



# Oklahoma National Electric Vehicle Infrastructure Plan

August 2023 Plan Update



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## Acronyms

Acronym	Definition
AADT	Average Annual Daily Traffic
ACOG	Association of Central Oklahoma Governments
ADA	Americans with Disabilities Act
AEP	American Electric Power
AFC	Alternative Fuel Corridors
AFDC	Alternative Fuels Data Center
AFV	Alternative Fuel Vehicle
AV	Autonomous Vehicle
BABA	Build America, Buy America Act
BEV	Battery Electric Vehicles
BMV	Bureau of Motor Vehicles
CAM	Cathode Active Materials
CAV	Connected and Automated/Autonomous Vehicles
CCS	Combined Charging System
CEJST	Climate and Economic Justice Screening Tool
CFR	Code of Federal Regulations
CNG	Compressed Natural Gas
DAC	Disadvantaged Communities
DAS	Department of Administrative Services
DCFC	Direct Current Fast Charger
DEQ	Department of Environmental Quality
EDC	Electric Distribution Companies
EPA	Environmental Protection Agency
EV	Electric Vehicle
EVITP	Electric Vehicle Infrastructure Training Program
EVSE	Electric Vehicle Supply Equipment
FCV	Fuel Cell Vehicles
FHWA	Federal Highway Administration
ICE	Internal Combustion Engine
IIJA	Infrastructure Investment and Jobs Act
INCOG	Indian Nations Count of Governments
L2	Level 2 Charging Station
LEP	Limited English Proficiency

<b>Acronym</b>	<b>Definition</b>
LNG	Liquefied Natural Gas
LPG	Liquefied Petroleum Gas
MOU	Memorandum of Understanding
MOVITE	Missouri Valley District Institute of Transportation Engineers
MPO	Metropolitan Planning Organization
NASEO	National Association of state Energy Officials
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure
NPRM	Notice of Proposed Rulemaking
NRDC	Natural Resources Defense Council
OCPP	Open Charge Point Protocol
ODOT	Oklahoma Department of Transportation
OEM	Original Equipment Manufacturer
OKSILC	Oklahoma Statewide Independent Living Council
OMES	Office of Management & Enterprise Services
OOWD	Office of Workforce Development
OSEE	Oklahoma Secretary of Energy & Environment
OTA	Oklahoma Turnpike Authority
PCI DSS	Payment Card Industry Data Security Standards
PHEV	Plug-in Hybrid Electric Vehicles
R.C.	Revised Code
REC	Rural Electric Cooperative
RFP	Request for Proposals
RTPO	Regional Transportation Planning Organization
SSO	Standard Service Offering
US DOE	United States Department of Energy
US DOT	United States Department of Transportation

## 1.0 Introduction

The [National Electric Vehicle Infrastructure](#) (NEVI) Formula Program, funded by the Infrastructure Investment and Jobs Act (IIJA), is a \$5 billion program that plans to make historic investments in electric vehicle (EV) charging infrastructure across the country. The goal of this program is to establish a network of 500,000 EV chargers by 2030 along federally designated [alternative fuel corridors](#) (AFC) in the United States (U.S.) and ensure a convenient, reliable, affordable and equitable charging experience for all users. To achieve this national goal, each state is required to develop an EV Infrastructure Deployment Plan (Plan) that describes how NEVI Formula Program funds will be used in conformity with guidance from the Federal Highway Administration (FHWA). The Oklahoma NEVI plan was approved by FHWA on September 14<sup>th</sup>, 2022.

### NEVI Program Funds

Oklahoma is starting to receive \$66.3 million in NEVI program funding over five years. Started with \$9.8 million in 2022.

### 1.1 About the NEVI Plan

The Oklahoma NEVI Plan began in April 2022 and was led by the Oklahoma Department of Transportation (ODOT) and Oklahoma Secretary of Energy and Environment (OSEE), in coordination with state agencies, local Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs), Clean Cities Coalitions, utilities and public stakeholders, and committees per FHWA's recommended stakeholder groups from their 90-day guidance. The Plan presented in this document represents ODOT and OSEE's commitment to increasing access to EV charging infrastructure across the state. The plan was submitted to FHWA on July 29<sup>th</sup>, 2022.

### 1.2 Updates from the 2022 Oklahoma NEVI Plan

The 2023 Plan updates align with ODOT and OSEE's current work and goals of the program. Actions and meetings conducted between July 29<sup>th</sup>, 2022, and August 1<sup>st</sup>, 2023 are included as updates in the plan. Also, the EV charging infrastructure deployment methodology was adjusted based on stakeholder feedback with the request for proposals (RFP). Instead of limiting charger site proposals to only exits with the high likelihood of 3-phase power, the update opens the charger site deployable areas to all exits within the NEVI Candidate Site Gaps. For a detailed description of the updates, refer to the subsequent list.

The list below identifies updates to the 2023 Plan from the 2022 Plan, along with a brief synopsis of the nature of the updates.

- **General Plan Updates**
  - The plan has been updated accordingly to reflect events that have happened since the August 2022 version of the Plan (e.g., changed future tense to present or past tense).

