ODOT State Plan Update for Electric Vehicle (EV) Infrastructure Deployment FY25

Updates from Prior Plan [REQUIRED]

- Community Engagement and Outcomes Report:
  - Provides an update of stakeholder engagement and outreach which occurred between August 2023 and August 2024 and a description of how this outreach influenced ODOT's design of the NEVI program.
- Site Specific Public Engagement:
  - Provides an update clarifying that the list of interested site hosts has been shared with the pre-qualified list of applicants for ODOT's Round 1 NOFOs.
- Contracting:
  - Provides an update clarifying ODOT has transitioned from its plan to administer NEVI as a design build operate and maintain public-private partnership to a competitive grant program.
- Status of Contracting Process:
  - Provides an update on the status of ODOT's contracting process as of August 2024.
- Awarded Contracts:
  - Provides an update on the number of contracts awarded as of August 2024.
- Scoring Methodologies Utilized:
  - Provides an update on the status of ODOT's request for qualifications, pre-qualified applicant list, and includes a description of ODOT's scoring methodology for the NEVI program, including the scoring rubric that ODOT published with its NOFOs for Round 1 to provide transparency.
- Plan for Compliance with Federal Requirements:
  - Provides a description of how ODOT plans to ensure compliance with federal requirements under its competitive grant program by prioritizing the selection of entities with experience receiving federal funding and ODOT providing oversight of federal funds administered via a grant program.
- Existing Charging Stations:

    - Provides a clarification related to data that had been previously submitted and includes a list of existing DCFC along AFCs.
- Planned Charging Stations:
    - Includes the table required by JOET which outlines the number of stations ODOT expects to construct over the entirety of its NEVI program.
- Planning Towards a Fully Built Out Determination:
    - Includes the required table
- EV Charging Infrastructure Deployment After Buildout
    - Includes an update regarding ODOT's inclusion of Electrify America charging stations towards achieving fully built out status.
- Implementation:
    - Reaffirms ODOT's plan to transition to a competitive grant program.
- Equity Considerations:
    - Provides an overview of ODOT's commitment toward the equitable deployment of EV charging infrastructure across all programs.
- Identification and Outreach to Disadvantaged Communities:
    - Reaffirms ODOT's plan to continue stakeholder outreach prior to each round of the NEVI program with a focus on outreach to DACs.
- Process to Identify, Quantify, and Measure Benefits to DACs:
    - Discusses strategies for quantifying benefits to DACs and includes an update related to ODOT's NOFO requirements and scoring methodology which emphasize the need for continued outreach to DACs.
- Labor and Workforce Considerations:
    - Includes the required language provided by JOET.

State Agency Coordination

NO UPDATES

Public Engagement

NO UPDATES

Community Engagement Outcomes Report [REQUIRED]

In 2023 and 2024, ODOT continued to engage with a diverse range of stakeholders to better understand how to serve the needs of the communities in which infrastructure funded by the NEVI program will be developed.
In October 2023, ODOT held two listening sessions which featured the NEVI program. The first listening session was intended for EV advocacy groups and the public, and the second session focused on connecting electric vehicle service providers and utilities. These sessions highlighted the following issues which ODOT was asked to address:

- The inclusion of permanently attached NACS (SAE J3400) connectors at charging stations.
- Ensuring that charging stations offer charging for electric active transportation devices (e.g., e-bikes, e-scooters).
- Incentivizing third parties to construct charging stations near existing amenities (e.g., bathrooms, covered areas, food).
- The inclusion of enforcement mechanisms to ensure station uptime during the five-year period of performance
- The need for ODOT to take a more active role in ensuring that service providers are coordinating early and often with electric utilities.
- The need to provide overhead cover to protect EV drivers from adverse weather conditions and to provide for security features that ensure the safety of EV drivers.

In addition to these October listening sessions, ODOT engaged directly with EV advocacy organizations. Specifically, ODOT presented to the Emerald Valley Electric Vehicle Association (EVEVA) and the Southern Oregon Hybrid and Electric Vehicle Association (SOHEVA). Each of these organizations highlighted the importance addressing the following issues when developing NEVI funded charging stations:

- The inclusion of permanently attached NACS (SAE J3400) connectors at charging stations.
- Partnering with an experienced service provider that can own, operate and maintain charging stations and provide a reliable charging experience.
- Ensuring that rural and smaller communities are connected to the greater EV charging network

Recently, ODOT has begun working with the Oregon Cascades West Council of Governments (OCWCOG) to look for areas where ODOT funded charging programs may overlap with the plans of local governments. OCWCOG is made up of three counties, 20 cities, one port, and one Tribe. Recently, OCWCOG and ODOT have begun discussions on including electric utilities in these conversations to ensure they are aware of federal, state, and local funded charging and fueling infrastructure projects in their service territories. This partnership presents a valuable opportunity for ODOT to partner with members of the OCWCOG and engage directly with communities on NEVI without requiring them to attend an event focused on NEVI. ODOT continues to look for opportunities to participate in existing events. ODOT believes this model of engagement is replicable on a statewide basis and anticipates forming additional partnership with organizations like OCWCOG as it continues to plan for its NEVI program.

In April of 2024, ODOT along with the Oregon Department of Environmental Quality, the Oregon Department of Energy, and the Oregon Department of Administrative Services, was invited to provide an update to the Oregon Sustainability Board regarding its federal and state funding charging infrastructure programs. The Oregon Sustainability Board was created in 2001 and encourages activities that best sustain, protect and enhance the environment, economy and community for Oregonians. Members are appointed to the board directly by the Governor and the board consists of community members, business leaders, local government officials, and environmental justice advocates. This invitation provided the four agencies with a valuable opportunity to share with the board where they are working together to advance statewide goals related to GHG emissions reductions and the expansion of ZEV charging and fueling infrastructure.

Beyond these engagement activities, ODOT routinely participates in community organized events. In 2023 and 2024, ODOT presented to 350Deschutes, a climate advocacy and education organization which focuses on developing climate policy that serves all people. Additionally, ODOT presented to local leaders at the Salem City Club meeting and provided an update on NEVI and ODOT's other federal and state funded charging infrastructure programs.

In addition, ODOT engaged on NEVI at the following events between August 2023 and August 2024:

August 2023

- Oregon Department of Energy Biennial Zero Emission Vehicle Report 2023 – Review and re-write section on NEVI State Plan and NEVI deployment plans
- Quarterly Economic Development & Community Services State-Tribal Cluster Meeting – Presentation
- Pacific Power Clean Energy Plan Engagement Series – Discussion

September 2023

- Oregon Clean Energy Workforce Coalition – Discussion
- Pacific Coast Collaborative ZEV Infrastructure Working Group – Discussion
- Pacific Coast Collaborative ZEV Fleet Working Group -- Discussion
- ODOT Division-wide PDAD Planner's Workshop – Discussion

October 2023

- ODOT Fall Forum – Presentation
- Alliance for Transportation Electrification – Discussion
- US Climate Alliance – Discussion
- Zero Emission Vehicle Interagency Working Group (ZEVIWG) – Presentation
- Tri-Met and Renewable Hydrogen Alliance on ZEV Buses – Discussion

