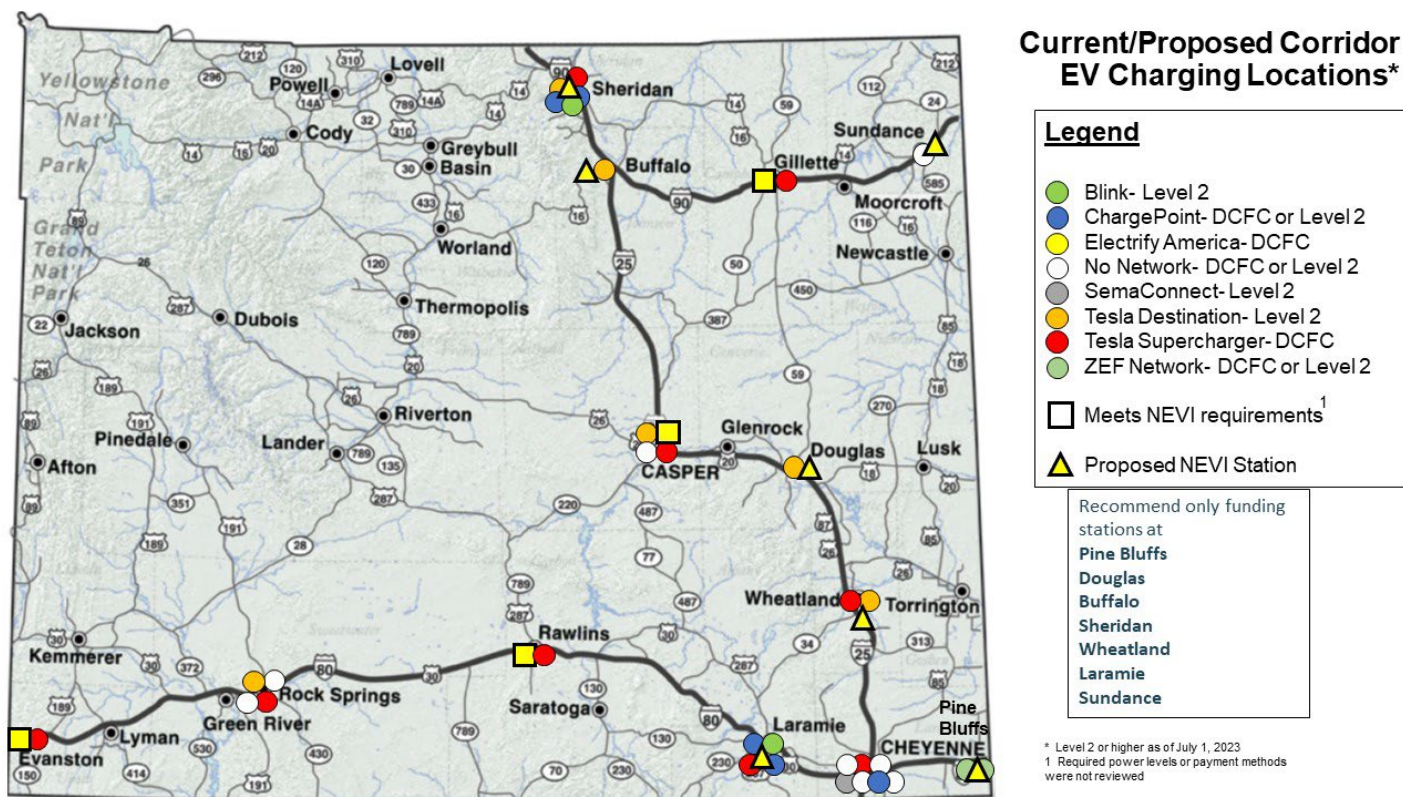


Figure 4-Current and Proposed EV Charging Stations

Stations Under Construction- WYDOT does not have any stations currently under construction

Planning Towards a Fully Built Out Determination

Charging stations are being installed by several entities (Blink, ChargePoint, Electrify America, etc.) at a very brisk pace in the State of Wyoming. There has been a 230% increase of charging station construction (along the AFC corridors) when compared to the number of existing charging stations noted in the Year 1 NEVI plan. Next year, it is assumed that charging station construction will have increased along the corridors again. This makes it difficult to determine where additional WYDOT placed NEVI stations should be constructed in the following years. NEVI requirements concerning payment methods (network availability) or power levels (utility access/installation) were not reviewed when placing additional NEVI stations to meet fully built out designation. To complete the required build out (assuming no additional NEVI-compliant charging stations will be added at these locations), stations would have to be constructed at the following towns/locations (see Figure 5):

