



Oregon National Electric Vehicle Infrastructure Plan

July 2022



Executive Summary

The Oregon Department of Transportation (ODOT) is pleased to submit this State EV Infrastructure Deployment Plan (State Plan or Plan) to the Joint Office of Energy and Transportation (JOET). This Plan, developed collaboratively by ODOT and the Oregon Department of Energy (ODOE), addresses each of the requirements set forth by JOET to secure Oregon's portion of the funding allocated to states through the National EV Infrastructure (NEVI) program, which was created under the Infrastructure Investment and Jobs Act (IIJA) in November 2021.

Oregon is all in on transportation electrification and is supporting a rapid scale-up of EV charging infrastructure in the state. ODOT is committed to charging infrastructure over and above the NEVI funds-plus-match, providing over \$100 million total toward EV charging infrastructure. Oregon is well-positioned to build out charging infrastructure and target the highest-need locations because of its recent Transportation Electrification Infrastructure Needs Analysis (TEINA) report, submitted to Governor Kate Brown in July 2021. The NEVI funding for public fast-charging stations along alternative fuel corridors is an important next step to meeting identified needs, and ODOT looks forward to working with JOET to complete its planning and begin implementation of this program.

Vision

Create a backbone network of high-powered EV charging stations along major corridors, to significantly increase Oregonians' confidence that EV charging will be as ubiquitous and convenient as fueling with gasoline.

Plan Summary

ODOT's vision for the NEVI program is to create a backbone network of high-powered EV charging stations along major corridors to significantly increase Oregonians' confidence that EV charging will be as ubiquitous and convenient as fueling with gasoline.

This Plan lays out how ODOT will use NEVI funding to achieve the above vision. It addresses each of the requirements set forth by JOET and describes ODOT's guiding principles; deployment strategy; the envisioned contracting mechanisms; key elements of the deployment approach; and ODOT's past, ongoing, and planned public outreach efforts, including how it will engage with diverse stakeholders and ensure a minimum of 40% of the NEVI benefits accrue to disadvantaged communities.

Guiding Principles

ODOT's charging infrastructure deployment strategy is based on several guiding principles, which align with the goals articulated in both TEINA and the NEVI program. With NEVI funding, ODOT aims to:

Achieve **geographic balance** between urban and rural charging needs to develop infrastructure across the entire state.