November 2023

- Senator Merkley's Office – Presentation and Discussion
- Oregon Transportation Commission tour of Daimler ZEV Truck Manufacturing Headquarters – Discussion
- Northeast States for Coordinated Air Use Management (NESCAUM) – Discussion
- Zero Emission Vehicle Interagency Working Group (ZEVIWG) - Discussion

December 2023

- ODOT Climate Office Staff Meeting – Presentation

January 2024

- ZEVIWG
- Daimler ZEV Truck Manufacturing Transportation Electrification Team – Presentation, Discussion, tour of manufacturing facilities

February 2024

- ODOT – Greenlane Transportation Electrification Meeting – Presentation, Discussion
- Northeast States for Coordinated Air Use Management (NESCAUM) Multi-state ZEV Task Force – Presentation

March 2024

- ZEVIWG – Discussion

April 2024

- KGW Television interview and taping for Earth Day – Discussion; Aired on KGW TV station during April
- West Coast Clean Transit Corridor Initiative – Discussion

May 2024

- ZEVIWG Executive Group and ZEVIWG full group – Discussion
- ODOT Continuous Improvement Advisory Committee – Presentation

June 2024

- U.S. General Accounting Office / Pacific Coast Collaborative – Discussion
- Law Seminars International Transportation Electrification Panel – Presentation in conjunction with Oregon Department of Environmental Quality

July 2024

- Portland Bureau of Transportation – Discussion
- EVC RAA Webinar – Presentation; addressed differences with NEVI
- Utility Discussions – PGE, Pacific Power

August 2024

- AASHTO EV Practitioners Working Group – Discussion
- Every Mile Counts Multi-Agency Meeting – Discussion

Outcomes:
ODOT made significant adjustments to the design and implementation of its NEVI program based on feedback it received from a diverse range of stakeholders. Examples of changes ODOT made to its NEVI program to reflect this feedback include:

- Modifying its requirement that the primary applicant *own* and operate NEVI funded charging stations to allow for the primary applicant to partner with a federally recognized Tribe and allow for the Tribe to own the infrastructure.
- Prioritizing the inclusion of NACS (SAE J3400) connectors at NEVI funded charging stations.
- Prioritizing the inclusion of 110/120-volt outlets for charging of e-micromobility devices to ensure NEVI stations are multimodal.
- Prioritizing the inclusion of pull-through charging to accommodate medium-duty ZEVs and light-duty ZEVs pulling trailers.
- Prioritizing enhanced security features (e.g., call boxes, video surveillance).

- Modifying its cost proposal scoring to remove the penalty for contractors who exceed the maximum expected award amount due to the inclusion of battery energy storage systems (BESS) and/or distributed energy resources necessary to overcome challenges related to the expansion of utility infrastructure.
- Coordinating with the utilities to include a form that can be filled out by applicants well in advance of the issuance of NOFOs for each corridor to encourage collaboration early and often.
- Modified the letter of credit requirement to include a tiered approach which allows the applicant to drawn down the required amount each year.

Future Engagement Activities:
ODOT issued NOFOs for its Round 1 corridors on June 13th, 2024, and applications are due on August 21st, 2024. These three corridors are I-205, I-5 south of Eugene, and U.S. 97. Once ODOT awards funding for these three corridors, it will immediately begin implementing its stakeholder engagement plan prior to issuing NOFOs for its Round 2 corridors in 2025. Features of this stakeholder engagement plan include:

- An online open house and survey intended to educate the public and seek feedback that will inform how ODOT designs its NEVI program for each individual corridor. This online open house is meant to provide an option for individuals who are unable to attend one of ODOT's engagement sessions.
- Multiple engagement sessions held at different times to accommodate for differing work schedules.
- Coordination with the utilities which will include connecting ODOT's pre-qualified applicants with a single point of contact at the utility who can help provide information in advance of the applications.
- Outreach and engagement specific to Tribes which may be in the form of individual outreach, or a broader workshop related to the work of the Climate Office.

For a more complete summary of ODOT's community engagement and outreach efforts, please refer to Appendix A: Stakeholder Engagement Plan.

Tribal Engagement [REQUIRED]

Oregon has nine federally recognized Tribes: Burns Paiute Tribe, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, Coquille Tribe, Cow Creek Band of Umpqua Tribe of Indians, Confederated Tribes of the Grand Ronde Community of Oregon, The Klamath Tribes, Confederated Tribes of Siletz, Confederated Tribes of the Umatilla Indian Reservation, and Confederated Tribes of the Warm Springs Indian Reservation.

On April 28, 2023, ODOT's Transportation Electrification team participated in a multi-agency Economic Development and Community Services State-Tribal Cluster all-day meeting with members of federally recognized Tribes and other Tribes. This broad exchange of information with Oregon Tribes included agency presentations and interactive discussions. ODOT's Transportation Electrification team explained its overall programs and discussed funding opportunities available to Tribes, and avenues for engagement with ODOT in the NEVI program, ODOT's Community Charging Rebates Program (to assist in deployment of Level 2 chargers), federal Charging and Fueling Infrastructure grants, and ODOT-administered federal Carbon Reduction Program grants. Opportunities where Tribes are explicitly eligible to submit grant and project applications were highlighted. ODOT encouraged members of Tribes interested in learning more about transportation electrification opportunities to join the upcoming ODOT Climate Office Tribal Workshop. On May 31st, 2023, the ODOT Climate Office hosted an all-day tribal workshop to enhance government-to-government working relationships and foster collaboration. During the workshop, participants discussed opportunities and the practical applications and barriers preventing successful implementation. Twenty-four Tribal members were present, representing 14 Tribes including all nine federally recognized Tribes in Oregon.

In addition to sharing funding opportunities, including the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, the Carbon Reduction Program, the Oregon Community Charging Rebates Program, the NEVI program, and other state and federal funding opportunities for which Tribes are an eligible recipient, ODOT learned about obstacles the Tribes are facing when developing charging and fueling infrastructure. Examples of these obstacles include the challenge of installing ZEV infrastructure in locations that are either off-grid or have limited access to the grid, the ability to maintain ZEV infrastructure in remote areas in accordance with federal and state requirements for minimum uptime, and workforce development challenges related to the

operation and maintenance of ZEV infrastructure. In addition to these obstacles, ODOT learned that requiring its applicant also be the owner of NEVI funded charging stations was preventing the Tribes from receiving the benefits of ownership.

The Climate Office hosted a follow-up conversation with Tribal representatives on July 12, 2023, and is currently exploring strategies to address obstacles brought to ODOT's attention by the Tribes.

Utility Engagement [REQUIRED]

ODOT routinely engages with the utilities that serve each of ODOT's eleven EV AFCs associated with the NEVI program. Through this engagement, ODOT has been made aware of several challenges related to bringing power to NEVI charging stations. These challenges are:

- Grid constraints in rural areas
- Long lead times to provide cost estimates for minor and major utility upgrades
- Projects that require major upgrades may be added to a list of long-term capital improvement projects that may take multiple years to complete
- The cost of major upgrades will likely result in increased cost to charge for EV drivers and an increased cost to ratepayers

Site-Specific Public Engagement [REQUIRED]

As part of ODOT's stakeholder engagement strategy for the FY 2022 – FY2023 NEVI State Plan approved in September 2022, ODOT created a NEVI-specific webpage that provided opportunities for the public to share opinions and insights via four separate surveys. One of these surveys asked respondents to state whether they were interested in being a potential site host of a NEVI station. To date ODOT has received over 700 responses to this survey, with more than 90 respondents indicating their interest in serving as a site host. ODOT shared this list of interested site hosts with its pre-qualified list of applicants at the time the NOFOs for Round 1 were advertised.