- I-80= Arlington, Walcott Junction, Wamsutter, Point of Rocks, M.P. 50
- I-25= Kaycee, M.P. 210, Glendo, and Chugwater
- I-90=Moorcroft

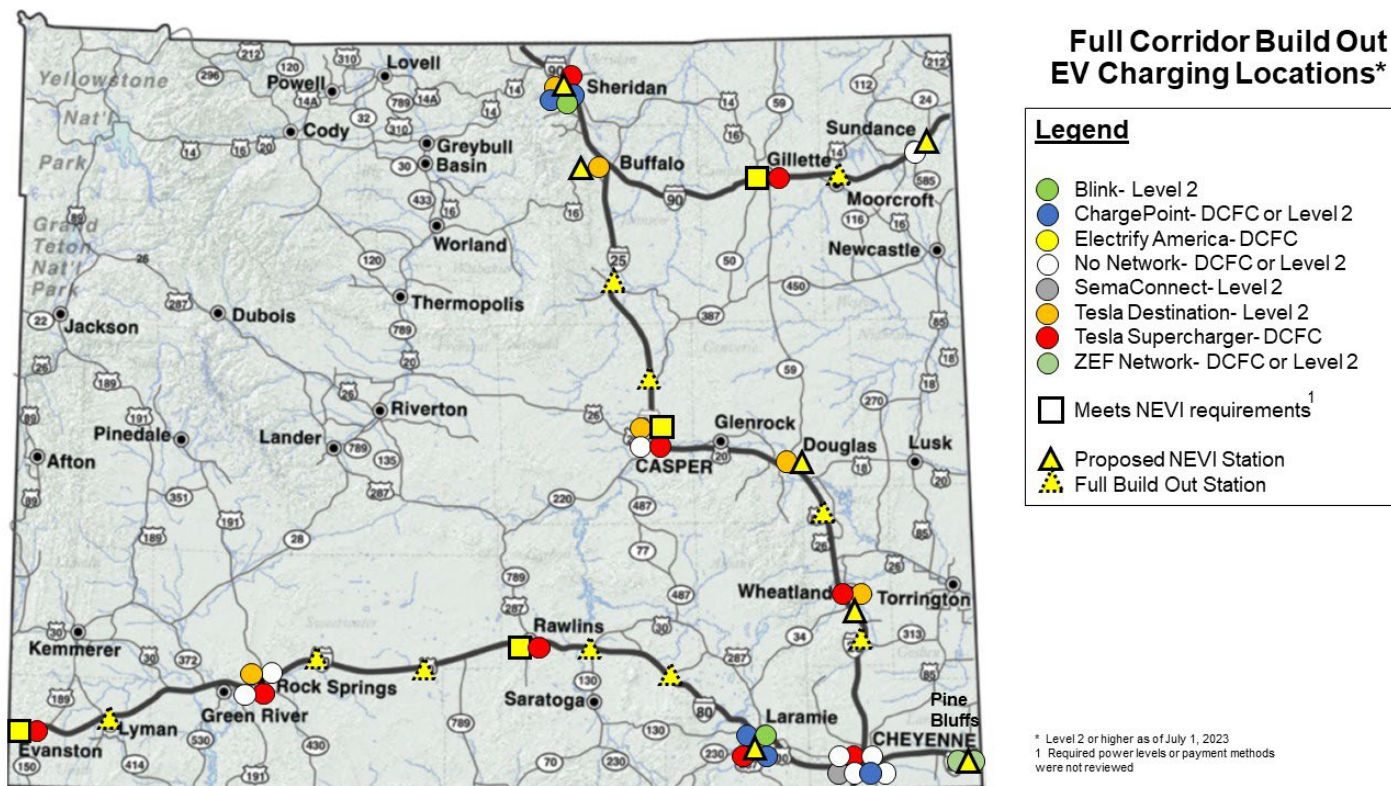


Figure 5-Full Corridor Build Out Station Location

The original plan discussed station placement being associated with existing infrastructure. This updated plan has shifted the placement of a couple of the stations to areas that do not contain infrastructure but are at highway junctions. This is due to the FHWA not accepting eight of the proposed exceptions presented in the Year 1 NEVI plan. Several of the requested exceptions were to place stations outside of the 50 mile NEVI requirement. As those exceptions were not accepted, WYDOT shifted some stations to meet the 50 mile requirement which means a few of the stations may be placed in areas that contain no infrastructure such as restroom facilities and/or meal options.

These stations would not be built until the other proposed seven stations noted in Table 3 have been running and functioning as designed. WYDOT would want to ensure that there would be enough NEVI funding available to allow the proposed seven stations to become fully operational prior to constructing additional stations.