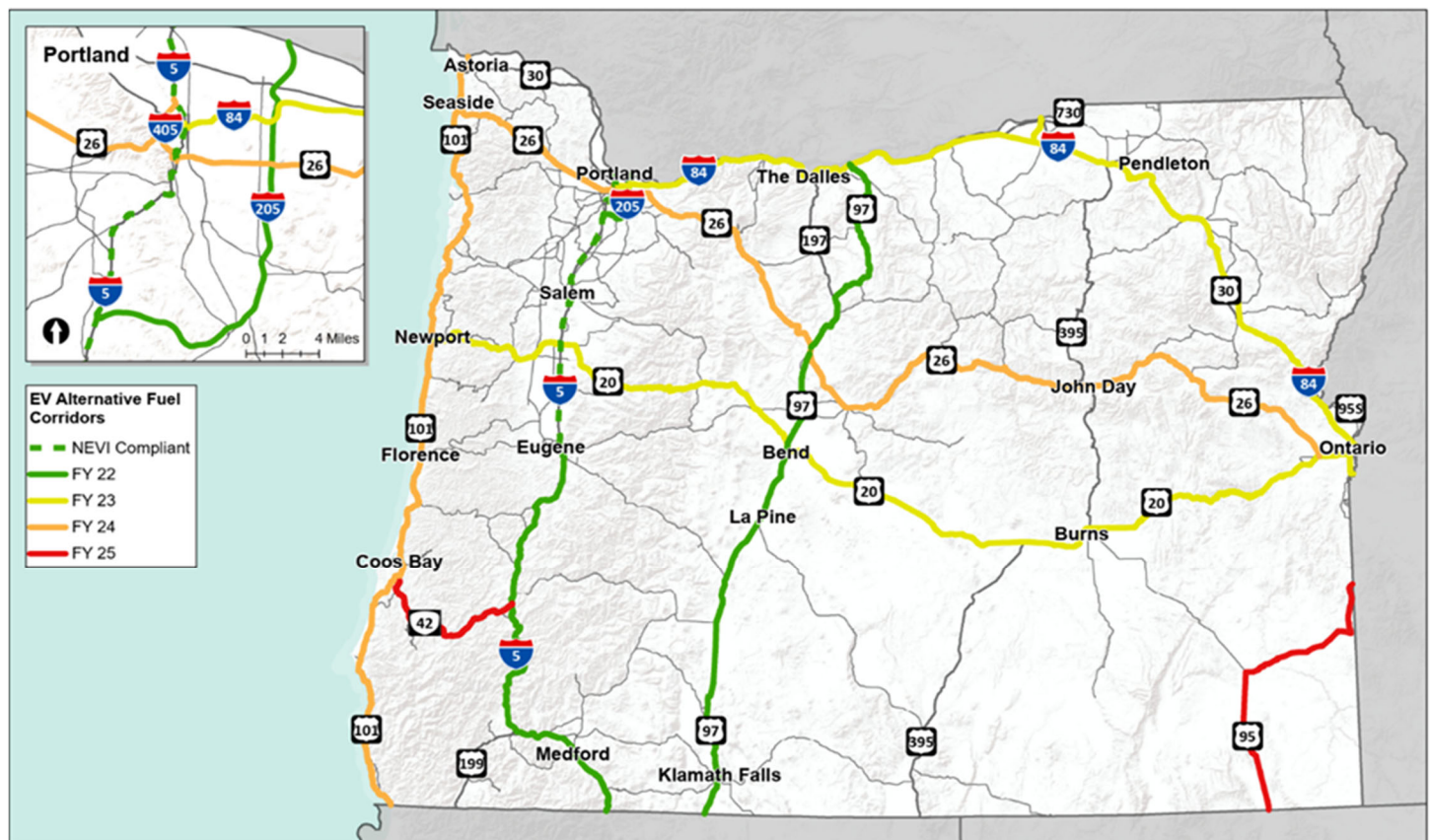
Provide **charging access** to all Oregonians, including disadvantaged community (DAC) populations.

Focus on **high-traffic corridors** to the extent practicable.

Leverage existing and planned EV charging infrastructure.

Emphasize **connectivity with neighboring states** to establish an interstate charging network.

Figure 1: Planned Implementation Year for Electric Vehicle Alternative Fuel Corridors



Overarching Strategy

With FY22 funding ODOT aims to build out I-5, US 97, and I-205. I-5 is one of the most critical, high-traffic routes in the state, and US 97 is a key route through central Oregon that carries high traffic volumes and serves both urban and rural areas. I-205 serves high traffic volumes in the Portland metropolitan area and travels through or adjacent to numerous disadvantaged communities (DACs).

FY23 funding will focus on I-84, I-82, and US 20, all of which are high volume routes that provide for east-west travel. I-84 provides service to numerous DACs and accommodates a high proportion of long-distance trips. I-82 connects directly with I-84 and enhances Oregon’s connectivity with Washington. US 20 is a route of strategic statewide importance and a freight corridor that will provide additional rural EV charging coverage across the central part of Oregon.

With FY24 funding Oregon anticipates build out of US 26, US 101, and I-405. Build out of US 26 and US 101 will represent completion of the remaining seven designated Alternative Fuel Corridors (AFCs) approved during Rounds 1 – 5. US 26 will add additional coverage to Central Oregon, and completion of US 101 will bolster the existing DC Fast Charging (DCFC) infrastructure along Oregon’s coast. Completion of I-405 will support the high traffic volumes and DAC populations it serves in the Portland metropolitan area.

ODOT envisions using FY25 and FY26 funding for completion of US 95 and OR 42, both of which are approved EV AFCs from Round 6. More broadly, ODOT intends to reserve funding for these later years to either develop additional EV AFCs that have yet to be proposed, and/or to build redundancy in charging stations along the other AFCs to strengthen the overall network and accommodate increasing EV traffic in the coming years.

Over the course of the five-year NEVI program, ODOT anticipates using the \$65 million in total funding (Federal funds and 20% non-Federal match) to develop and/or upgrade approximately 65 DCFC stations across Oregon’s roadways, totaling a minimum of 260 DCFC ports (doubling Oregon’s public DCFC ports).