- **Section 1: Introduction**
  - Added plan updates overview and detailed list.
  - Updated general EV statistics with most recent data available.
- **Section 2: State Agency Coordination**
  - Added discussion about Oklahoma’s new Memorandum of Understanding with Arkansas for Advanced Mobility.
  - Updated map graphic with latest information available.
- **Section 3: Public Engagement**
  - Updated summary table of stakeholder meetings since July 2022. Added Community Engagement Outcomes Report.
    - Added more information about tribal coordination, site-specific engagement, the updated fact sheet, public meetings, utilities, and the Oklahoma NEVI email mailing list.
    - Added (Disadvantaged Communities)DAC Identified map graphic.
- **Section 4: Plan Vision and Goals**
  - Added information about Governor supporting and signing Senate Bill 502 – Oklahoma Electric Vehicle Charging Act.
- **Section 5: Contracting**
  - Updated to include information about ODOT’s solicitation development and release.
- **Section 6: Existing and Future Conditions Analysis**
  - Updated map graphics with latest information available.
  - Removed an existing site that was shown to be NEVI compliant in the last version of the Plan and described the reasoning behind it.
  - Added 6 additional existing NEVI compliant sites that have come online since the 2022 Plan, including two locations (Woodward and Ada) that are not on AFCs.
  - Updated existing charging stations table with ‘Charger Level’, ‘Meets all relevant requirements in 23 CFR 680’, and ‘Intent to count towards Fully Built Out determination’ columns.
  - Updated EV registration statistics through May 2023.
- **Section 7: Electric Vehicle Charging Infrastructure Deployment**
  - Updated map graphics with latest information available.
  - Included information on ODOT not having planned charging stations.
  - Revised the siting methodology that was shown in the 2022 Plan. The previous methodology had narrowed down only locations along the AFC that had a high likelihood of 3-phase power already available. The updated methodology is consistent with the RFP and keeps all exits open for bidders.
  - The cost estimate and funding allocation tables were updated to include only the minimum number of sites needed to be consistent with the RFP siting methodology.



- Updated table of example corridor siting analysis on I-40 to all exits along I-40 outside the existing NEVI compliant charging coverage areas.
- **Section 8: Implementation**
  - Added additional content based on the NEVI Final Rule (June 2, 2023) for payment methods, service expectation, network operability, customer data privacy, and data submittal
- **Section 9: Civil Rights**
  - Added content about ODOT's compliance with Title VII of the Civil Rights Act of 1968 (Fair Housing Act) and the NEVI minimum standards for EV charging infrastructure under 23 CFR 680
- **Section 10: Equity Considerations**
  - Added table about DAC benefits by category.
- **Section 11: Labor and Workforce Considerations**
  - Updated number of Electric Vehicle Infrastructure Training Program (EVITP) certified electricians.
  - Updated map graphic with latest information available.
  - Added section about future workforce development framework and discussion about SB 621, Oklahoma Workforce Transformation Act.
- **Section 12: Physical Security & Cybersecurity**
  - Updated data collection and data sharing language to be consistent with the NEVI Final Rule (June 2, 2023).
  - Added description of physical security requirements.
- **Section 13 Program Evaluation**
  - No change, other than slight formatting updates.
- **Section 14: Discretionary Exceptions**
  - No change, other than slight formatting updates.
- **Section 15: Next Steps**
  - Updated language based on latest NEVI guidance
- **Appendices**
  - Revised Appendix A for all potential locations along interstates on AFCs and removed U.S. and State Route locations since many are along portions of roadway that are non-limited access.
  - Added appendix C with the recommended community outreach list.
  - Added appendix D with utilities list.

### 1.3 NEVI Plan Purpose

Oklahoma's NEVI Plan is guiding ODOT and OSEE over the next four years, as they received and are distributing NEVI funds across the state, and work towards fulfilling their responsibility in building a national EV charging network. This network will include EV charging corridors across the State that improve economic development, tourism, and the environment.



## 1.4 NEVI Plan Vision and Goals

ODOT envisions a comprehensive strategy that ensures EV travel across the State through the equitable and accessible placement of EV chargers throughout Oklahoma's roadway network. A fully compliant and accessible network of EV chargers will reduce 'range anxiety,' by ensuring that chargers are conveniently located in a safe environment and available at any time.

Oklahoma's NEVI Plan vision and goals can be found in **Section 4.0 Plan Vision and Goals**.

## 1.5 Existing Electric Vehicle Infrastructure in Oklahoma

The State of Oklahoma has made great strides in not only expanding EV charging infrastructure but supporting the very businesses that are contributing to the rise in electric vehicle use. As of June 2023, Oklahoma has 24 charging stations that are NEVI compliant, 22 of which are on designated AFCs, and serve the 11,126<sup>1</sup> EVs registered in the state as of May 2023.

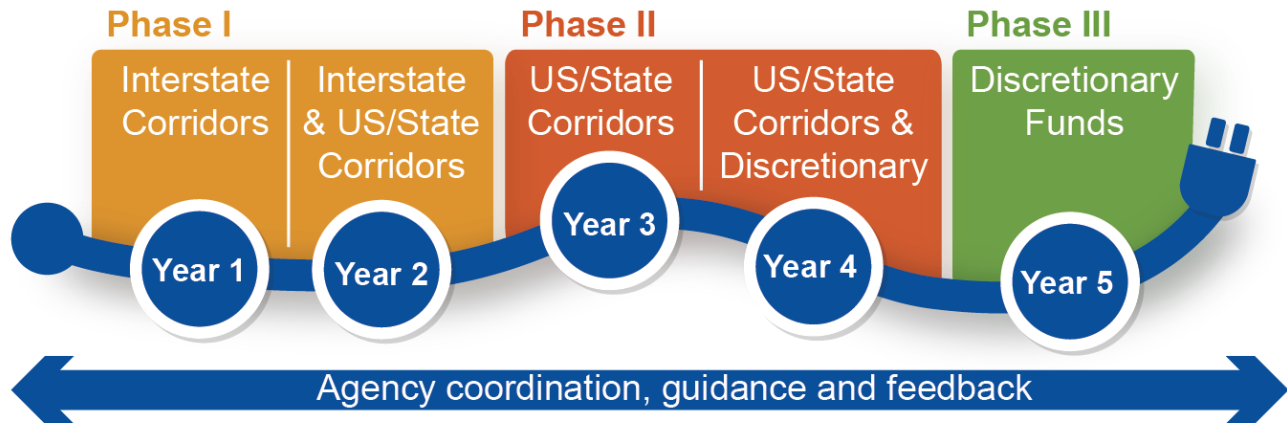
The Oklahoma Department of Environmental Quality (DEQ) managed \$3.1 million in Volkswagen State Environmental Trust charging infrastructure projects to increase access in the state. The DEQ announced two rounds of funding: a first round (2019) focused on transportation corridors and single point locations, and a second round (FY 2021) of target locations to fill in the Oklahoma charging network. This program reimbursed up to 80% of the cost for charging station projects. More information can be found on the [ChargeOK](#) website and factsheet (updated July 7, 2020).