Plan Vision and Goals

NO UPDATES

Contracting

ODOT has closely monitored the rollout of the NEVI program nationwide and has observed states successfully advertise and award NEVI funding via a competitive grant solicitation. ODOT did not initially pursue delivering NEVI as a competitive grant because it was not one of the recommended construction-contracting methods highlighted by the FHWA during the Contracting and Procurement Considerations for NEVI Station Deployment webinar held in March 2023. Through careful consideration and collaboration with other state DOTs, FHWA and the Joint Office, ODOT has made the determination to transition from its previous plan to deliver NEVI as a design, build, operate and maintain public-private partnership (DBOM P3) to a competitive grant program. If ODOT had maintained its DBOM P3 strategy, it would not have been able to advertise funding for Round 1 corridors until Q1 2025. By transitioning to a competitive grant solicitation, ODOT was able to advertise funding for all three of its Round 1 corridors on June 13th, 2024. ODOT plans to issue additional grant solicitations for rounds 2-4 as indicated by the chart provided in the "Status of Contracting Process" section of this document. ODOT retained its requirement that the Applicant must propose to develop the full corridor rather than individual sites along the corridor.

Status of Contracting Process

[REQUIRED]

Round of Contracting	**Number of Proposals or Applications**	**Number of stations**	**Contract Type**	**Date Solicitation Released or Date Expected**	**Date Solicitation Closed**	**Date of Award**
Round 1 I-205	4	2+	Grant	6/13/2024	8/21/2024	October 2024 (anticipated)
Round 1 I-5	4	3+	Grant	6/13/2024	8/21/2024	October 2024 (anticipated)
Round 1 U.S. 97	2	7+	Grant	6/13/2024	8/21/2024	October 2024 (anticipated)

Round 2 I-84	N/A	5	Grant	Q2 2025	TBD	TBD
Round 2 I-82	N/A	1	Grant	Q2 2025	TBD	TBD
Round 2 U.S. 20	N/A	9	Grant	Q2 2025	TBD	TBD
Round 3 I-405	N/A	1	Grant	Q4 2025	TBD	TBD
Round 3 U.S. 26	N/A	9	Grant	Q4 2025	TBD	TBD
Round 3 U.S. 101	N/A	6	Grant	Q4 2025	TBD	TBD
Round 4 U.S. 95	N/A	3	Grant	Q2 2026	TBD	TBD
Round 4 OR 42	N/A	2	Grant	Q2 2026	TBD	TBD
Round 5 I-5	N/A	2	Grant	Q4 2026	TBD	TBD
Round 5 I-84	N/A	2	Grant	Q4 2026	TBD	TBD

Awarded Contracts [REQUIRED]

As of September 1, 2024, ODOT has not awarded any contracts for the development of DCFC stations funded by the NEVI program. ODOT is currently evaluating applications submitted in response to our NOFOs for the Round 1 corridors advertised June 13th, 2024. ODOT anticipates awarding funding for I-205, I-5, and U.S. 97 in October 2024, before transitioning into its Round 2 and Round 3 corridors in 2025.

Scoring Methodologies Utilized [REQUIRED]

The Oregon Department of Transportation has a long history of implementing successful EV charging programs. The West Coast Electric Highway (WCEH) is an extensive network of public electric vehicle DC and Level 2 charging stations along the West Coast from British Columbia to the California-Mexico border. ODOT has experience in designing RFPs and in scoring proposals for the development of DCFC stations. For the WCEH, ODOT developed a point scoring methodology that consisted of five main categories with several subcategories. The five main categories for the WCEH RFP were:

1. Understanding Of Requested Services

2. Project Team, Qualifications, & Ability to Meet Schedule
3. Meeting Technical Specifications for DCFC and Level 2 EVSE and Requirements for Operation
4. Added Value
5. Cost Proposal

ODOT diligently evaluated all proposals for the WCEH project and successfully partnered with an EVSP for the development of 44 DCFC and Level 2 charging stations in Oregon, all of which have since been upgraded and remain in use by EV drivers throughout the State of Oregon today.

On June 2nd, 2023, ODOT released its Request for Qualifications (RFQ) to develop a pre-qualified applicant pool, the first step of its two-step contracting process. The RFQ closed on July 6th, 2023, and ODOT evaluated each proposal on merit to prequalify vendors to apply for funding for a range of charging and fueling infrastructure funding opportunities. Proposers to the RFQ were evaluated against the following categories:

1. Introduction Letter
2. Qualifications
3. Experience
4. Financial Structure and Capacity

Through this competitive RFQ process, ODOT established a prequalified list of the following nineteen applicants:

1. Apex Mechanical
2. BP Products North America
3. Blink Network
4. eCamion
5. Electric Era Technologies
6. Electrify America
7. EV Charging Solutions
8. EvGateway
9. In-Charge Energy
10. Kunert Electric
11. NextEra Mobility
12. Pilot Travel Centers
13. Red E Charging
14. Rivian
15. SkyCharger
16. Sustainable Energies Corporation

17. Tesla
18. Trillium Fuels
19. Universal EV

Since finalizing its prequalified list of applicants, ODOT has received significant interest from additional entities who would like to be considered for eligibility. In response to this interest, ODOT anticipates releasing an additional RFQ prior to advertising funding for Round 2 of the NEVI program.

ODOT is currently evaluating applications submitted in response to its NOFOs for Round 1 of the NEVI program and is following a best value approach to evaluation rather than lowest cost. Applications will be assigned a score for each proposed NEVI charging station along a corridor from 0-200 based on the following criteria:

Technical Scoring Criteria	Maximum Points Possible: **200**
A. Project Team Qualifications, Experience, and Approach	**30 (15%)**
Applicant team organization: Describe the applicant team organization per Attachment 3, Technical Application Form.	**5**
Approach to project management: Describe the approach to project management per Attachment 3, Technical Application Form.	**5**
Compliance with Federal Requirements: Indicate your level experience complying with the federal requirements outlined in section 17 of the Technical Application and Response Form.	**10**
Prior experience with 50kW or higher EVSE: Provide prior EVSE experience per Attachment 3, Technical Application Form. • 5 Points for 15+ projects • 3 Points for 10-14 projects • 1 Point for 1-9 projects	**5**
Past EVSE reliability: Provide prior EVSE system performance per Attachment 3, Technical Application Form.	**5**

• 5 points for 97%+ • 3 points for 93-96% • 1 point for 85%-93% • 0 points for below 85% or no prior experience	
B. Approach and Understanding of Requested Services	**30 (15%)**
Approach to operations and maintenance: Describe your firm's approach to O&M including at a minimum: • Plan to achieve uptime of 97% or greater • Planned response times for minor and major outages • Plan for addressing weather related events (e.g., snow removal, wildfires).	**10**
Approach to utility coordination and permitting: Describe your firm's approach to permitting and utility coordination.	**3**
Approach to safety: Describe your firm's approach to safety including: • Physical safety plan that addresses safety for EV charging station users (e.g., fire prevention, safety lighting, emergency call boxes, video surveillance).	**4**
Approach to cybersecurity: Describe your firm's approach to cybersecurity including at a minimum: • protection measures for data storage, management, transactions, and transmittals.	**4**
ADA Accessibility standards for charging stations: Describe your firm's approach to ensuring compliance with the applicable provisions of the Americans with Disabilities Act (ADA) and how you plan to incorporate the U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.	**3**
Quality assurance: Describe your firm's quality assurance/quality control procedures	**6**
C. Site Characteristics	**60 (30%)**

