



# WELCOME!

PLEASE BE SURE TO SIGN IN AND LEAVE US YOUR  
EMAIL ADDRESS IF YOU'D LIKE TO RECEIVE A COPY  
OF OUR SURVEY!







# NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) FORMULA PROGRAM

IDAHO





# BACKGROUND

NEVI PROGRAM AND EVS IN IDAHO



# INTERAGENCY WORKING GROUP (IAWG)

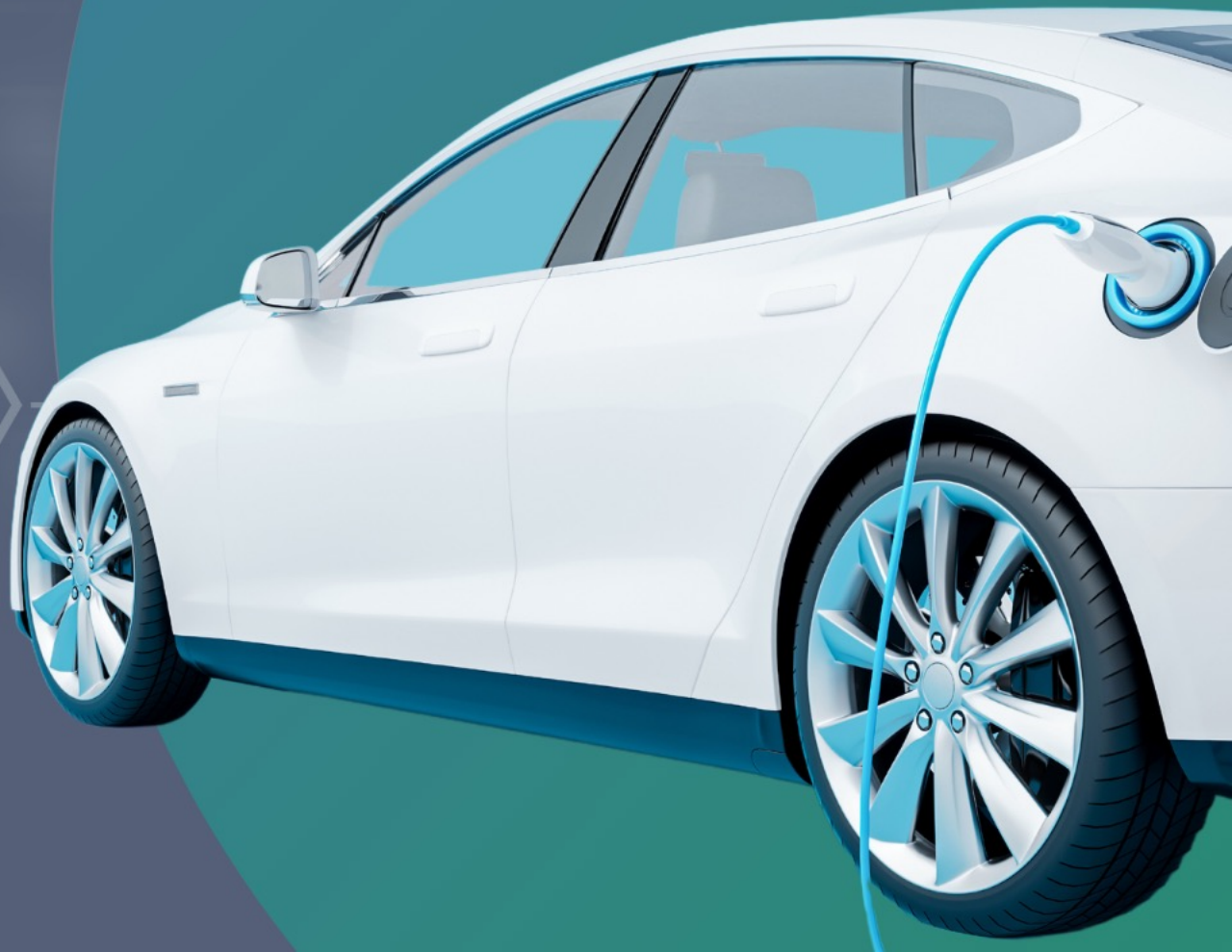
To ensure the NEVI program was comprehensive and created the best solutions for all Idahoans, an Interagency Working Group was created, bringing together representatives from the Idaho Transportation Department (ITD), the Office of Energy and Mineral Resources (OEMR), and the Department of Environmental Quality (DEQ).





# PROGRAM OVERVIEW

- The National Electric Vehicle Infrastructure (NEVI) Formula Program was created as part of the 2021 Infrastructure Investment and Jobs Act (IIJA)
- Projects funded through NEVI will receive 80% through reimbursement grants – site owners are responsible for the remaining 20% of costs
- In 2022, the IAWG collected feedback from the public
- This feedback was used to develop Idaho's NEVI Plan
- Idaho's first annual plan was approved by the Federal Highway Administration (FHWA) in September 2022





# EVS IN IDAHO

Since 2020, electric and hybrid vehicle ownership in Idaho has more than **tripled.**

YEAR	ELECTRIC	HYBRID PLUGIN	TOTAL
2020	1,871	137	<b>2,008</b>
2021	3,250	1,014	<b>4,264</b>
2022	5,394	2,031	<b>7,426</b>



# TYPES OF EV CHARGING

## LEVEL I

- Approx. 5 miles of range per hour
- Home charging



## LEVEL II

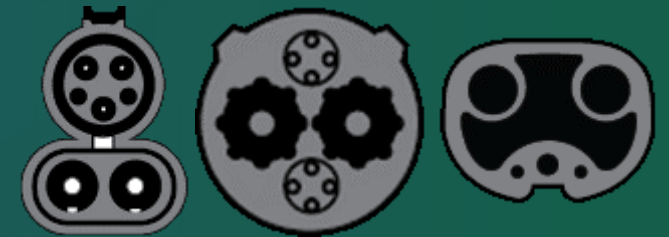
- Approx. 25 miles of range per hour
- Home, around town, workplace