Oklahoma's approach to EV infrastructure development over a five-year period includes three phases to maximize NEVI funding and ensure compliant and reliable EV deployment across the state (see **Figure 1**). In Phase I, ODOT will prioritize building out NEVI compliant Interstate corridors and begin U.S. and state corridor build outs. In Phase II, ODOT will continue work on U.S. and state corridors, while beginning discretionary funds allocation. In phase three, ODOT will focus all remaining discretionary funding to address other transportation issues per NEVI program guidance

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<sup>1</sup> Registered BEV's and PHEV's as of May 2023, Oklahoma Gas and Electric

**Figure 1: Anticipated Dates of Milestones and EV Infrastructure Deployments**



Source: ODOT

Agency and partner coordination is a critical element in the development of this plan. During the five years of the NEVI program, ODOT’s partnership with the Joint Office of Energy and Transportation<sup>2</sup>, FHWA, state agencies, regional planning organizations, tribes and others will remain of key importance. Input from the public will also help shape this plan, ensuring that this document, the planning timeline, and project outcomes reflect a broad range of perspectives, while also achieving NEVI program requirements.

## 2.0 State Agency Coordination

ODOT has actively engaged intra-departmental offices in planning and directly coordinated with the Oklahoma Governor’s Office and multiple state agencies as described throughout this section. ODOT has also coordinated with its neighbor states of Kansas, Missouri, Arkansas, Texas, New Mexico, and Colorado, to ensure infrastructure placement coordination, and to comply with the NEVI guidance regarding AFC termini at state borders to determine “fully built out” status. Below are key details from these efforts to date. **Figure 2** shows a map of the neighboring state AFCs and NEVI compliant chargers.

- **Kansas** – Coordination efforts focused on the I-35 AFC and other routes of significance in northern Oklahoma.
- **Missouri** – Coordination efforts focused on the I-44 AFC and other routes of significance in northeastern Oklahoma.
- **Arkansas** – Coordination focused on AFCs I-40, US-412 and other routes of significance in eastern Oklahoma.

<sup>2</sup> "The Joint Office of Energy and Transportation was created through the Bipartisan Infrastructure Law (BIL) to facilitate collaboration between the U.S. Department of Energy and the U.S. Department of Transportation.



- **Texas** – Coordination efforts focused on AFCs I-40, I-44, I-35, US-62, US-69, and other routes of significance in southern Oklahoma.
- **New Mexico** – Coordination efforts focused on routes of significance in western Oklahoma.
- **Colorado** – Coordination efforts focused on AFC US-385 and other routes of significance in northwestern Oklahoma.

This captures the roles and interests of the various entities, details the engagement activities to date, and summarizes partners’ roles, interests, and impacts on the NEVI planning and deployment processes. The three categories for state level partner engagement are:

- 1) Internal ODOT Offices coordination;
- 2) Oklahoma Governor’s Office coordination; and
- 3) State Agency coordination.

**Table 1** summarizes internal roles and engagement activities at ODOT by office.

**Table 1: Internal ODOT Offices Coordination**

Office	Role & Engagement Activities
General Counsel, Alternative Project Delivery	Advise on procurement options.
Chief Financial Officer, Budget & Forecasting	Review five-year spending plan.
General Counsel, Chief Legal Council	Provide guidance on options for match funds and Title 23 implementations for NEVI.
Government Affairs, Planning & Policy	Provide connection to other statewide plans, including coordination with MPOs.
Traffic Engineering Division Traffic Operations	Provide traffic data including trends.
Multimodal Division, Transit	Advise on state transit programs and assist with transit agency coordination.
Multimodal Division, Grants	Administer funding programs and provide technical assistance
Opportunity, Diversity, and Inclusion (ODI)	Advise on ODI aspects of NEVI planning & deployment.
Environmental Division Services	Advise on and support environmental clearance of Electric Vehicle Supply Equipment (EVSE) sites.
Right of Way Division, Real Estate	Advise on and support real estate procurement and delivery process.

*Source: ODOT*



## 2.1 Oklahoma Governor’s Office Coordination

On August 18, 2022, Oklahoma Governor Kevin Stitt and Arkansas Governor Asa Hutchinson signed a memorandum of understanding (MOU)<sup>3</sup> to support advanced mobility solutions, including EVs, autonomous vehicles (AVs), and battery manufacturing. The signatory States are committed to:



- Establishing a launch pad for research and commercialization of EVs, AVs, and battery manufacturing;
- Collaborating with industry leaders and fueling stations;
- Supporting workforce development opportunities; and,
- Coordinating EV, AV, and battery manufacturing economic development efforts across the region.

## 2.2 State Agency Coordination

All Oklahoma electric vehicle charging infrastructure is the responsibility of ODOT’s Multimodal Division. For more information visit the [Oklahoma NEVI website](#).