Project site easily accessible amenities (access to restrooms 3 points, remaining items 2 points): • Access to restrooms (no more than 500-1,000 feet of the proposed site) • Covered areas or awnings for chargers • On-site staff • Pull-through charging for trucks and trailers (2 points available for each pull-through EV space provided.) • Enhanced safety features (e.g., call box, video surveillance). (2 points maximum) **Project site easily accessible amenities including but not limited to (1 points per amenity):** • Access to restaurants and/or other retail (1 point maximum) • Public Wi-Fi • Extra parking spaces for overflow/waiting • 110/120-volt outlets for electric micromobility	**21**
Previously disturbed site: Charging station installation area has been previously disturbed as evidenced by existing pavement and an increase in paved area or hardscape is not proposed.	**9**
Proposed site details, design, and layout: describe the proposed site details, design, and layout. If available at time of application, provide an area map and identify each item clearly in a Preliminary Site Design and Layout or the Area Map as described in Attachment 3, Technical Application Form.	**10**
Secured Sites: Applicant provides the required information for secured sites as defined in section 6.2.3 (A) at time of application. **Or**;	**20**
Selected Sites Under Negotiation: Applicant provides the required information for selected sites under negotiation as defined in section 6.2.3(B) at time of application. **Or;**	**10**
Sites Under Consideration: Applicant provides the required information for sites under consideration as	**5**

defined in section 6.2.3(C).	
D. Future Proofing, Innovation, and Resiliency	**20 (10%)**
O&M beyond the five-year requirement: Describe your firm's approach for operating and maintaining the charging stations beyond the five-year requirement.	**5**
On-site renewable energy generation and storage (e.g., solar arrays, stationary batteries): must demonstrate that this will lead to lower costs to consumers and greater EV charging station reliability	**5**
Future Proofing: Describe your firm's approach to preparing the station for future upgrades or expansion beyond the minimum requirement of conduit and wiring (refer to Attachment 1).	**5**
Connector Types (NACS SAE J3400): Describe your firm's approach for incorporating permanently attached NRTL listed SAE J3400/North American Charging Standard (NACS) connectors in addition to CCS-1 connectors that the NEVI rules require.	**5**
E. Equity	**20 (10%)**
Community outreach and engagement: Describe your firm's ongoing community/stakeholder engagement plan. If applicable, provide evidence of previous community engagement/stakeholder outreach.	**10**
Proximity to Justice40 Disadvantaged Communities (DACs): Provide distance of project from a Justice40 DAC: • >Two Miles (1 points) • One to Two Miles (2 points) • Zero to One Mile (5 points)	**5**
• **Explanation of Benefits to DACs:** Provide an explanation of how the project will benefit neighboring communities and how the project incorporates equity, workforce development, and economic development considerations for the surrounding community into the construction, operation, and maintenance of the charging station.	**5**

F. Value Added Items	20 (10%)

Additional value-added items at Applicant's expense:
• Contributing above the required minimum match of 20% by:
  ○ 10% or more (10 points)
  ○ 5% or more (5 points)
• Additional chargers capable of charging at 150kW or higher power simultaneously beyond the required minimum of four chargers (must be new or upgraded chargers):
  ○ Two or more (10 points)
  ○ One (5 points)
	20

G. Cost Proposal	20 (10%)
Cost Proposals will be scored as follows: • Applicant with the lowest cost proposal will receive 20 points (maximum points available) • Applicant with the second-lowest cost proposal will receive 19 points, etc. Applicant Cost Proposals that exceed the maximum expected award amount for that corridor by up to 10% will receive 50% of the points they otherwise would have received based on their position. Applicant Cost Proposals that exceed the maximum expected award amount for that corridor by 10.1% or more will receive 25% of the points they otherwise would have received based on their position. Applications that exceed the maximum expected award amount due to the inclusion of distributed energy resources necessary to provide power to the project site will not be penalized by adjustment to the ranking system described in the prior two paragraphs.	**20**

ODOT's evaluation committee will assign a score for each evaluation criterion up

to the maximum points available for each scored item for each of the proposed NEVI sites along the corridor. ODOT will then aggregate the total points across all proposed sites along each corridor, for each applicant, and the applicant with the highest aggregated total for each corridor will be ODOT's awardee(s).

An entity may propose to develop all three corridors, two corridors, or one corridor. Proposals for each corridor are evaluated against proposals for funding for the same corridor.

Plan for Compliance with Federal Requirements [REQUIRED]

For more information on ODOT's contracting strategy, please refer to the contracting section of this document.

ODOT is issuing NEVI funds via a competitive grant program. By signing the Grant Agreement, the contractor certifies that they are responsible for compliance with Title 23 U.S.C., 23 CFR 680, and all applicable requirements under 2 CFR Part 200, and other applicable federal and state regulations.

To ensure that the grantee complies with each of these requirements, ODOT developed a robust Scope of Work and Deliverables document that is part of its NOFO application packages and that will allow ODOT to provide oversight. Grantees that fail to properly document compliance will not be reimbursed for expenses incurred and will not be allowed to advance to the next phase of the project until they have demonstrated compliance. In addition to these required deliverables, the grantee is required to submit quarterly progress reports to ODOT.

To further mitigate the risk of noncompliance, ODOT's scoring methodology awards points to applicants with experience in the following categories:

- Experience with receiving direct awards (grants or contracts) from a federal awarding agency
- Federal Prevailing Wage requirements (Davis-Bacon)
- Build America, Buy America and/or Buy America
- 2 CFR 200 (Uniform Administrative Requirements, Cost Principle, and Audit Requirements)
- 23 CFR 680 (NEVI Program Rules)

Civil Rights

NO UPDATES

Existing and Future Conditions Analysis

NO UPDATES

Alternative Fuel Corridor (AFC) Designations

NO UPDATES

Existing Charging Stations [REQUIRED]

The following table shows all 146 existing DCFC charging stations located within one mile of Oregon's eleven electric Alternative Fuel Corridors approved by FHWA in Rounds 1-6.[1] In total, there are 735 total DCFC ports distributed between the 146 DCFC locations. Due to intersections between corridors, some locations are attributed to multiple routes. Of these, Tesla operates 39 DCFC charging stations accounting for 422 of the total DCFC ports (57%).

Unique ID	Route(s)	Location	Number of Charging Ports	EV Network	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out Determination?
39828	US-20	1835 NE Highway 20, Bend, OR 97701	1	Non-Networked	No	No
39840	I-84	2400 W 6th St, The Dalles, OR	1	Non-Networked	No	No

[1] An error in the primary data source's reporting (U.S. DOE's Alternative Fuels Data Center) counted individual DCFC ports as unique stations in some cases. As a result, the total number unique DCFC stations within one mile of an Alternative Fuel Corridor was over-reported in the FY 2024 NEVI Plan Update by about 53% (58 stations), though the total number of DCFC ports (536) was reported accurately. Although the total number of DCFC ports within one mile of an AFC may appear to be lower in the FY 2025 NEVI Plan Update than the FY 2024 NEVI Plan Update, there were 36 new AFC-adjacent DCFC charging stations and 199 new DCFC ports added between plan updates—a 33% and 37% increase, respectively.