## LEVEL III

### Direct Current Fast Charging (DCFC)

- Approx. 100 – 200+ miles of range per ½ hour
- Corridor charging





# ALTERNATIVE FUEL CORRIDORS

*Alternative Fuel Corridors (AFC) are major travel corridors nominated by states for EV charging and other alternative fuel stations.*

The following highways and interstates in Idaho have been designated as AFCs:

- I-90
- US 95
- SH-1
- US 12
- SH 55
- I-84
- I-86
- I-15
- US 20
- US 93
- US 30



# PHASE I

2022 OUTREACH AND PUBLIC INVOLVEMENT

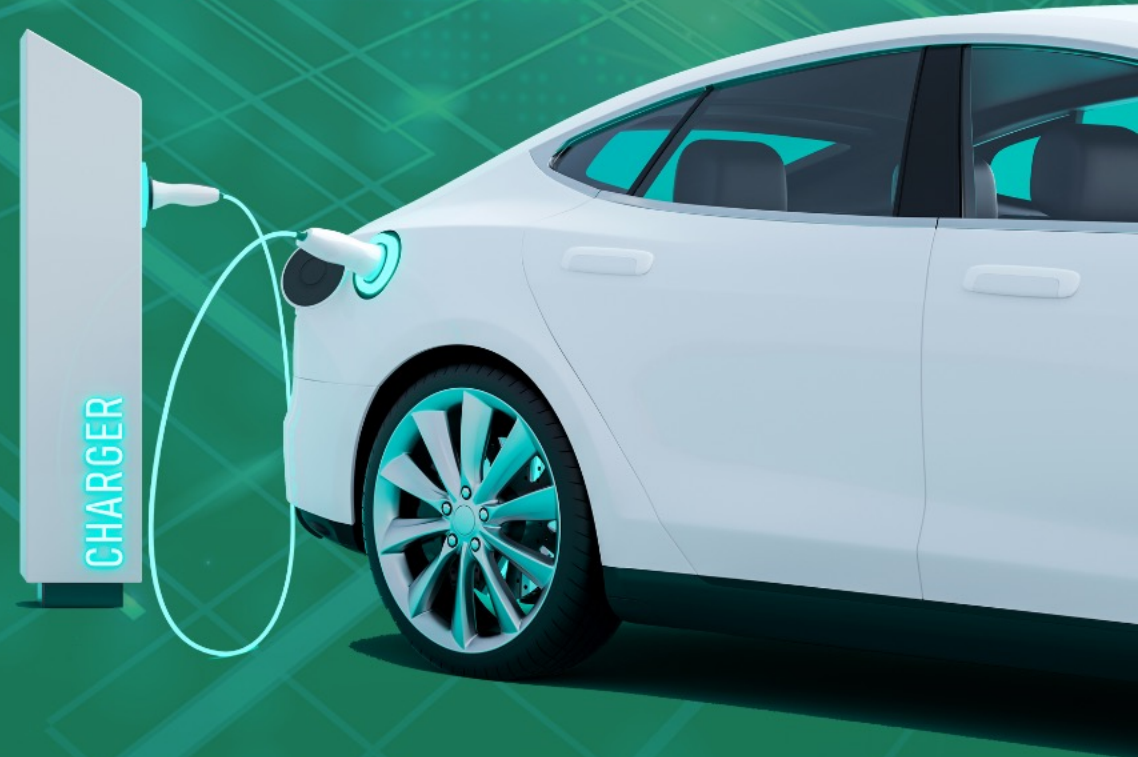




# PUBLIC OUTREACH

The IAWG gathered feedback from stakeholders of specific groups to ensure equity in planning efforts. These groups included:

- Industry & Industry Associations
  - Chambers of Commerce
  - Large employers
  - Trucking
  - Vehicle Manufacturing
  - Auto dealers
  - Utilities
  - Labor
  - Economic Development
- Education
- Environmental Groups
- Municipalities
- Minority / Underrepresented Groups
- Government Agencies
- Current EV Drivers







# RESULTS FROM OUTREACH

The following topics were explored during Phase 1 public outreach:

- Location priorities
- Desired site attributes



# PUBLIC FEEDBACK ON LOCATIONS

Areas of concentration where the public expressed their interest in seeing EV charging stations