**Table 2** summarizes the primary state agency partner roles, interests, impacts, and engagement activities – specific to NEVI – by agency.

**Table 2: Oklahoma EV Charging Collaborators**

Agency	Department Role	NEVI Role
 <b>OKLAHOMA</b> Transportation	Department responsible for all transportation related functions in the state. The umbrella agency for all transportation in Oklahoma.	Five-year program management of all program aspects. Mapping, Planning, Program Management (Contracting, right of way, National Environmental Policy Act) NEPA, Procure, Inspection, Disbursement, Reporting)
 <b>OKLAHOMA</b> Turnpike Authority	Responsible for the states turnpike network. Coordination with ODOT, Oklahoma Turnpike Authority (OTA) is under the Oklahoma Transportation Cabinet.	OTA will not receive Federal NEVI funds. OTA may choose to build NEVI compliant EVSE within their own service plaza’s using their own funds.

<sup>3</sup> <https://oklahoma.gov/ocast/about-ocast/news/governors-stitt-hutchinson-partner-to-create-super-region-for-a.html>



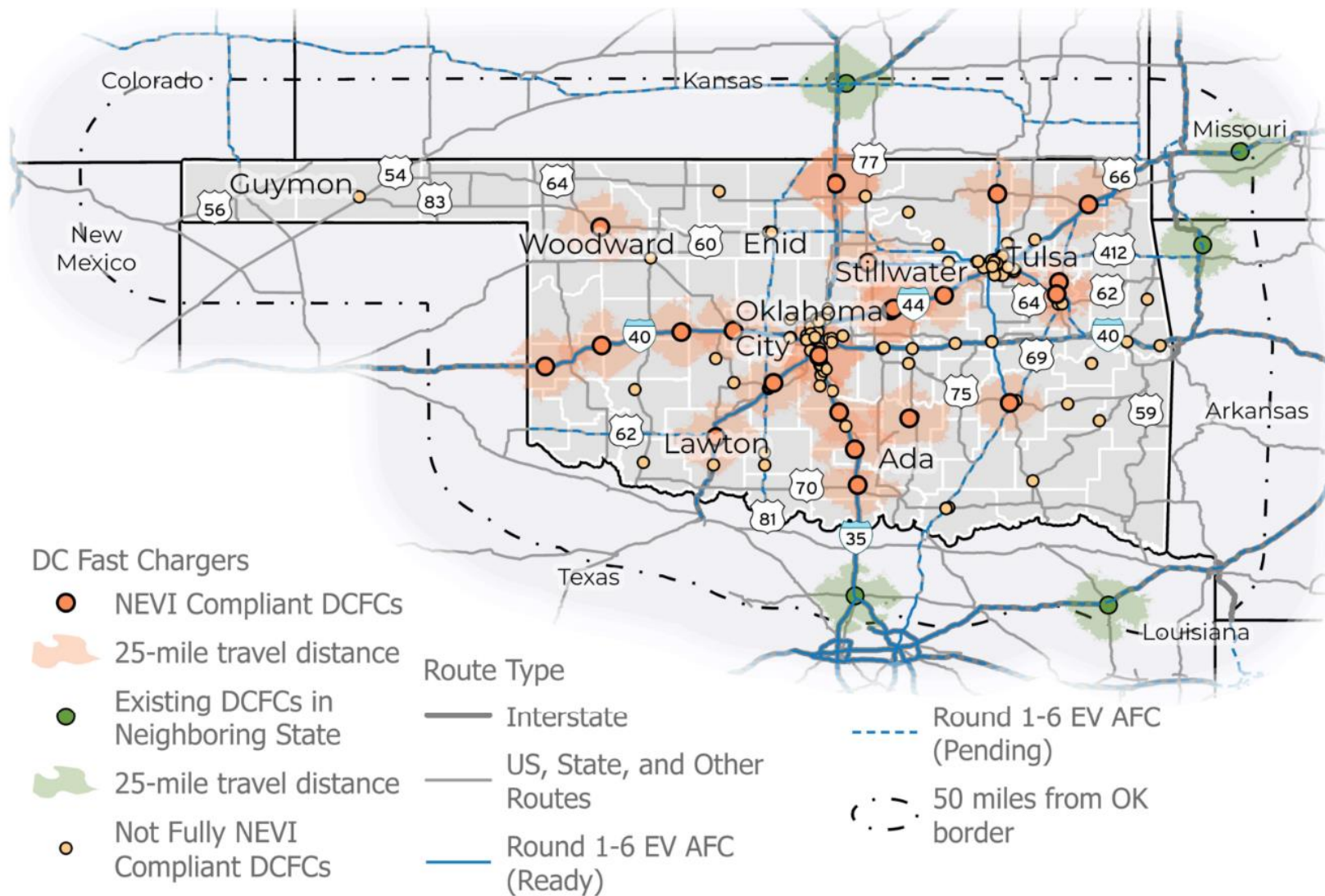
Agency	Department Role	NEVI Role
 <p><b>OKLAHOMA</b> Secretary of Energy &amp; Environment</p>	<p>OSEE oversees all energy and environmental issues. OSEE has implemented the states VW Settlement program.</p>	<p>OSEE will partner with ODOT throughout the five-year NEVI program to help administer Federal funds.</p>
 <p><b>OKLAHOMA</b> Environmental Quality</p>	<p>The DEQ mission is to protect and improve public health and the environment.</p>	<p>The Department will partner with ODOT and be responsible for ensuring health and environment of the EVSE installations.</p>
 <p><b>OKLAHOMA</b> Dept. of Agriculture, Food and Forestry</p>	<p>The Department is dedicated to protecting and promoting the highest standards of agricultural goods and natural resources.</p>	<p>The Department will partner with ODOT and ensure the EVSE installation is meeting the Departments standards.</p>
 <p><b>OKLAHOMA</b> Commerce</p>	<p>The Department's mission is to bring jobs, investment, and economic prosperity to the state of Oklahoma.</p>	<p>The Department will partner with ODOT, EVSE vendors and landowners / developers to maximize economic opportunities for the state.</p>
 <p><b>OKLAHOMA</b> Corporation Commission</p>	<p>The Commission is a regulatory agency with emphasis on the Fuel, Oil and Gas, Public Utilities, and Transportation Industries</p>	<p>The Commission will partner with ODOT and regulate the installation of the EVSE sites.</p>

