



PUBLIC SURVEY
Regarding Montana’s implementation of the
National Electric Vehicle Infrastructure
Formula Program of the
Infrastructure Investment and Jobs Act
 March 22, 2022



1. Background

The Montana Energy Office at the Department of Environmental Quality (DEQ), in partnership with the Montana Department of Transportation (MDT), requests input on aspects of the National Electric Vehicle Infrastructure (NEVI) Formula Program funded by the Infrastructure Investment and Jobs (IIJA) signed into law on November 15, 2021. The NEVI Formula Program will provide dedicated funding to Montana to strategically deploy electric vehicle (EV) charging infrastructure to designated Alternative Fuel Corridors (see Figure 1 below). Montana will receive an estimated \$42.9 million from the NEVI Formula Program over five years.

States are required to develop an EV Infrastructure Deployment Plan (Plan) to describe how the state intends to use the funds distributed under the NEVI Formula Program. Responses to this survey will assist in development of the Montana Plan. Details on the NEVI Formula Program, guidance issued by the Federal Highway Administration (FHWA) on February 10, 2022, and requirements of state Plans can be found at:

https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf. The State is seeking input on the issues identified in Section 2 of the survey but is also interested in receiving information on other issues addressed within the FHWA NEVI Formula Program guidance.

Local, state, tribal and federal government entities, private businesses, and non-profit organizations may be able to apply to receive partial NEVI Formula Program funding for eligible projects in Montana along designated Alternate Fuel Corridors. The designated alternative fuel corridors for EVs in Montana are I-90, I-15, I-94, US Highway 93, and US Highway 2. Eligible projects should be located within one travel mile of designated corridors and installed every 50 miles. Each location should have at least four 150 kilowatt (kW) Direct Current Fast Chargers (DCFC) with Combined Charging System (CCS) ports capable of simultaneously charging four EVs. Thus, each location will need to be capable of hosting a new load of at least 600 kW.

Responses to this survey do not need to address every question and partial responses will be considered in developing the Montana Plan for the NEVI Formula Program.

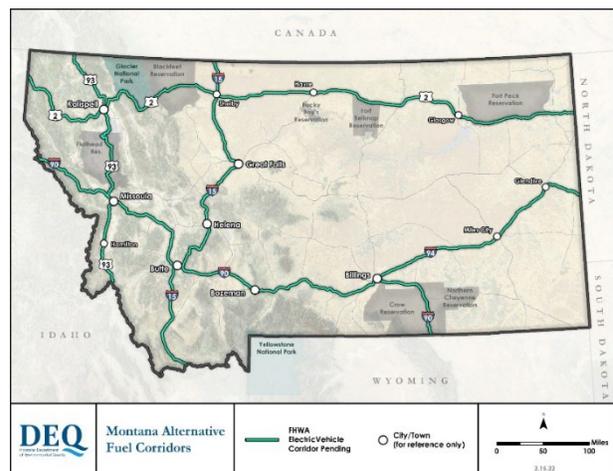


Figure 1: Alternate Fuel Corridors in Montana

2. Public Survey

DEQ and MDT are requesting input from the public regarding Montana's use of NEVI Formula Program funds to strategically build out a convenient, reliable, affordable, and equitable electric vehicle (EV) charging network. Given the diverse needs of communities and EV drivers across Montana, comments received will help the State develop an EV Infrastructure Deployment Plan focused on opportunities and parameters that best meet those needs. Please answer as many questions as you would like.

This public survey is strictly for the purpose of gaining input on Montana's use of NEVI Formula Program funds and development of the EV Infrastructure Deployment Plan and should not be construed as intent, commitment, or promise of grant funding to any RFI respondents. **No contract or funding agreement will directly result from any response to this survey.**

1) Information

- Name _____
- City, State _____
- County _____
- List of options for self or entity type
 - Municipal government (city/town)
 - County government
 - Metropolitan Planning Organization
 - Tribal Government
 - Electric utility provider
 - Automotive industry (dealer, manufacturer)
 - Public transportation agency
 - For-profit business
 - Non-profit business
 - Union or labor organization
 - Self
 - Other _____
- DEQ will not use your name in any public communication without first receiving your approval. Your unattributed responses to this survey may be used, however.

2) Please rank the importance of the following design and siting parameters for ensuring convenient, reliable, affordable, and equitable public fast-charging infrastructure, with 1 being the highest importance and 10 being the lowest:

- Proximity to interstate/highway
- Rapid vehicle charging speed
- Multiple vehicles able to charge simultaneously
- Low cost to charge
- Access to amenities
- Safety

- Pull-through charging bays
- Credit card payment option
- Commercial/government fleet payment options
- Other

3) The Federal Highway Administration (FHWA) requires that station locations be no more than 50 miles apart along each designated Alternative Fuel Corridor. Montana has designated I-15, I-90, I-94, Hwy-2, and Hwy-93 as Alternative Fuel Corridors.

- Should Montana prioritize certain Alternative Fuel Corridors for EV charger deployment?
 - Check as many as you think should be prioritized:
 - I-15
 - I-90
 - I-94
 - Hwy-2
 - Hwy-93
 - All
 - None
 - Are there certain communities or segments of currently designated corridors that should be prioritized? Please include why you think certain segments should be prioritized.

4) Should Montana nominate additional highways as new EV Alternative Fuel Corridors?

- Yes
- No
- Unsure

- If yes, which highway(s) should be a priority, and should the State nominate the entire length or only part of the highway(s)?

5) Do you regularly travel long distances in Montana using I-15, I-90, I-94, US-2, or US-93?

- Yes
- No

- What route do you regularly drive and from where to where?

- 6) Which do you think is a more important infrastructure investment priority:
- EV charging infrastructure to support local driving within Montana communities
 - EV charging infrastructure for long distance travel across Montana
 - Why?
- 7) Should EV charging station locations be near amenities such as restaurants, shopping, etc?
- Yes
 - No
 - Unsure
 - If yes, what kind of amenities and how close?
- 8) What safety and accessibility elements should be required at a charging station site? Safety and accessibility elements may include, but not be limited to, lighting, shelter, handicap accessibility, cord management and bollards, etc.
- 9) What other criteria should the State consider when evaluating project proposals or applications for funds (e.g., geographic distribution of funds, public health benefits, environmental impacts, workforce training, economic development, project cost and benefits, low-income or disadvantaged community, etc.)?
- How should the State apply those criteria?
- 10) What EV charging challenges do drivers face in Montana?
- 11) Are you, your family, or your business considering purchasing an EV in the next 12 months?
- Yes
 - No
 - Unsure

12) Some parts of Montana currently have more EVs than other parts of our state. Do you think it is important to have charging infrastructure in communities that might not see many EVs today?

- Yes
- No
- Unsure

13) What do the following terms mean to you for a publicly available EV fast-charging network?

- Accessible _____
- Affordable _____
- Equitable _____
- Reliable _____

14) What information/resources could the State provide that would be helpful to those that are interested in submitting project proposals?

15) Do you have any other input or general comments related to Montana's goals, criteria, priorities, or other issues associated with use of the NEVI Formula Program funds?

16) Would you be interested in hearing more about the NEVI Formula Program or other clean transportation opportunities through DEQ?

- Yes
- No
- If yes, please enter your e-mail address.

Responses to this survey will be accepted until June 30, 2022. Please send responses using this fillable form to neal.ullman@mt.gov.