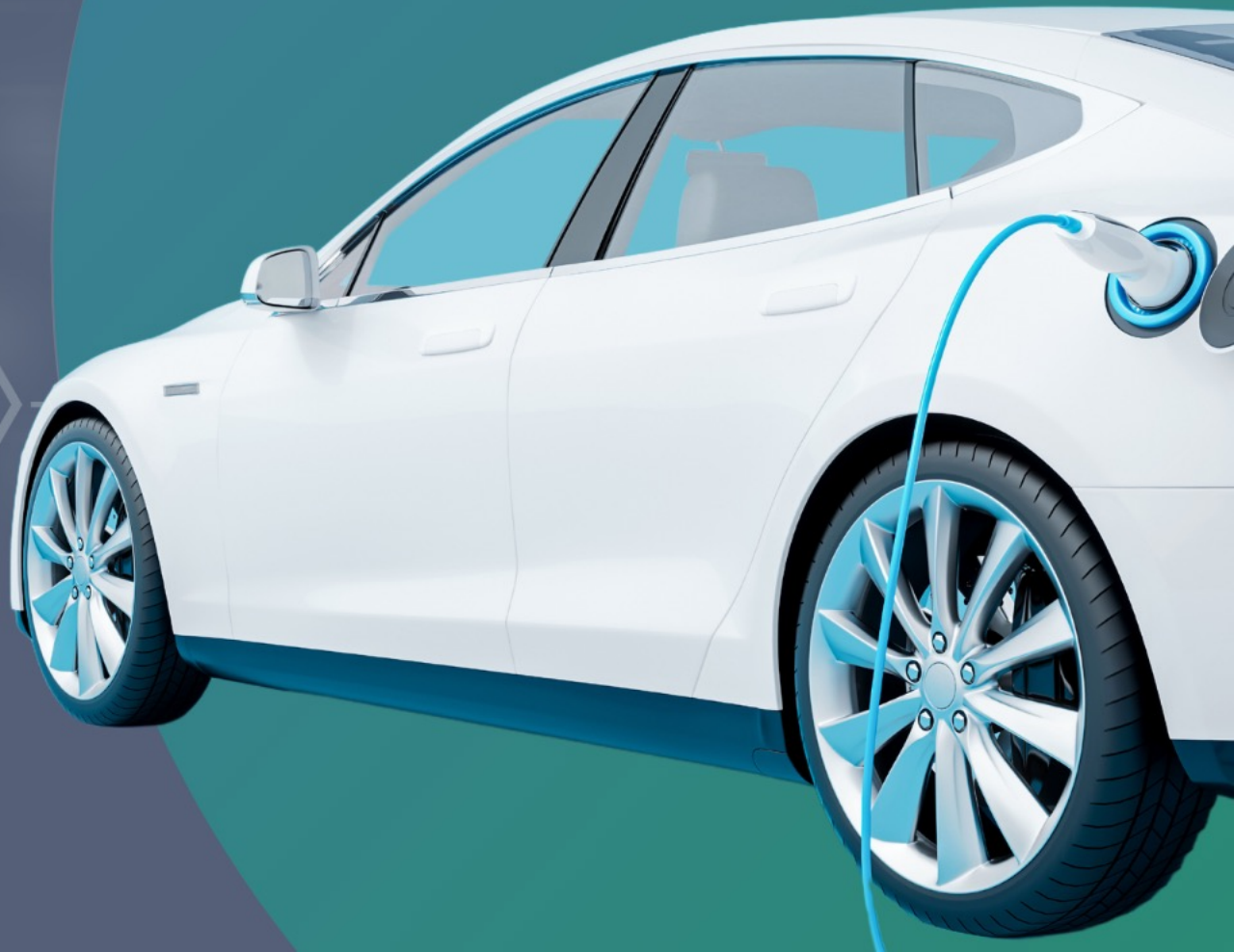


# PUBLIC FEEDBACK ON ATTRIBUTES

**Amenities:** Dining, restrooms, retail, seating areas, hotels, retailers, Wi-Fi, lighting and shelter

**Reliability:** Sites should have reliable power, broadband, and customer service

**Site Features:** Accommodation of truck with a trailer and large commercial vehicles (pull through), Spanish language available for transactions

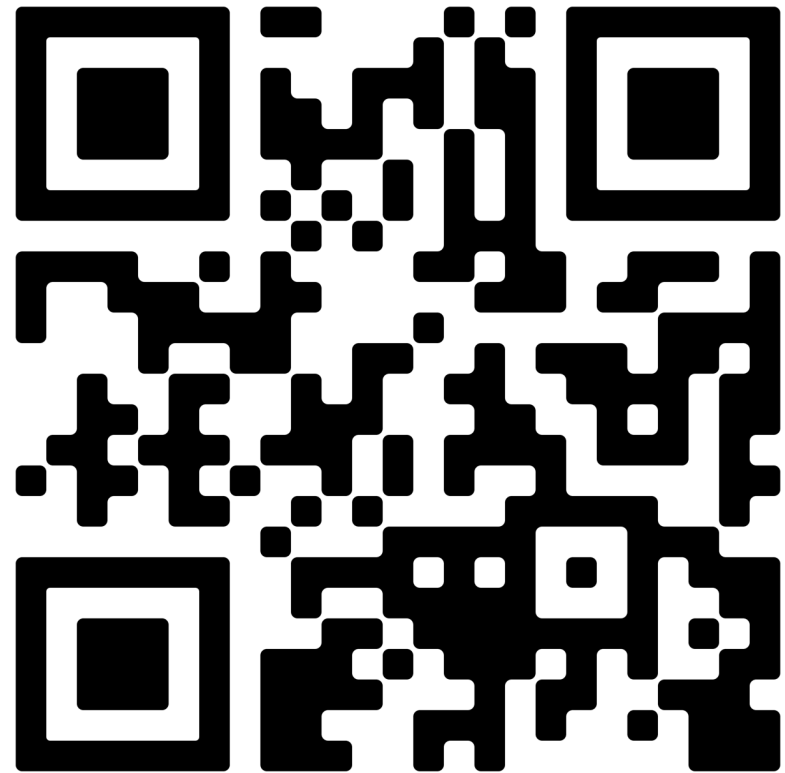




# IDAHO'S APPROVED PLAN

After compiling feedback through public involvement efforts, the FHWA approved Idaho's Interagency Working Group's first annual plan in September 2022.

SCAN QR CODE TO SEE FULL PLAN







# NEVI FORMULA PROGRAM ELIGIBILITY

INFRASTRUCTURE, LOCATION, AND PROJECT CRITERIA



# EV INFRASTRUCTURE REQUIREMENTS



The FHWA established the following infrastructure requirements future EV charging station sites will need to meet:

- Direct Current Fast Charging (DCFC)
- Sufficient electrical power and support a minimum of four (4) 150 kw ports
- Combined Charging System (CCS) Type 1 Connector
- AFC stations available 24/7
- Contactless payment with no membership requirements
- Accept multiple payment types
- Customer Service with mechanism to report issues
- Installation contractors must have EVITP Certification or certificate from registered apprenticeship program

# SITE PLAN





# LOCATION REQUIREMENTS

- 1 mile or less from a highway or interstate that is a designated AFC
- Maximum 50 miles from the next fast-charging charging station
- Provide public restrooms, lighting, shelter, and ADA access
- Minimum five (5) year commitment for operation and maintenance
- Available in rural corridors and underserved communities
- Assure long-term operation and maintenance
- Foster public-private investments in EV infrastructure





# PROJECT AWARD CONSIDERATIONS

**Sustainability:** Project implements supplemental renewable energy and offers on-site energy storage to reduce demand on the grid

**Future Proofing:** Project demonstrates forward-looking compatibility for increased demand

**Equity and Workforce:** Project is located in an underserved and/or rural community and demonstrates a workforce development plan to include minority-owned businesses, Veteran-owned businesses, and woman-owned businesses

**Site Amenities:** Project includes desired attributes as expressed by the public in Phase 1

**Cost-Effectiveness:** Project utilizes lowest fixed subsidy amount relevant to the site



An aerial photograph of a bridge crossing a river, set against a backdrop of rolling green hills. The image is overlaid with a semi-transparent green filter and white circuit-like graphics on the right side. The text 'PHASE II' is prominently displayed in the lower-left quadrant.