		97058				
62982	I-5	15686 SW Sequoia Parkway, Tigard, OR 97224	2	OpConnect	No	No
65855	I-5	1510 E Pine St, Central Point, OR 97502	1	EVCS	No	No
65856	I-5	227 NW Garden Valley Blvd, Roseburg, OR 97470	1	EVCS	No	No
65857	I-5	2373 Ashland St, Ashland, OR 97520	1	EVCS	No	No
65858	I-5	100 Front St, Wolf Creek, OR 97497	1	EVCS	No	No
65863	I-5	840 Beltline Rd, Springfield, OR 97477	1	EVCS	No	No
65867	US-101, US-20	925 SW Hurbert St, Newport, OR 97365	1	EVCS	No	No
65871	I-5	621 John Long Rd, Oakland, OR 97462	1	EVCS	No	No
73406	I-5	33180 OR-228, Halsey,	1	EVCS	No	No

		OR 97348				
73407	I-5	1570 N Gateway Blvd, Cottage Grove, OR 97424	1	EVCS	No	No
73408	I-5	1995 NW Vine St, Grants Pass, OR 97526	1	EVCS	No	No
73410	US-20	1001 Railway, Sisters, OR 97759	1	EVCS	No	No
73411	I-84	607 Columbia St, Hood River, OR 97031	4	EVCS	No	No
73416	US-101	900 Marine Dr, Astoria, OR 97103	1	EVCS	No	No
73419	US-101	5647 OR-126, Florence, OR 97439	4	EVCS	No	No
73423	US-26	69580 US-26, Rhododendron, OR 97049	4	EVCS	No	No
73424	US-101	540 NE Hwy 101, Lincoln City, OR 97367	1	EVCS	No	No

73425	I-84	95 Wa Na Pa St, Cascade Locks, OR 97014	1	EVCS	No	No
73426	US-101	441 Hwy 101 N, Yachats, OR 97498	1	EVCS	No	No
73428	US-26	3236 US-26, Warm Springs, OR 97761	1	EVCS	No	No
73429	US-101	1549 US-101 S, Reedsport, OR 97467	1	EVCS	No	No
73436	US-101	2500 N Main Ave, Tillamook, OR 97141	1	EVCS	No	No
73438	US-101	340 Elk Creek Road, Cannon Beach, OR 97110	1	EVCS	No	No
73439	US-101	1020 S 1st St, Coos Bay, OR 97420	1	EVCS	No	No
73440	I-5	33157 OR-34 SE, Albany, OR 97322	1	EVCS	No	No
73441	US-97	944 SW Veterans Way, Redmond,	1	EVCS	No	No

		OR 97756				
73443	I-84	1215 W 6th St, The Dalles, OR 97058	1	EVCS	No	No
73444	US-26	87000 US-26, Governmen t Camp, OR 97028	1	EVCS	No	No
77347	US-26, US-97	483 SE 5th St, Madras, OR 97741	4	EVCS	No	No
77348	US-101	1320 Oregon St, Port Orford, OR 97465	1	EVCS	No	No
77350	US-101	325 5th St, Brookings, OR 97415	1	EVCS	No	No
102370	I-84	1 Sunridge Lane, Baker City, OR 97814	8	Tesla	No	No
102371	US-97	61535 S Highway 97, Bend, OR 97702	8	Tesla	No	No
102373	I-5	1900 NW 6th St., Grants Pass, OR 97526	8	Tesla	No	No
102375	US-101	1500 SE East Devils Lake Rd., Lincoln City, OR	8	Tesla	No	No

		97367				
102377	I-84	46510 Wildhorse Blvd., Pendleton, OR 97801	8	Tesla	No	No
102379	US-26	16625 SE 362nd Dr, Sandy, OR 97055	8	Tesla	No	No
102380	US-101	1111 N Roosevelt Dr., Seaside, OR 97138	8	Tesla	No	No
102382	I-5	919 Kruse Way, Springfield, OR 97477	14	Tesla	No	No
102384	I-5	255 N Arney Rd, Woodburn, OR 97071	12	Tesla	No	No
104257	I-5, US-20	1205 Price Rd SE, Albany, OR 97322	1	Non-Networked	No	No
121708	I-84	77522 S hwy 207, Hermiston, OR 97838	4	Electrify America	No	No
121710	I-84	11619 Island Ave, Island City, OR 97850	4	Electrify America	No	No
121713	I-5, US-20	1330 Goldfish	4	Electrify America	No	No

		Farm RD SE, Albany, OR 97322				
121714	I-84	40 WASHINGTON STREET W., Huntington, OR 97907	4	Electrify America	No	No
121724	I-5	135 NE Terry Ln, Grants Pass, OR 97526	4	Electrify America	No	No
122244	US-101	120 Michigan Ave. NE, Bandon, OR 97411	8	Tesla	No	No
122262	I-84	2114 West 6th Street, The Dalles, OR 97058	5	Tesla	No	No
123768	I-84	2700 Wasco St., Hood River, OR 97031	4	Electrify America	No	No
147028	I-84	450 NW 257th Way, Troutdale, OR 97060	3	Electrify America	No	No
149589	I-205, US-26	4000 SE 82nd Ave, Portland, OR 97206	3	Shell Recharge	No	No
149740	I-5	3025 Lancaster Dr. NE, Salem, OR	4	Electrify America	No	No

		97305				
149769	US-26, US-97	274 SW 4th St, Madras, OR 97741	1	ChargePoint Network	No	No
151890	I-205	12000 SE 82nd Ave, Happy Valley, OR 97086	2	Volta	No	No
154070	US-20	484 N Broadway Ave., Burns, OR 97720	1	ChargePoint Network	No	No
154071	US-20, US-97	70 NW Newport Ave, Bend, OR 97703	4	ChargePoint Network	No	No
155309	I-5	7600 SW Dartmouth St., Tigard, OR 97223	8	Electrify America	No	No
156080	US-101	1264 Salmon River Hwy, Otis, OR 97368	4	ChargePoint Network	No	No
163343	I-5	7555 SW BARBUR BLVD, Portland, OR 97219	3	Electrify America	No	No
166180	US-97	Pine St & N 6th St, Klamath Falls, OR 97601	4	ChargePoint Network	No	No
166704	I-84	203 East	8	Tesla	No	No

		Street West, Ontario, OR 97914				
168278	I-5	2000 Crater Lake Highway, Medford, OR 97504	12	Tesla	No	No
168279	I-5	3790 Center Street NE, Salem, OR 97301	12	Tesla	No	No
168280	US-26	18101 NW Evergreen Parkway, Beaverton, OR 97006	12	Tesla	No	No
168485	I-205	9000 SE Sunnyside Rd, Clackamas, OR 97015	3	Electrify America	No	No
169413	I-5	1001 N ARNEY RD, Woodburn, OR 97071	4	Electrify America	No	No
170359	I-5	1621 W Central Ave,, Sutherlin, OR 97479	4	Electrify America	No	No
170369	I-5	2750 Gateway St, Springfield, OR 97477	4	Electrify America	No	No
170922	I-405, I-5, I-84, US-26	121 SW Salmon St,	4	Shell Recharge	No	No