Under *State, Regional and Local Policy* in the Year 1 NEVI plan, there was discussion referencing demand charges and user taxation. Demand charges are still a concern and are still being discussed with state agencies. As for user taxation, the Wyoming Fuel Tax Administration is still in the process of developing rules and regulations that will govern charging stations, licensing, and tax collections based on the existing statutory language.

Implementation

No changes regarding the planned implementation strategy has changed. WYDOT still intends to hire a technical consultant to provide technical design, installation, maintenance, and supervisory assistance over the life of the appropriation. As noted earlier, WYDOT may issue a RFI instead of an RFP initially.

The NEVI consultant will be responsible for administering both.

Equity Considerations

Wyoming's Vision plan to use NEVI formula funds would have easily achieved and surpassed the Justice40 initiative to deliver at least 40% of project benefits to underserved areas Wyoming. With the Year 2 NEVI plan, it will be more difficult and take more time to meet Justice40 requirements as corridors need to be built out first. Areas in Wyoming that could benefit the most from Justice40 are within the interior of the state and/or off of AFC corridors. These areas include Niobrara county, Big Horn county (portions of), Hot Springs county (portions of), Lincoln county (portions of) and the Wind River Indian Reservation located in Fremont county. Until full corridor build out is achieved, disadvantaged communities will be impacted in the state. There are three areas along the I-80 corridor that will see positive EV charging project benefits associated with Justice40. These three areas include Uinta county (portions of), Carbon county (portions of) and Sweetwater county (portions of).

Identification and Outreach to Disadvantaged Communities (DACs) in the State

Wyoming's Vision (Figure 1) is to provide charging stations to several areas of the state prior to meeting build out requirements. However, with eight of WYDOT's exceptions not being accepted, communities and areas along Highway 287 and Highway 26 that serve the Wind River Indian Reservation will be negatively impacted. The Wind River Indian Reservation as well as other areas off of the AFC corridors will have to wait for NEVI charging stations. These other areas include Niobrara county, Big Horn county (portions of), Hot Springs county (portions of), and Lincoln county (portions of). DACs, such as portions of Uinta, Carbon and Sweetwater counties, along I-80 will receive some benefits associated with WYDOT's NEVI Year 2 Plan as charging stations are planned or recently been constructed through Electrify America.

Process to Identify, Quantify, and Measure Benefits to DACs

As noted previously, with WYDOT being limited to the AFC corridors, disadvantaged communities will be negatively impacted and off corridor NEVI funding charging stations will be constructed at a much later date if at all. Regardless, WYDOT is committed to providing benefits to the DACs as well as the underserved communities noted in the Justice40 program. Measuring the benefits to the DACs will be difficult, with the exception of geographical location. As NEVI continues to evolve, WYDOT expects standard benefit metrics and measurements will be developed by the Joint Office and the USDOT to assist states in quantifying DAC and Justice40 benefits. Until that time, WYDOT will track EV charging stations located in designated DACs and begin to evaluate existing tools and programs in order to help obtain measured benefits in these crucial areas.

Labor and Workforce Considerations

There are no expected changes from what was discussed in the Year 1 NEVI plan when considering Labor and Workforce challenges. These challenges will be specifically addressed during the RFP process which will be completed once the RFI process has ended. However, WYDOT will ensure that the workforce installing, maintaining, and operating EV chargers have appropriate licenses, certifications and training to meet the requirements of 23 CFR 680.106(j).

The previous plan noted WYDOT's disadvantaged businesses enterprise (DBE) goal as 5.29%. That DBE goal has since been modified to 4.71%. WYDOT will follow its standard bidding process and

understands that the DBE program does not apply to the NEVI program. Therefore, when WYDOT begins the RFP process, it is understood that WYDOT cannot establish DBE goals for NEVI-funded contracts nor count race-neutral DBE participation on such contracts toward the achievement of the State’s overall DBE goal.

Physical Security & Cybersecurity

Wyoming Department of Enterprise Technology Service has composed DRAFT Cybersecurity language for WYDOT’s use when EV infrastructure is eventually constructed. This language is being internally reviewed at WYDOT.

Program Evaluation

No anticipated changes are expected when compared to the Year 1 NEVI plan.

Discretionary Exceptions

As noted in the Year 1 NEVI plan approval letter, the I-90 Buffalo to Gillette, 50-mile between stations exception, was only valid for a year. Hence, WYDOT would like to request this exception once again for the Year 2 NEVI plan.

Appendix: Supporting Materials

Annex A – Estimates of Five-Year Return for EV Charging Sites

Annex B – Electric Vehicle Use Estimates

Annex C – WYDOT NEVI Deployment Plan Letter (Year 1 NEVI plan)

Annex D – Maps Year 2 NEVI plan