# PHASE II

Baseline Plan Update + Siting Access & Feasibility Study



# BASELINE PLAN UPDATE

Each state is required to provide an update to their baseline plan to the FHWA annually.

The IAWG will collect public input and feedback on prioritization of project selection criteria as part of this phase of the program.

This feedback will inform the updated plan to the FHWA.





# SITING, FEASIBILITY & ACCESS STUDY

- Provides valuable information for decision-making processes
- Helps project planners, key stakeholders and the public understand the potential challenges, opportunities, and risks associated with a proposed NEVI charging station project.
- Assists in making informed decisions regarding:
  - Site selection
  - Project viability
  - Resource allocation
  - Potential modifications or improvements





# SITING

Identifies and evaluates potential locations for NEVI charging station locations.

Siting considers factors such as:

- Environmental impact
- Zoning regulations
- Land availability
- Existing infrastructure
- Proximity to necessary resources or amenities





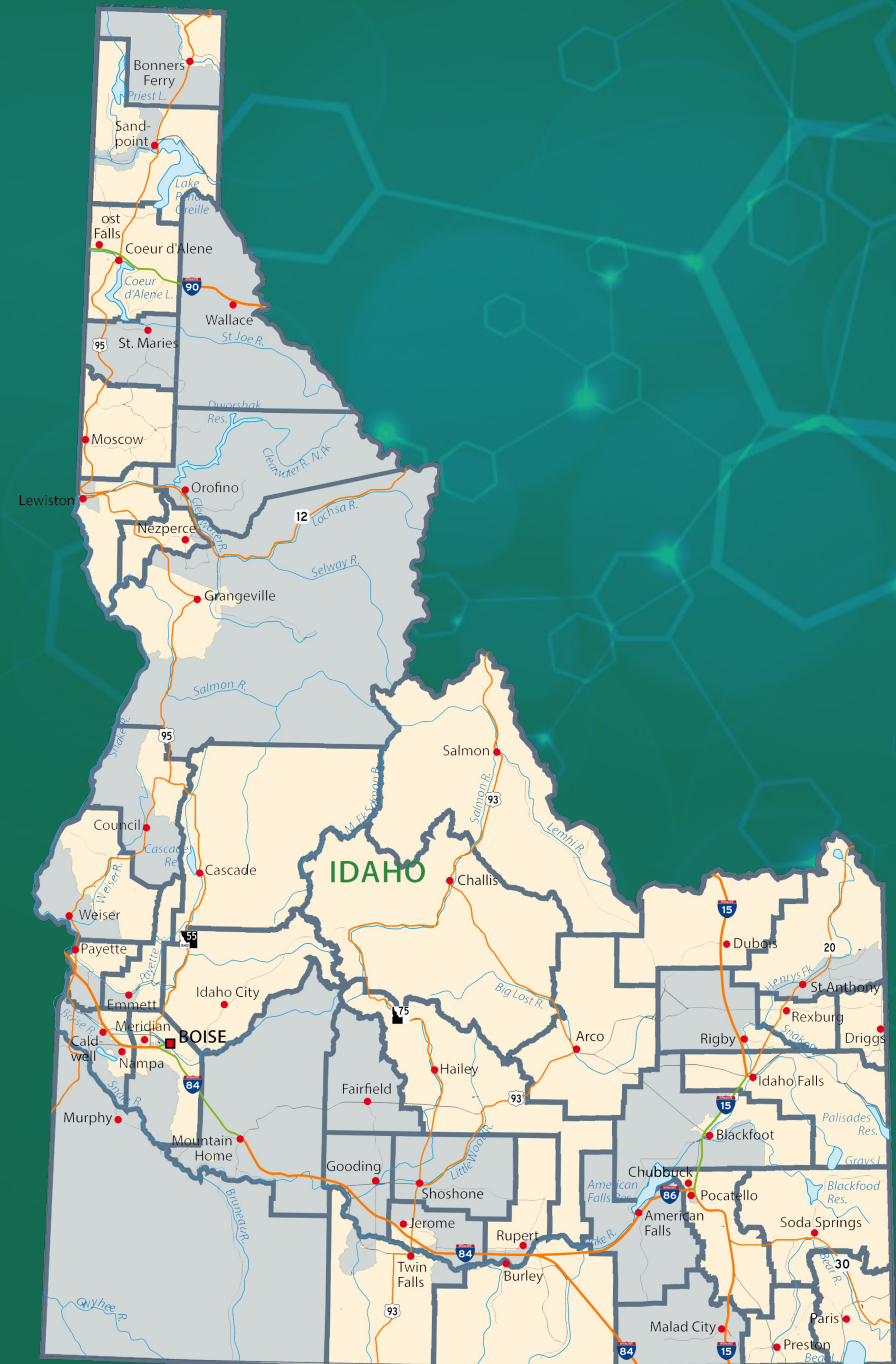
# FEASIBILITY

Assesses of the practicality and viability of implementing a potential charging station. Feasibility examines various aspects, including:

- Technical: grid capacity, availability of broadband, etc.
- Financial: cost effectiveness, ROI, risk analysis
- Legal: regulatory compliance, permitting
- Operational: compatibility with existing systems, potential economic benefits, and impact on underserved and under-represented populations

# ELECTRIC VEHICLE CHARGING JUSTICE40 MAP

The Justice40 Initiative addresses decades of underinvestment in disadvantaged communities. Here at the U.S. Department of Transportation (USDOT), Justice40 (J40) is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from many of our grants, programs, and initiatives flow to disadvantaged communities.