		Portland, OR 97204				
183670	I-5	SW Wilsonville Road & Memorial Drive, Wilsonville, OR 97070	4	Shell Recharge	No	No
183737	US-26	240 S Canyon Blvd, John Day, OR 97845	1	ChargePoint Network	No	No
186835	I-84	268 SW Frazer Ave, Pendleton, OR 97801	1	ChargePoint Network	No	No
186860	US-101	160 NW 25th Street, Newport, OR 97365	4	Electrify America	No	No
190100	US-101	695 S Highway 101, Warrenton, OR 97146	4	Electrify America	No	No
190192	US-97	20120 SW Pinebrook Blvd, Bend, OR 97702	4	Electrify America	No	No
190801	US-101	1115 Pacific Ave, Tillamook, OR 97141	2	ChargePoint Network	No	No
190807	US-20	629 North US-20, Hines, OR	8	Tesla	No	No

		97738				
198005	I-5	200 Pruner Road, Myrtle Creek, OR 97457	8	Tesla	No	No
200955	I-84	2249 Cascade Avenue, Hood River, OR 97031	8	Tesla	No	No
201424	I-84	6615 NE Glisan St, Portland, OR 97213	4	Electrify America	No	No
205567	I-84	450 NW 257th Way, Troutdale, OR 97060	8	Tesla	No	No
219467	I-5	108 New St, Talent, OR 97540	1	ChargePoint Network	No	No
220265	US-26	15995 SW Walker Rd, Beaverton, OR 97006	4	Electrify America	No	No
220689	I-5	32900 Diamond Hill Road, Harrisburg, OR 97446	8	Tesla	No	No
221266	US-26	16625 SE 362nd Dr, Sandy, OR 97055	4	Electrify America	No	No
221779	I-84	101 Olson Road,	8	Tesla	No	No

		Boardman, OR 97818				
223506	US-26, US-97	1537 Northeast Highway 97, Madras, OR 97741	8	Tesla	No	No
227958	I-5	7410 SW Bridgeport Rd, Portland, OR 97224	1	eVgo Network	No	No
228386	I-84	3210 NE Broadway St, Portland, OR 97232	1	eVgo Network	No	No
228389	I-405, I-5	2170 NW Raleigh St, Portland, OR 97210	1	eVgo Network	No	No
229093	US-101	2325 Latimer Road North, Tillamook, OR 97141	12	Tesla	No	No
238198	I-5	2045 OR-99, Ashland, OR 97520	1	Non-Networked	No	No
250600	US-101	1300 North Bayshore Drive, Coos Bay, OR 97420	6	Rivian Adventure Network	No	No
250606	US-26	215 North West Cherry Lane,	6	Rivian Adventure Network	No	No

		Madras, OR 97741				
250767	US-97	136590 The Dalles-California Hwy US-97, Crescent, OR 97733	6	Rivian Adventure Network	No	No
250788	US-101	1500 SE East Devils Lake Rd., Lincoln City, OR 97367	6	Rivian Adventure Network	No	No
251144	I-205	19495 SE MCLOUGHLIN BLVD, GLADSTONE, OR 97027	1	EV Connect	No	No
252511	I-84	504 Anchor Way, Hood River, OR 97031	16	Tesla	No	No
252514	I-5	365 East Oregon Avenue, Creswell, OR 97426	8	Tesla	No	No
253275	I-205	10280 Northeast Cascades Parkway, Portland, OR 97220	16	Tesla	No	No
254094	I-405, I-5, I-84, US-26	805 Southwest Broadway,	4	Tesla	No	No

		Portland, OR 97205				
254403	I-5	116 Clover Leaf Loop, Sutherlin, OR 97479	51	Tesla	No	No
254562	US-97	2750 Campus Drive, Klamath Falls, OR 97601	6	Rivian Adventure Network	No	No
256961	I-84	2712 Island Ave, La Grande, OR 97850	3	ChargePoint Network	No	No
259657	I-205, I-84	1222 NE 102nd Ave, Portland, OR 97220	5	eVgo Network	No	No
259778	I-5	1620 NW Mulholland Drive, Roseburg, OR 97470	6	Rivian Adventure Network	No	No
260159	I-205	12000 SE 82nd Ave, Happy Valley, OR 97086	6	Rivian Adventure Network	No	No
261806	US-101	1735 Virginia Ave, North Bend, OR 97459	6	Electrify America	No	No
279355	I-5	7404 N Interstate Ave,	6	Electrify America	No	No

		Portland, OR 97217				
279360	US-26	7355 NE Imbrie Dr, Hillsboro, OR 97124	6	Electrify America	No	No
279410	I-5	2424 Crater Lake Hwy, Medford, OR 97504	6	Electrify America	No	No
279494	US-26, US-97	80 NE Cedar St., Madras, OR 97741	6	Electrify America	No	No
296728	I-5	2755 Mission St SE, Salem, OR 97301	12	Tesla	No	No
301709	US-20, US-97	551 SW Industrial Way, Bend, OR 97702	8	Tesla	No	No
302956	US-101	2220 N Coast Hwy, Newport, OR 97365	8	Tesla	No	No
302967	I-205	9000 SE Sunnyside Rd, Clackamas, OR 97015	12	Tesla	No	No
302968	I-5	1405 Jantzen Beach Center, Portland, OR 97217	8	Tesla	No	No

303895	I-205	11250 SE 82nd Ave, Happy Valley, OR 97086	6	eVgo Network	No	No
307817	I-84	212 SE 10th St, Ontario, OR 97914	8	Tesla	No	No
311229	I-5	580 Clover Ln, Ashland, OR 97520	24	Tesla	No	No
311622	I-84	1400 West 6th Street, The Dalles, OR 97058	6	Rivian Adventure Network	No	No
312697	I-84	2610 Grove St, Baker City, OR 97814	1	ChargePoint Network	No	No
312972	US-26	400 Patterson Bridge Rd, John Day, OR 97845	1	ChargePoint Network	No	No
313697	I-5	1125 Knutson Ave, Medford, OR 97504	2	ChargePoint Network	No	No
316171	US-101	247 S 2nd St, Coos Bay, OR 97420	8	Tesla	No	No
319570	I-405, I-5	3445 N Williams Ave, Portland,	2	eVgo Network	No	No

		OR 97227				
321142	I-5	8315 SW Jack Burns Blvd, Wilsonville, OR 97070	8	Tesla	No	No
325508	I-5	30300 SW Boones Ferry Rd, Wilsonville, OR 97070	4	Electrify America	No	No
328770	US-26	387 NE 3rd St, Prineville, OR 97754	2	FLO	No	No
330119	US-20	1105 Northwest 5th Street, Corvallis, OR 97330	2	Blink Network	No	No
330518	I-5	3001 Biddle Rd, Medford, OR 97504	1	EV Connect	No	No
330675	I-5	3521 Gateway St, Springfield, OR 97477	4	BP Pulse	No	No
330887	US-26	1999 East Powell Boulevard, Gresham, OR 97080	3	Blink Network	No	No
331061	I-5	89255 Old Coburg Rd, Eugene, OR 97408	1	ChargePoint Network	No	No