Source: ODOT

ODOT, as the lead Oklahoma agency for the NEVI Formula Program funding, will continue to actively engage and coordinate with both intra-departmental offices and state agency partners.



**Figure 2: Neighboring State Alternative Fuel Corridors with NEVI Compliant Chargers**



Source: AFDC. Chargers as of 6/16/2022, corridors through Round 6 awards.

## 3.0 Public Engagement

ODOT is leading the NEVI Program for the state of Oklahoma. As head of the program, ODOT has developed a comprehensive public engagement strategy to continuously seek input from stakeholders and the general public throughout the five-year NEVI program and beyond. The goal for this section is to continue to develop an overall engagement approach and level of engagement for stakeholder groups, and gather input that will continually inform the process, document the coordination activities to include with the submission of the plan, and make annual updates.

### 3.1 Stakeholders Involved in Plan Development

ODOT is in an ongoing engagement with the following stakeholder groups and audiences to meet the NEVI Formula Program requirements. A preliminary list of stakeholder group meetings is listed below and will be updated throughout the NEVI Program. A more detailed list including names, addresses, and emails has been developed separately.

- **Planning Partner Engagement:** Metropolitan Planning Organizations, Regional Transportation Planning Organizations, and Council of Governments are shown in Appendix B: ODOT Divisions, RTPOs, MPOs, and Sub-State Planning District.
- **Technical Partner Engagement:** Investor-owned Utilities, Cooperative Utilities, Municipal Utilities, industry representatives from EVSE companies, and petroleum and convenience store operators.
- **Stakeholder Organization Engagement:** Identify and involve FHWA-mandated stakeholder groups in the plan's development to include local governmental entities, labor organizations, representatives of the transportation and freight logistics industries, public transportation agencies, neighboring states, and urban, rural, and disadvantaged communities.
- **Equity Community Engagement:** Underrepresented or disadvantaged communities, community-based organizations, environmental justice, and equity-based stakeholder groups. Additional information on the equity priority communities can be found in **Section 10**.
- **General Public Engagement:** General public engagement includes all registered motorists with emphasis on current and prospective EV owning motorists.
- **Site-Specific Engagement:** Coordinate and connect third-party entities, such as convenience site owners and private companies to help them engage in discussions for locations where EV charging infrastructure will be sited. For example, ODOT has connected several private companies with municipalities to coordinate on location and apply for grants.

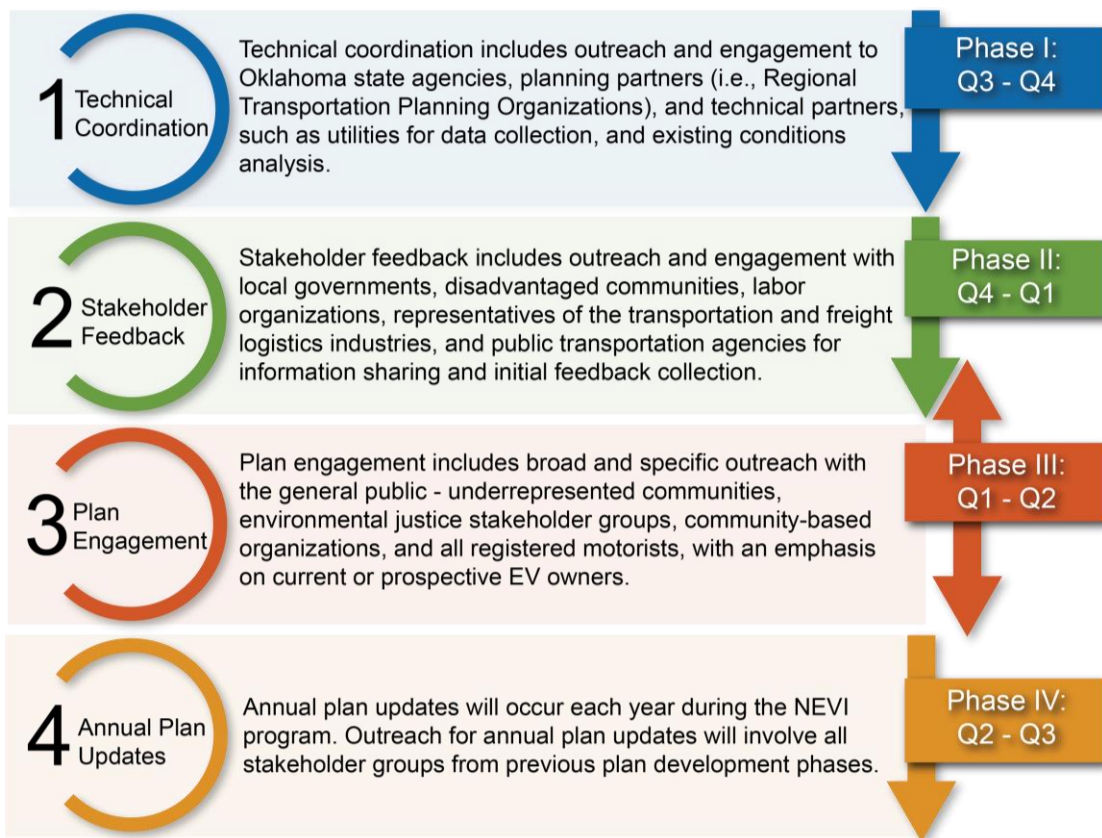
### 3.2 Public Engagement

The NEVI Formula Program is relatively new for both ODOT and the general public, and therefore a clear and effective public engagement process is a key driver in the development of this Plan. Divided into four phases, as shown in **Figure 3**, the public engagement process, and thus the Plan itself, begins and ends with public engagement with partner agencies,