Envisioned Contracting Mechanisms

ODOT has broad authority to use the Oregon Innovative Partnerships Program (OIPP) to develop public-private partnerships (P3s) for a full range of transportation projects. OIPP procurements offer many benefits over traditional contracting, including the ability to select projects based on best value rather than lowest cost, the ability to customize Requests for Proposals (RFPs) to meet the needs of a particular project, and maximum flexibility to change an agreement to accommodate unanticipated events. Therefore, ODOT plans to enter into P3s with one or more EV Service Providers (EVSPs) to both develop and operate fast charging stations funded through NEVI.

Figure 2: Process for Developing DCFC Along Alternative Fuel Corridors



Deployment Approach

ODOT's deployment strategy is expected to evolve and adapt throughout the five-year NEVI program in response to experience gained and lessons learned during the program's early years. ODOT's deployment approach will be consistently grounded in the following five overarching objectives:



Partner with private sector.

ODOT will not own, install, maintain, or operate any of the EV charging stations deployed with NEVI funds while leveraging private sector expertise.



Target reliability. Public confidence in the reliability of EV charging infrastructure is one of the most significant factors in accelerating EV adoption. NEVI requires achievement of 97% uptime.



Develop/design competitive corridor RFPs. ODOT intends to issue corridor-specific competitive RFPs in concert with the strategy described above.



Expand coverage. ODOT is committed to prioritizing equity while transitioning the state's transportation system to be powered by electricity. Through NEVI and complementary state programs, access to EV charging will expand across socioeconomic and geographic areas throughout the state, potentially adding new EV AFCs. ODOT will also work with the private sector to intentionally develop sites that serve both highway traffic and local EV charging needs, maximizing utilization and economic development opportunities, where practical.



Build new *and* upgrade existing. ODOT will maximize the benefits of the five-year NEVI program funding by building new charging infrastructure where needed and upgrading existing infrastructure facilities to meet NEVI standards where practical.

Public Outreach

Stakeholder engagement was a key part of the earlier TEINA study process and included a diverse 17-member Advisory Group; four public Advisory Group meetings; 12 Stakeholder listening sessions; and a project-dedicated web page. ODOT has used this extensive input as the starting point for an expanded and more comprehensive stakeholder engagement effort that is already supporting the five-year NEVI program. Combined with lessons learned from FY22 deployment activities, this public process will help ODOT to refine future (annual) updates of this plan through the duration of the NEVI program.

Added elements of the expanded stakeholder engagement process for the NEVI program include:

- Introductory and follow-up webinars providing both background material and updates.
- A NEVI-specific web page that includes detailed responses to frequently asked questions in previous public interactions.
- Public opinions and insights obtained from four surveys conducted via the web page, supplemented by an interactive map displaying the public's selected charging locations.
- Stakeholder engagement sessions with five targeted groups – EV drivers; EV charging companies; cities and counties; utilities; and environmental justice and advocacy groups.
- Planned Regional Workshops in advance of building out NEVI-funded fast chargers along the electric AFCs. These workshops will include discussion with local communities to explore priority benefits and appropriate metrics to ensure Justice40 goals are met or exceeded.

Stakeholder input has already been incorporated into the State Plan; this Plan is a living document, and new input will continually be integrated as outreach to new groups takes place and additional perspective is heard.

Figure 3: Stakeholder Outreach Opportunities

Key Activities

- Regional Workshops in communities
 - Engage with communities prior to each year's Corridor build out
 - First year build out: communities along I-5, US 97, and I-205
 - Listen to learn EV community goals, prioritize desired benefits
 - Work with EV charging providers to match goals with opportunities along corridors
- Webinars
- Guest speaking engagements
- Targeted Information Sessions
 - Specific outreach to voices who haven't yet been heard
- Reporting back – What we hear and how it impacts activities



The NEVI funding for public DCFC stations is an important next step in helping Oregon achieve its ambitious zero emission vehicle adoption goals, providing funding to develop a critical backbone of DCFC stations along key highway corridors. ODOT, and its partner agency the ODOE, look forward to working with JOET as ODOT completes its planning and begins implementation of the NEVI program.