331831	US-20	625 N Arrowleaf Trail, Sisters, OR 97759	8	Tesla	No	No
332495	I-5	2979 Market St NE, Salem, OR 97301	6	BP Pulse	No	No
332790	I-5	2900 Tom Tennant Dr, Woodburn, OR 97071	4	EVCS	No	No
346040	US-97	104 N. Mill Street, Grass Valley, OR 97039	2	OpConnect	No	No
346111	US-20	2250 NE Hwy 20, Bend, OR 97701	1	ChargePoint Network	No	No
346199	I-5	130 Creekside Rd, Canyonville, OR 97417	12	Electric Era	No	No
347647	I-5	231 NE Terry Ln, Grants Pass, OR 97526	16	Tesla	No	No
348935	I-5	255 Melton Rd, Creswell, OR 97426	4	ChargePoint Network	No	No
349895	I-5, US-20	1620 Fescue Street Southeast,	2	ChargePoint Network	No	No

		Albany, OR 97322				
351518	US-97	52530 US-97, La Pine, OR 97739	2	EV Connect	No	No

EV Charging Infrastructure Deployment

NO UPDATES

Planned Charging Stations [REQUIRED]

Stations Under Construction

As of September 1st, 2024, ODOT has no charging stations funded by the NEVI program under construction.

Planned Stations

State EV Charging Station Unique ID	Route	Location	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost	Funding Source (FY)	New Location or Upgrade
TBD	I-205	TBD	4+(estimated)	TBD	$1,000,000	FY 22/23	TBD
TBD	I-205	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	I-5	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	I-5	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	I-5	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	U.S. 97	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	U.S. 97	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	U.S. 97	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	U.S. 97	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	U.S. 97	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	U.S. 97	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD
TBD	U.S.	TBD	4+(estimated)	TBD	$1,000,000	FY22/23	TBD

	97						
TBD	I-84	Multiple	20+(estimated)	TBD	$5,000,000	FY24	TBD
TBD	I-82	TBD (One)	4+(estimated)	TBD	$1,000,000	FY24	TBD
TBD	U.S. 20	Multiple	36+(estimated)	TBD	$9,000,000	FY24	TBD
TBD	I-405	TBD (One)	4+(estimated)	TBD	$1,000,000	FY25	TBD
TBD	U.S. 101	Multiple	24+(estimated)	TBD	$6,000,000	FY 25	TBD
TBD	U.S. 26	Multiple	36+(estimated)	TBD	$9,000,000	FY25	TBD
TBD	U.S. 95	Multiple	12+(estimated)	TBD	$3,000,000	FY25	TBD
TBD	OR 42	Multiple	8+(estimated)	TBD	$2,000,000	FY 25	TBD
TBD	I-5, I-84	Multiple	16+	TBD	$4,000,000	FY 26	TBD

Note: ODOT plans to use FY26 funding to develop new or upgrade existing charging stations along I-5 and I-84. Previously, ODOT intended to count existing Electrify America charging stations along each of these corridors towards its fully built out determination. Using FY26 funding to develop two stations along each of these corridors will allow ODOT to achieve fully built out determination without needing to count existing Electrify America stations. For more information, please visit the EV Charging Infrastructure Deployment After Build Out section of this document.

Planning Towards a Fully Built Out Determination

[REQUIRED]

How many stations are still needed to achieve Fully Built Out status (based on the State's EV AFCs as of the date of this update's submission)?	52
Provide the estimated month/year to achieve Fully Built Out status:	2030

EV Charging Infrastructure Deployment After Build Out

[REQUIRED]

In 2022, ODOT informed FHWA that it intended to count 9 existing Electrify America "NEVI-compliant locations" along I-5, I-205, and U.S. 97 as creditable toward FHWA's fully built out determination. This determination allowed ODOT to prioritize the development of I-5 South of Eugene and exclude the communities of Bend and Madras along U.S. 97 from consideration for Round 1 funding. Additionally, ODOT indicated that it planned to use FY25/26 funding to either nominate and develop additional EV AFCs, and/or to build redundancy in charging stations along existing EV AFCs to strengthen the overall network and accommodate increasing EV traffic in the coming years. In its FY24 NEVI State Plan update, ODOT indicated that it continued to anticipate a path forward to count these Electrify America stations that meet the requirements for power level, spacing, and distance from AFC as NEVI creditable.

ODOT has since learned that to count these Electrify America stations as NEVI creditable, they would need to meet all requirements associated with 23 CFR 680, including 23 CFR 680.112 (data submittals) and that states would need to work directly with the EVSP or station owner/operator to develop a process for achieving NEVI-compliant status. Given this updated guidance, ODOT re-evaluated its approach for its first round NEVI corridors and made the decision to add a seventh station to U.S. 97 for Round 1, hence eliminating the need to rely upon Electrify America stations on US 97. (In its previous NEVI State Plans, ODOT has indicated the development of six new NEVI stations along US 97). No changes were needed for I-205 or the I-5 south of Eugene.

ODOT now anticipates using FY26 funding to upgrade existing stations to be NEVI compliant or develop new NEVI stations along I-5 North of Eugene, and I-84. ODOT is monitoring its EV Alternative Fuel Corridors to assess how new EV charging stations, including those funded with U.S. FHWA Charging and Fueling Infrastructure corridor grant funding, may alter the need for NEVI-compliant stations along certain yet-to-be developed corridors. Additionally, ODOT is monitoring developments of stations with four high-powered DCFC along its EV Alternative Fuel Corridors, to see whether some might be more cost-effectively upgraded to be NEVI compliant (versus providing funding for a new NEVI station to be built). Currently, ODOT anticipates that it will use the entirety of its NEVI formula funding to plan, monitor, upgrade, and fully build out each of its 11 existing EV AFCs.

Implementation

As described in the **Contracting** chapter, ODOT plans to enter into a single grant agreement per corridor with one of its previously identified prequalified applicants who will then own, operate, and maintain the DCFC stations. With ODOT guidance, EVSP partners will have primary responsibility for implementation of services required to provide EV charging at stations deployed as part of the NEVI program.

In the development stage ODOT will work with EVSP partners to ensure that stations are designed and constructed to promote strong labor, safety, training, and installation standards; promote resiliency; and account for local weather conditions (e.g., snow removal plans). Additionally, EV charging company partners will collaborate with ODOT to build strong community engagement, identify desired benefits, and match community goals with charging opportunities. On an ongoing basis, EVSP partners will be required to provide timely and efficient operation and maintenance of charging stations, equipment, and related infrastructure, as well as safe and secure data collection and reporting.

For more information, please refer to the section "Plan for Compliance with Federal Requirements."

Equity Considerations [REQUIRED]

ODOT is committed to providing equitable charging access for all Oregonians. The inclusion of Justice40 requirements in NEVI reinforces the work and commitments the state has already made. For example:

- ODOT's TEINA study explicitly included disadvantaged communities as one of its nine use cases, laying the foundation to provide charging for these communities.[2] By 2025, TEINA estimates that 100 additional DCFC ports will be required in DACs to put Oregon on track towards providing the same per capita charging access as non-DACs by 2035.

- In 2021, ODOT developed a Statewide Equity Index, using American Community Survey data on age, race/ethnicity, ability, income and language, to map disparity in Oregon. ODOT divisions use the map to apply a social equity lens to ODOT investments.