# ACCESS

Evaluates the logistical considerations of a potential charging station, including:

- Traffic patterns
- Existing infrastructure
- Capacity for service

# MULTIPLE OBJECTIVE DECISION-MAKING ANALYSIS

ESTABLISHES PROCESS, RESPONSIBILITIES, AND SCHEDULE

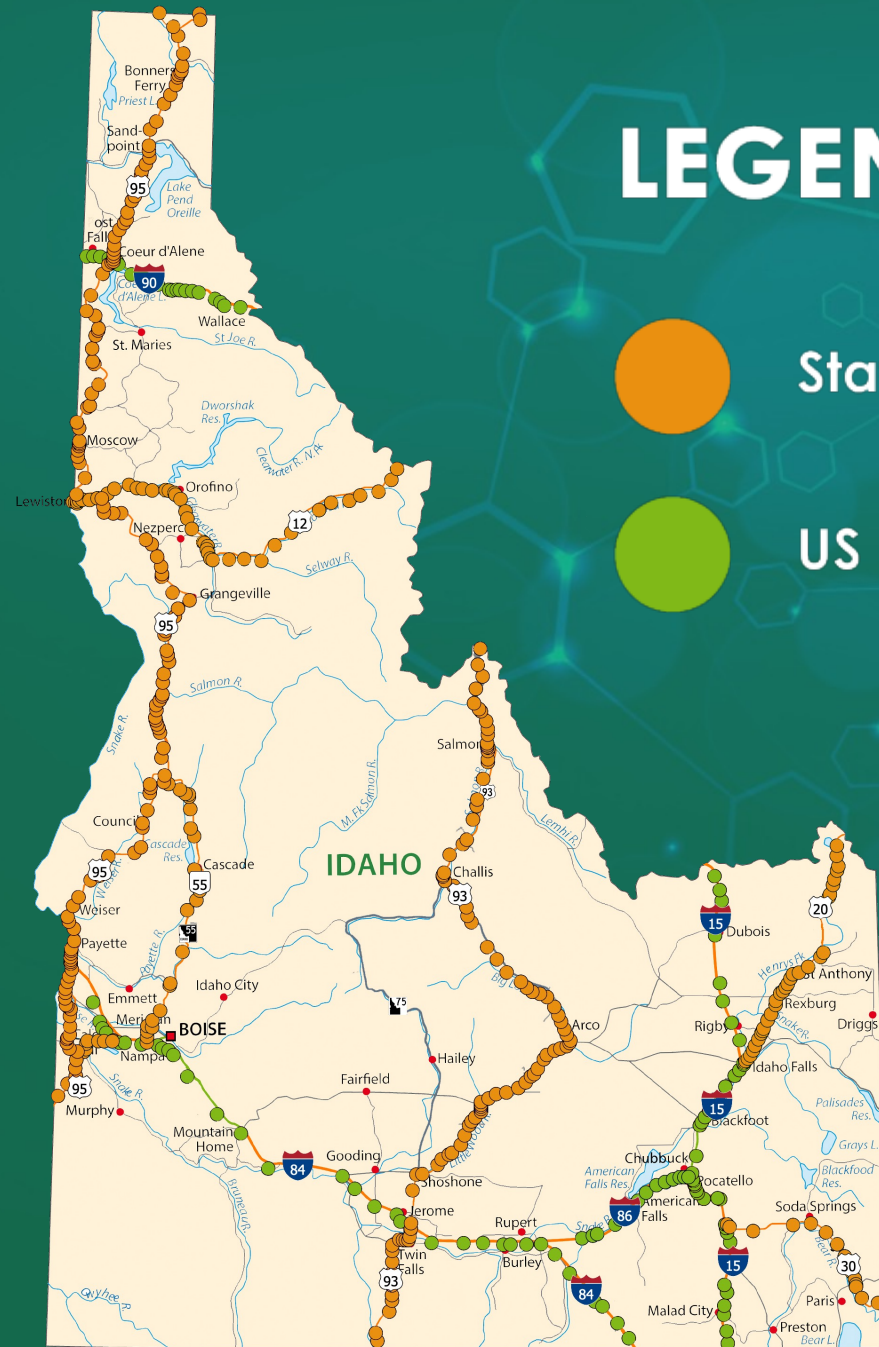




# POTENTIAL SITES

The dots on the map represent areas that will be analyzed during siting, feasibility and access.

Goal is to measure and collect a variety of different pieces of data using the spots on the map.