stakeholders, and the general public. Because this Plan is a living document, ODOT will engage stakeholders over the life of the program to build upon and incorporate, feedback received during the Program. Initial outreach started with the development of this Plan and the public engagement meetings began during the first year of the Program. Input from community and stakeholder groups will continue to inform the technical work and help refine information in the Plan. Information will be documented and updated on an annual basis. A meeting log/matrix has been developed to track meetings.

ODOT’s public engagement process includes four key phases – Technical Coordination, Stakeholder Feedback, Plan Engagement, and Annual Plan Updates. **Figure 3** provides details about the stakeholders who will be contacted within each phase, as well as the timing of each public engagement effort. The Plan includes phases one through three, but these phases will be completed in detail for annual NEVI Plan updates.

**Figure 3: Annual Public Engagement Process**



*Note: Public engagement is set up for the Federal fiscal year calendar which runs from October 1<sup>st</sup> to September 30<sup>th</sup>.  
Source: ODOT*

## Community Engagement Outcomes Report

This annual public engagement report is provided with information on meetings with key take-aways as defined by the proposed rulemaking. Feedback from the meetings is used to inform and update the NEVI Plan on an annual basis.

A summary of stakeholder engagement activities that have occurred between July 2022 and July 2023 are shown in **Table 3**.

**Table 3: Summary of Stakeholder Meetings**

Phase	Organization Type	Agency/ Organization	Meeting Purpose	Meeting Date
<b>Tribal Engagement</b>				
Phase III	Planning Partner	Indian Nations Council of Governments (INCOG)	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	3/2/2023
Phase III	Planning Partner	Tribal Transportation Training	Present and review goals of NEVI and EV charging station site location development	4/24/2023
<p><b>Summary and key findings from Tribal Engagement:</b>  <i>Building awareness and identifying opportunities for Tribes to participate and engage in the discussion of EV charging stations is critical. There are workforce opportunities for job training and site location opportunities to explore.</i></p>				
<b>Utility Engagement</b>				
Phase II	Technical Partner	National Association of State Energy Officials (NASEO)	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	9/7/2022
Phase III	Technical Partner	NASEO	Review goals of EV Plan and consult with technical experts for further guidance on EV infrastructure development	4/5/2023





Phase	Organization Type	Agency/ Organization	Meeting Purpose	Meeting Date
Phase III	Technical Partner	NASEO	Review goals of EV Plan and consult with technical experts for further guidance on EV infrastructure development	2/23/2023
Phase III	Technical Partner	NASEO	Review goals of EV Plan and consult with technical experts for further guidance on EV infrastructure development	2/24/2023
<p><b>Summary and key findings from utility engagement:</b>  <i>Utility companies and associations are wanting to fully understand requirements and regulations for the EV Infrastructure.</i></p>				
<b>Site-Specific Public Engagement</b>				
Phase III	Stakeholder	Industry	Present Draft RFP and respond questions	5/30/23
<p><b>Summary and key findings from site-specific public engagement:</b>  <i>Nearly 80 people participated in a virtual Industry workshop to review the draft RFP and ask questions regarding site locations and specific requirements. Participants in the meeting included convenience store representatives, utilities, construction companies, electricians, EV partner organizations.</i></p>				
<b>Planning Partners</b>				
Phase II	Planning Partner	Association of Central Oklahoma Governments (ACOG)	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	10/11/2022
Phase II	Planning Partner	ACOG	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	11/8/2022



<b>Phase</b>	<b>Organization Type</b>	<b>Agency/ Organization</b>	<b>Meeting Purpose</b>	<b>Meeting Date</b>
Phase II	Planning Partner	ACOG	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	12/13/2022
Phase III	Planning Partner	ACOG	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	1/10/2023
Phase III	Planning Partner	ACOG	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	2/14/2023
Phase III	Planning Partner	ACOG	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	3/14/2023
Phase III	Planning Partner	Federal Highway Administration	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	3/27/2023
Phase III	Planning Partner	RTPOs	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	4/5/2023
Phase III	Planning Partner	ACOG	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	4/11/2023



Phase	Organization Type	Agency/ Organization	Meeting Purpose	Meeting Date
<p><b>Summary and key findings from planning partners public engagement:</b>  Engaging the regional planning partners builds awareness, understanding and advocacy for EV infrastructure. Overall planning partners want to fully understand how they can support and capitalize on EV Infrastructure opportunities. Partners want to know how they best work with private companies to support investments in EV Infrastructure.</p>				
<b>General Public</b>				
Phase III	General Public/Stakeholder Organization	Eufaula Chamber of Commerce	Review goals of EV Plan and outline engagement and collaboration opportunities.	4/5/2023
Phase III	General Public/Stakeholder Organization	Hamm Institute for American Energy	Review goals of EV Plan and outline engagement and collaboration opportunities.	3/21/2023
Phase III	General Public/Stakeholder Organization	Eufaula Chamber of Commerce	Review goals of EV Plan and outline engagement and collaboration opportunities.	3/17/2023
Phase III	General Public	Public Meeting	Review goals of EV Plan and outline engagement and collaboration opportunities.	1/31/2023
Phase II	General Public/Stakeholder Organization	Tulsa Greenwood Main Street	Review goals of EV Plan and outline engagement and collaboration opportunities	10/17/2022
Phase II	General Public/Stakeholder Organization	Missouri Valley District Institute of Transportation Engineers (MOVITE)	Review goals of EV Plan and outline engagement and collaboration opportunities.	9/14/2022