- On June 13th, 2023, ODOT launched its Level 2 Community Charging Rebates program (CCR). This program reserves 70% of funding for rural and disadvantaged

[2] Note that the DAC definition in TEINA is distinct from that used by the Justice40 initiative; see TEINA study for details.

communities. ODOT contracted with the nonprofit Forth to provide education, outreach and technical assistance to increase awareness and reduce barriers to access. ODOT's CCR program was recently included in the Oregon Department of Environmental Quality's successful application for funding through the US EPA's Climate Pollution Reduction Discretionary Grant Program and has been awarded an additional $10.9 million to develop Level 2 and DCFC stations via a rebate program which targets low-income disadvantaged communities (LIDAC).

- Between February and March of 2023, ODOT held a series of nine community meetings related to NEVI along I-205, I-5, and US 97. Of these 9 community meetings, 6 were held in communities identified as disadvantaged by the Electric Vehicle Charging Justice40 Map.

This chapter describes the current distribution of charging infrastructure relative to disadvantaged communities (DACs), using several different definitions of DACs. This chapter also discusses how ODOT anticipates working with DACs and EV equity proponents to a) identify which benefits to prioritize, and b) develop a Justice40 framework to measure progress and ensure that the communities ODOT aims to serve receive these priority benefits through the NEVI program and other ODOT equity-focused initiatives.

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

ODOT is committed to not only providing EV charging access to disadvantaged communities but also to ensuring that the voices and needs of these communities are included in the planning and decision-making process from an early stage. The 2021 TEINA study included a significant stakeholder outreach component, which explicitly included engagement with representatives of historically underserved communities. This engagement is ongoing as part of the public outreach ODOT conducted to solicit input on its inaugural State Plan. A summary of ODOT's stakeholder engagement efforts can be found in the Community Engagement Outcomes Report.

As part of ODOT's ongoing DAC-focused engagement, ODOT will develop questions targeted to specific audiences and meeting formats framed around the topics of equity, accessibility, economics and affordability, and geography to obtain meaningful input on potential benefits and burdens. A key engagement point will be in advance of each Alternative Fuel Corridor build out. DAC

outreach and inclusion plans are described in further detail in the **Public Engagement** chapter along with the full Stakeholder Engagement Plan included as Appendix A in ODOT's FY22/23 NEVI State Plan.

Some of the groups will include Federally recognized tribes, the NAACP, EV Equity, Unite Oregon, and the Asian Pacific American Network of Oregon, among others. ODOT will continue to engage with local communities, including through the AFC outreach described above. During these engagements ODOT aims to identify which benefits are of highest priority to the communities, and what methods and metrics will help ensure NEVI funding is providing these benefits to DACs.

Prior to issuing NOFOs for Round 1 corridors, ODOT held a series of in-person and virtual stakeholder engagement meetings. ODOT hosted two community meetings along I-205, three community meetings along I-5, and four community meetings along US 97. Six were held in communities identified as disadvantaged using the Electric Vehicle Charging Justice40 Map, and one was held on federally recognized tribal land. Using the Oregon Office of Rural Health's definitions for urban, rural and frontier areas, five of these community meetings were held in rural areas, and four in urban areas.[3] ODOT plans to replicate this stakeholder outreach plan for future Rounds of the NEVI program, striking a balance between outreach to DACs, rural and urban areas.

Process to Identify, Quantify, and Measure Benefits to DACs [REQUIRED]

ODOT expects many NEVI program benefits, not the least of which is increased access to EV charging for more Oregonians. As EV charging becomes more available and convenient, broader swaths of the population will perceive EV ownership to be feasible, spurring EV adoption. Additional benefits could include increased investment and workforce development opportunities in disadvantaged communities as well as reduced exposure to transportation-related emissions, which will have significant public health benefits over time.[4]

[3] Oregon Office of Rural Health's Defined Urban, Rural and Frontier Areas Map can be found here: https://www.ohsu.edu/media/881

[4] See, for example, a recent report by the American Lung Association on the benefits of transportation electrification: Zeroing in on Healthy Air.

Approach:
To ensure that a minimum 40% of benefits from this program accrue to DACs, ODOT will work with JOET and others to propose and craft how best to define the benefits to be tracked, based on priorities communicated through DAC engagement. ODOT will explore avenues to measure and monitor DAC benefits.

Examples of DAC benefit metrics and/or methods are included below[5] and are tied to the overarching goals of universal access, affordability, reliability, and customer experience. ODOT expects this to be an iterative, and potentially imprecise process, as there may not be good data to measure clear accomplishment of Justice40 benefits. Importantly, for the metrics that ODOT and DACs align upon to track Justice40 benefit accrual, ODOT will seek to establish a baseline from which to measure progress.

Table 1: Tracking Benefits in Disadvantaged Communities

Category	Potential Metrics and/or Data
Direct Impacts	• Proximity of DCFC stations to DACs • DCFC per capita • Reliability and utilization of charging stations • Location of investment • Jobs created in rural or disadvantaged communities (permanent vs. temporary) • Businesses in DACs within a certain proximity of DCFC (increased opportunity for commercial activity before, during, or after charging sessions) • Estimates of reduced tailpipe emissions from charging at NEVI-funded stations (e.g., NO_X, $PM_{2.5}$)
Indirect Metrics	• Per-capita EV ownership • Level 2 charging per-capita (as a proxy for assessing whether DCFC being sited in areas that need it most, while recognizing that DCFC serves a different need and dwell time than Level 2 charging) • Transportation energy burden in DACs, to the extent that data is available to determine this metric. • Responses from DACs to online open house surveys, and in person/virtual community meeting and surveys

[5] Note that there is overlap between these potential metrics of interest for DAC benefit estimation and the potential metrics articulated in the **Program Evaluation** chapter, which may be used to track overall program effectiveness.

In addition to the potential metrics and data highlighted in Table 4, ODOT's scoring methodology for NEVI first round corridor applications allocates 10% of the overall score to equity considerations. The applicant will be awarded points based on the proximity of the proposed station to a Justice40 DAC and based on their explanation of benefits to DACs. This explanation of benefits should include a description of how the project will incorporate equity, workforce development, and result in economic benefits to neighboring communities through the construction, operation and maintenance of the charging station(s).

Labor and Workforce Considerations [REQUIRED]

The NEVI program provides an important opportunity for job creation, training, and investment in communities across the country. ODOT will ensure that annually contracted EVSPs responsibly work with local communities to share the workforce development and investment benefits afforded by NEVI funding.

ODOT will encourage contracted EVSPs to use local workforce, where possible, and support and/or conduct trainings in line with NEVI requirements, including the detailed standards outlined in the finalized rulemaking from FHWA (see **Strategies to Promote Strong Labor, Safety, Training, and Installation Standards in the FY22/23 NEVI State Plan**). ODOT will also ensure that the NOFOs issued and EVSPs adhere to ODOT's diversity, Equal Employment Opportunity, and other policies.

In compliance with 23 CFR 680.106(j) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining EVSE must receive certification from the EVITP or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, if and when such programs are approved.

Physical Security & Cybersecurity

NO UPDATES

Program Evaluation

NO UPDATES

Discretionary Exceptions

NO UPDATES

Appendix A: Supporting Materials

NO UPDATES