## LEGEND



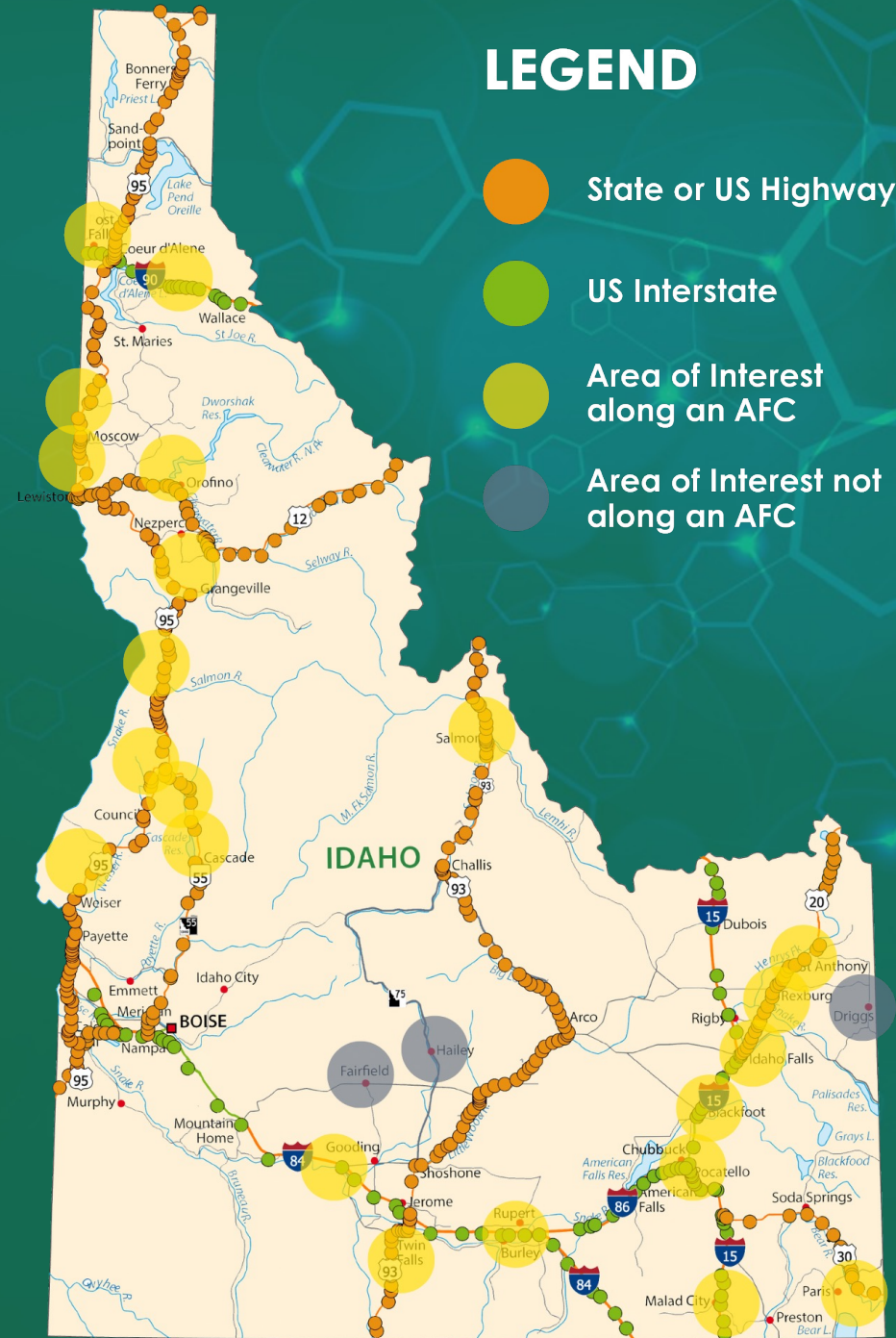
State or US Highway



US Interstate

# ALTERNATIVE FUEL CORRIDORS

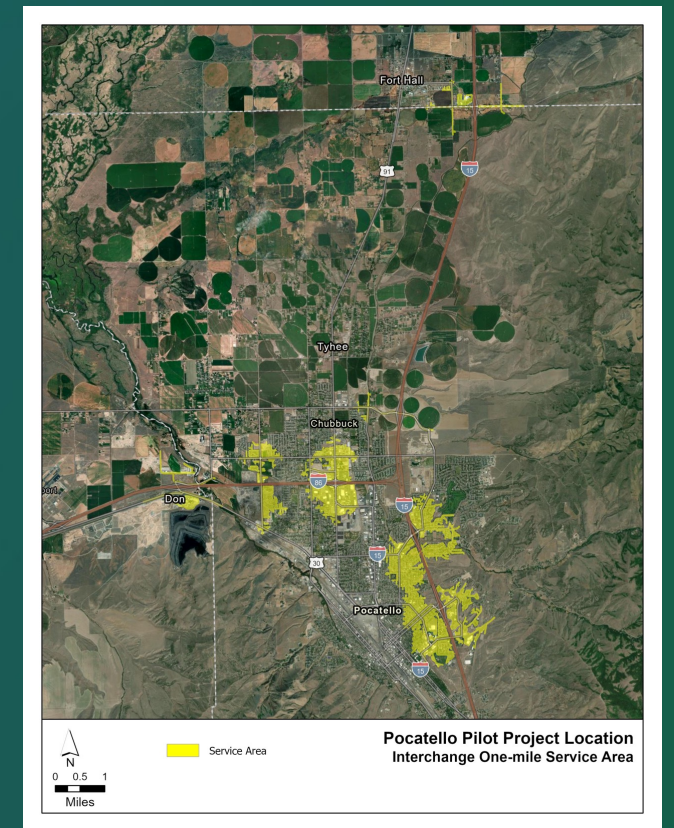
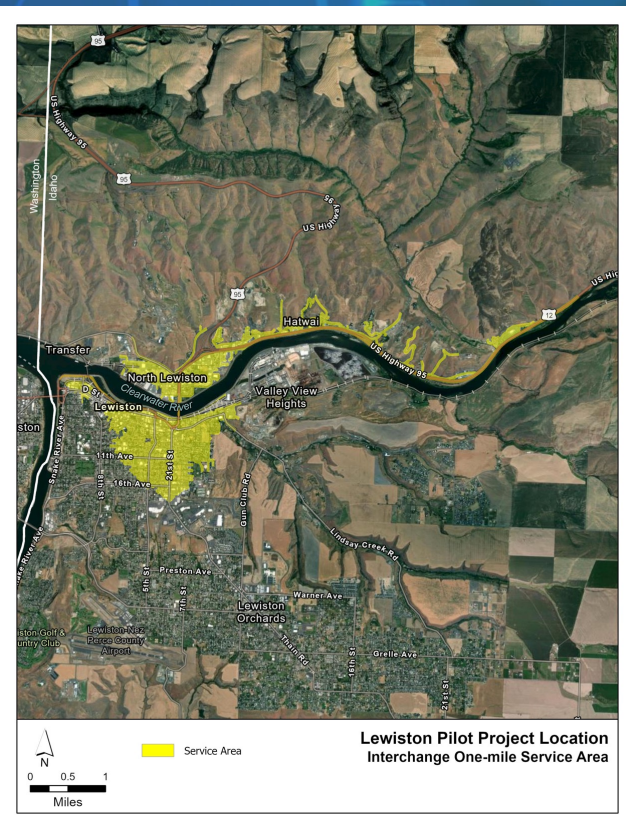
This shows the amount of overlap of the areas of the public's expressed interest in where they would like to see EV charging stations with the AFCs / Areas of Proposed Analysis for the NEVI Program.





# PILOT PROGRAM

The IAWG received an initial analysis on areas to focus for the initial pilot program. Based on the data provided, the areas of focus are Lewiston, Bliss and Pocatello.