Phase	Organization Type	Agency/ Organization	Meeting Purpose	Meeting Date
Phase II	General Public/Stakeholder Organization	MOVITE	Review goals of EV Plan and outline engagement and collaboration opportunities.	9/19/2022
Phase III	Stakeholder Organization	Muskogee County Transit	Review goals of EV Plan and outline engagement and collaboration opportunities.	3/10/2022

**Summary and key findings from general public engagement:**  
*Engaging with various organizations and communities has provided opportunities to provide information and education regarding Electric Vehicle Infrastructure. It builds awareness, interest and advocacy for EV Infrastructure. Groups have asked question and are seeking ways to develop sites within communities by partnering with municipalities and identifying locations.*

Source ODOT

### 3.3 Public Engagement Activities

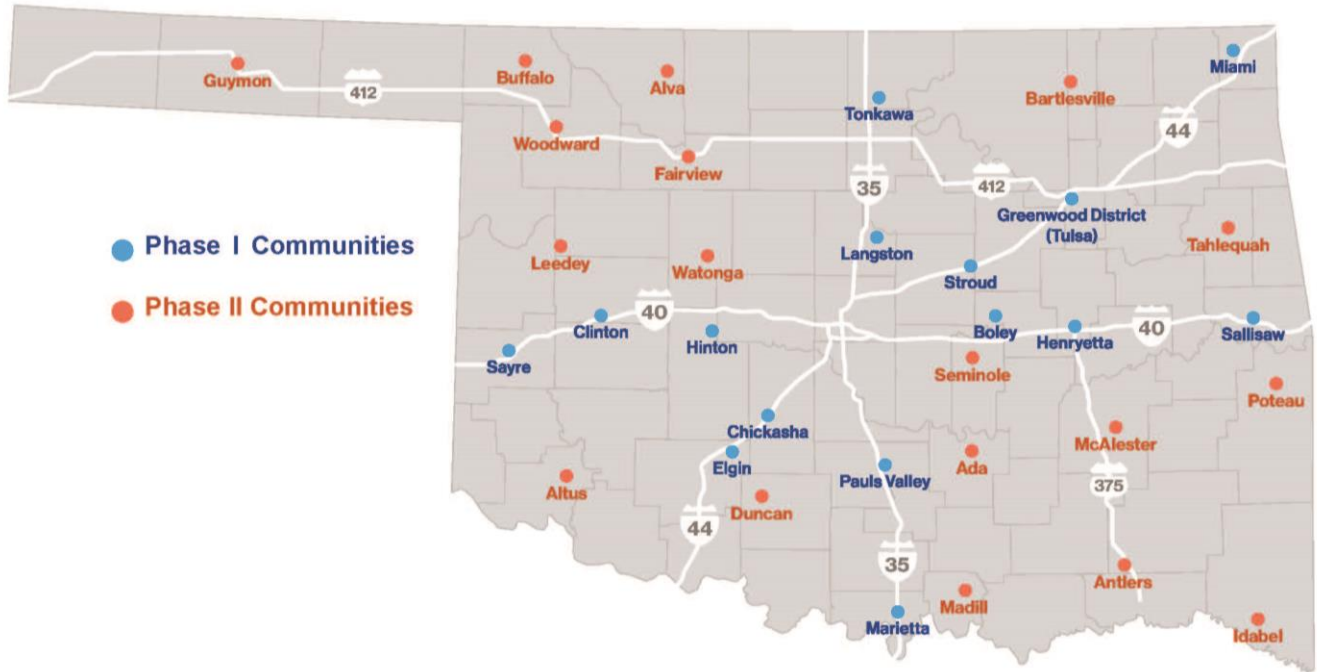
The public engagement process uses strategies such as electronic communication and media relations to inform and involve stakeholders and interested parties. Most of the outreach opportunities to date have been a combination of virtual meetings to facilitate efficient engagement, but also in-person meetings and presentations. ODOT will continue the public engagement outreach activities beyond the submittal of this Plan including identifying and meeting with disadvantaged and underserved communities.

Alternative engagement strategies are used when needed to comply with the Americans with Disabilities Act (ADA) of 1990 in Oklahoma, such as with the Oklahoma Statewide Independent Living Council (OKSILC). Additionally, measures are being taken to ensure input from traditionally underrepresented communities, as defined in Title VI of the Civil Rights Act of 1964 (Title VI). ODOT will continue to work with existing stakeholder groups to identify underserved or disadvantaged communities and groups. As additional stakeholder groups are identified, efforts will be made to coordinate with them and use their input to inform updates to the Plan.

ODOT has identified several equity priority communities near AFC corridors to contact and meet with as part of the outreach activities, shown in **Figure 4**. ODOT will provide presentation opportunities to allow residents to learn more about the EV charging stations and EV

technologies. A list of communities and organizations can be found in Appendix C: Disadvantaged Communities (DAC) Outreach Table.

**Figure 4: DAC Communities Identified for Outreach**



Source: ODOT

### 3.4 Direct Meetings with State Agencies, Planning Partners, and Technical Partners:

ODOT staff and state agency leadership regularly provide updates to others on plan progress and gather input from them. These meetings are also used to coordinate engagement with regional transportation planning agencies, utilities, and other technical partners.