# POTENTIAL SITE HOSTS

If you are interested in receiving additional information and want to be added to a list of interested hosts, email the project team at [info@evidaho.org](mailto:info@evidaho.org)

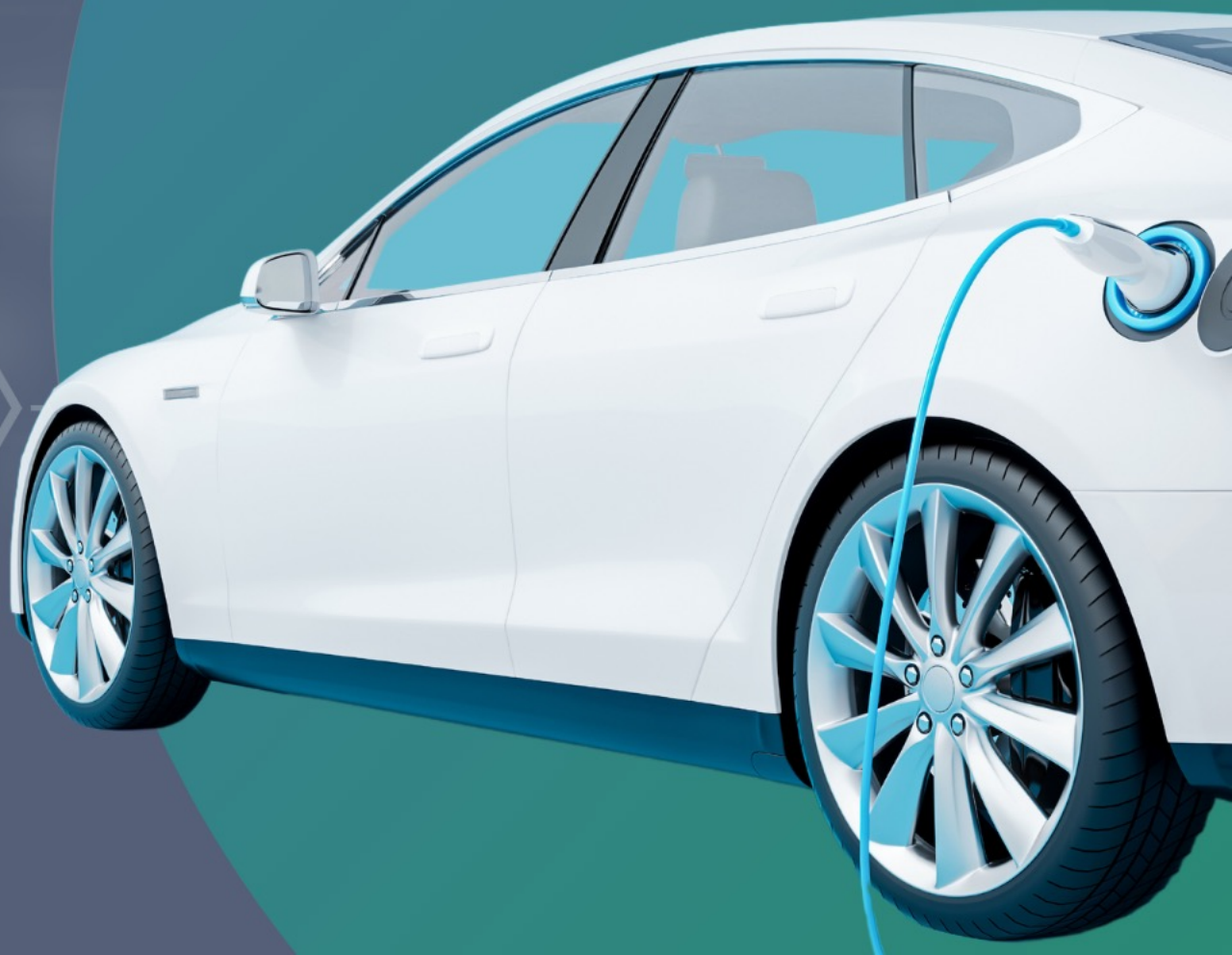
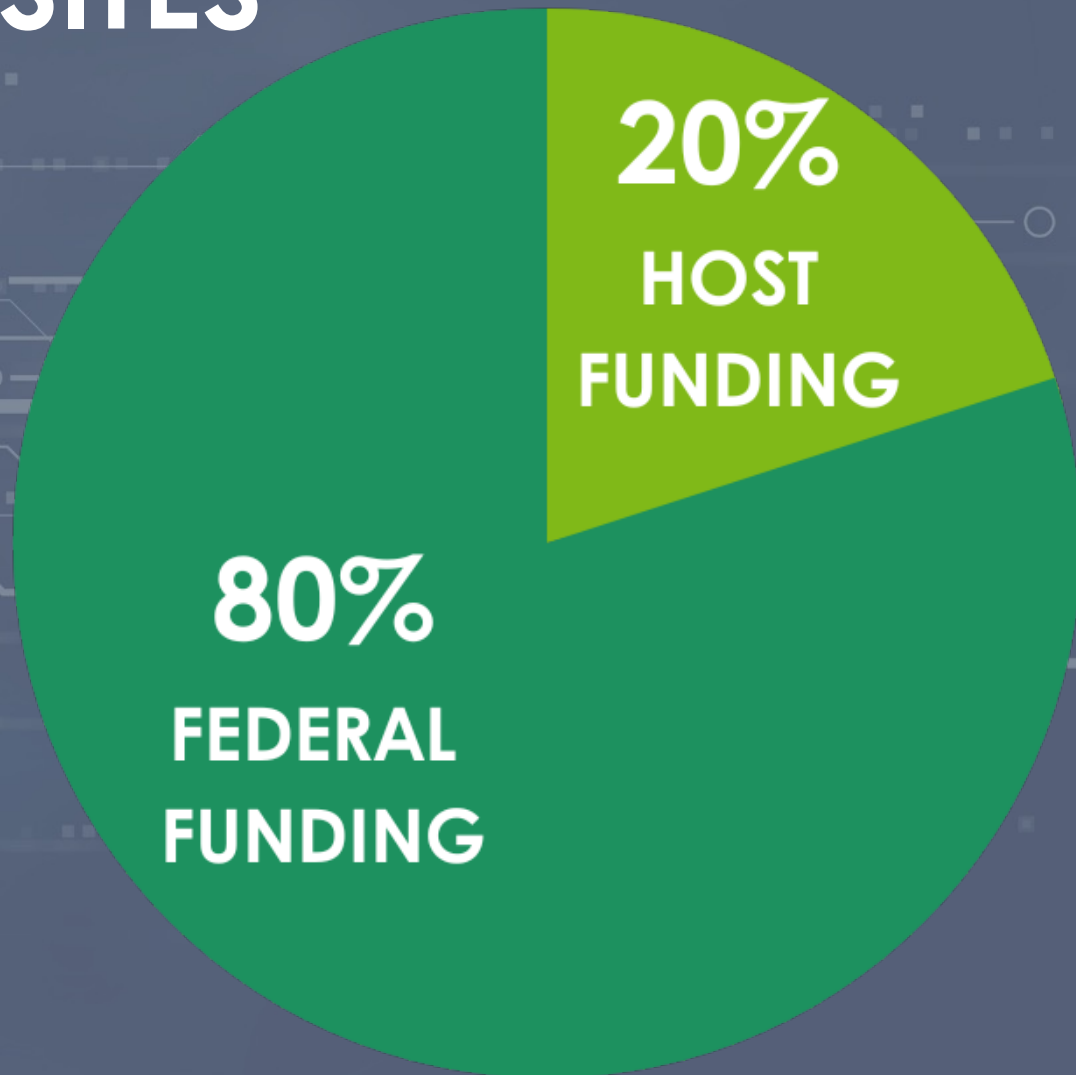




# FUNDING



# FUNDING FOR AFC SITES





# OPERATIONAL COSTS

Site hosts can anticipate the following operational costs:

- Electricity costs
- General maintenance
- Data contract
- Broadband contract
- Taxes



# TIMELINE

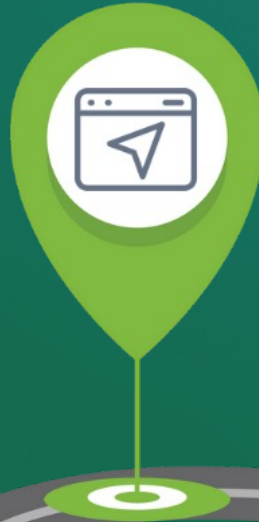
**NOW - JULY**

Public Outreach



**MID JULY**

Pilot program RFP anticipated



**SEPTEMBER**

Contingent contracts for Pilot Sites



**AUGUST**

Annual Plan Due to FHWA



**LATE JUNE**

Industry Day







# OTHER GRANT PROGRAMS

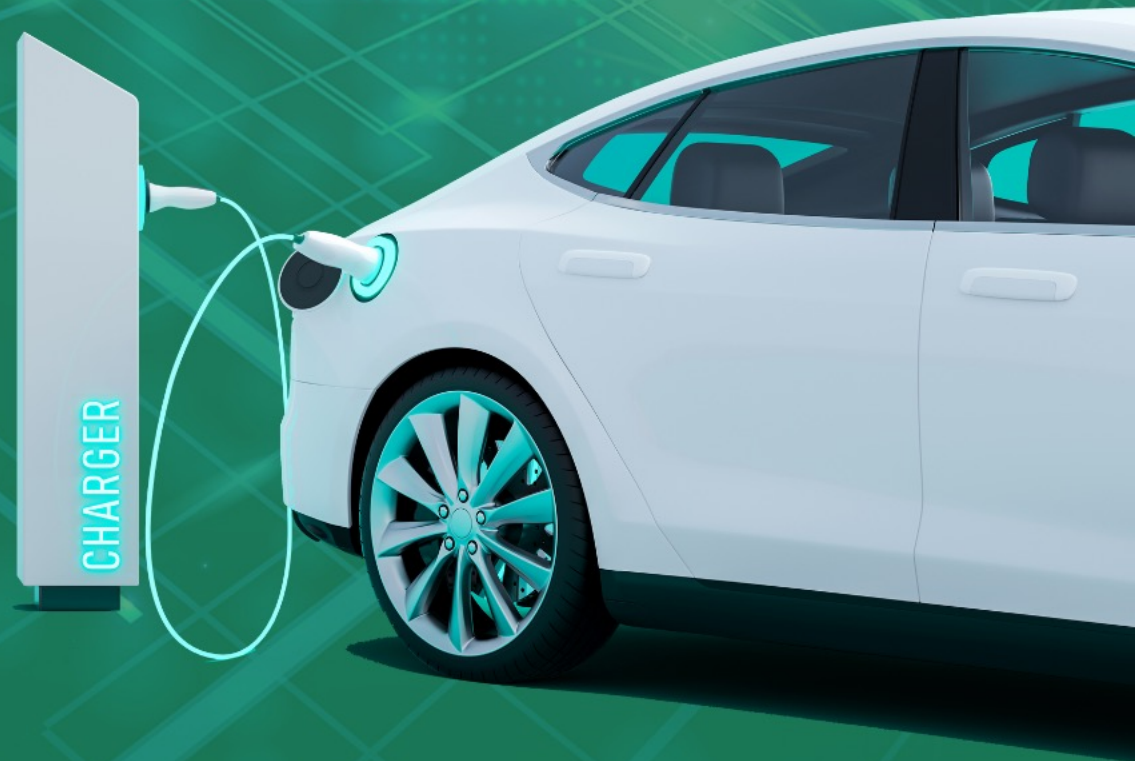
FUNDING FOR EV INFRASTRUCTURE FOR COUNTIES AND MUNICIPALITIES



# FEDERAL FUNDING OPPORTUNITIES

Other federal grants for building alternative fuel infrastructures, including EV charging stations, are available. The grant recipients do not have to be near an Alternative Fuel Corridor or meet certain similar requirements set by the NEVI Program.

*Visit [evidaho.org](http://evidaho.org) to download the Charging Forward packet that lists all grant and funding opportunities or visit [Grants.gov](http://Grants.gov) for active federal funding.*





# CHARGING & FUELING INFRASTRUCTURE (CFI)

CFI is a grant program created that provides discretionary funds to strategically deploy publicly accessible alternative fueling infrastructure, including EV charging stations. These grant funds are available to:

- Metropolitan planning organizations
- Local government entities
- Special purpose districts or public authorities with a transportation function, including port authorities
- Indian tribes
- State or local government authorities, agencies, or instrumentalities or entities
- Group of entities listed above
- State or local authorities with ownership of publicly accessible transportation facilities





# THANK YOU

IF YOU ARE INTERESTED IN PROVIDING FEEDBACK, PLEASE PROVIDE US WITH YOUR EMAIL ADDRESS AND WE WILL SEND YOU A COPY OF OUR SURVEY