Activities include:

- Brief State agency leadership on progress and upcoming engagement plans and events, as well as garnering input. Meetings typically last one hour. If necessary, smaller follow-up calls/meetings may then take place with various state departments including the OSEE, Department of Environmental Quality, Department of Commerce, Department of Agriculture, Food and Forestry, Corporation Commission, and the NASEO.
- Brief MPO leadership and staff receive their input in one group virtual meeting and smaller follow-up discussions/calls, as needed. ODOT will continue to provide information for them to engage their government members.
- Meet with Oklahoma City and Tulsa for urban areas (INCOG, ACOG) and the RTPOs in the southwest and northwest. During the discussions, the team should consider how to position these areas for future grants.



- Host meetings with grassroots EV Clean Cities Coalition chapters in Oklahoma. Asked them to solicit feedback by a certain date. Hold follow up meetings to discuss input.
- Coordinate with utility providers on utility availability at identified sites including meetings or calls with investor-owned utilities or co-ops, municipal utilities, to address and discuss feasibility and challenges. Include utilities information for proposers to utilize during the site proposal process. The list of utilities in the State are included in Appendix D.
- Tribal Coordination: Meet with Tribal Advisory Board, Tribal Transportation Council, and Muskogee County Transit to provide updates and gather feedback.

### 3.5 Organizational Stakeholder Group Meetings

ODOT staff engaged and will continue to engage stakeholder organizations (i.e., local government, labor, transit, industry, etc.) in relevant group meetings. Meetings included:

- Labor Organizations: Engaged the electrical contractors to share information about the transition to electric vehicles.
- Private Sector: Met with utility companies, EVSE companies and potential site hosts to provide information regarding the EV charging station power requirements, RFP requirements and partnering opportunities.
- Community: Met with the Eufaula Chamber of Commerce and the Tulsa Greenwood Mainstreet to share the EV charging station plan and approach.
- Professional Organizations: Presented to Missouri Valley Institute of Transportation Engineers and the Hamm Institute on the EV charging station plan and approach.

### 3.6 Virtual Public Engagement Information

**Program Webpage:** ODOT developed a project specific website ([oklahoma.gov/evok](https://oklahoma.gov/evok)) to keep the public, stakeholders, and other interested parties informed, and offer an opportunity to provide feedback and input. Fact sheets, presentations, and other materials along with contact information are provided on the web page as needed.

**Virtual Public Meetings:** Virtual public meetings continue to be hosted by ODOT to keep the public, stakeholders, and other interested parties informed and offer an opportunity to provide feedback and input. On May 30, 2023 from 10 a.m. to 12 p.m., ODOT hosted a virtual informational industry forum to provide and update on the Draft RFP requirements and allow interested proposers to ask questions. The meeting was recorded, and questions and responses transcribed and posted to the project website.

**Public Comment Period:** The updated draft Oklahoma 2023 NEVI plan will be posted on the ODOT website and public comments will be collected.

**Launch Online Public Survey:** In future phases, ODOT will gather additional feedback from stakeholder groups and the public through an online survey to ask more specific questions about needs, locations, and areas of concern.



### 3.7 Communication and Notification Methods

**Fact Sheet:** A fact sheet includes project-specific information and contact information for the public to submit questions and comments. Fact sheets will be updated as the project progresses. Fact sheets are translated to reflect community demographics, if needed. An updated fact sheet was developed for the plan update and RFP release. It was posted to the project website in July 2023.

**Email Blasts:** Email blasts are used to inform and update stakeholders on the project’s progress or request input on strategies to inform and involve the public. Email blasts have been sent to the current mailing list of 447 people (as of June 2023). Updates have included invitations to the industry forum for the draft RFP and other announcements relating to the status of the Oklahoma NEVI Plan.

**Other Communication Methods:** Social media, news releases or media interviews, will be used to communicate the project’s progress or updates.

**June 2023**

**Oklahoma CHARGING Ahead**  
The National Electric Vehicle Infrastructure Plan

In September of 2022, the Federal Highway Administration Approved Oklahoma’s Electric Vehicle (EV) Infrastructure Deployment Plan, which describes how Oklahoma will use it’s funding as part of the Infrastructure Investment and Jobs Act (IIJA) and the National Electric Vehicle Infrastructure (NEVI) Formula Program.

Oklahoma still expects to receive \$66 million over the next five years to create an EV charging network across the state. Funding will initially be used to create EV charging stations on the Alternative Fuel Corridors on the interstates then shift the focus to other corridors. The first year of funding of \$22.9 million has been allocated and will be used to fund Request for Proposals (RFPs) to design/construct and maintain charging sites in the Alternative Fuel Corridors along the interstates.

**Timeline**  
The RFP will be released in July with the following schedule.

Date	Event
Aug 2022	Oklahoma Electric Vehicle Plan submitted to FHWA
Nov 2022	Presentations to Industry and Community Groups (Ongoing)
Apr 2023	Scoping Report released for public comment (30 days)
May 2023	Release Draft RFP for public comment
Jul 2023	Release Final RFP (60 days)
Aug 2023	Submit 2024 EVOK Plan update
Sep 2023	Oklahoma EVOK Proposal Applications due
Oct 2023	Award EVOK funding for proposed site locations

**Oklahoma Electric Vehicle Plan**  
The Oklahoma Department of Transportation (ODOT) has been promoting and seeking input from various groups this past year in order to create awareness and interest in the EV Charging Stations. These meetings have helped ODOT establish a strategy for contracting with private companies or entities to build, operate and maintain the EV Charging Stations across the state. ODOT has met with:

- Partner organizations such as other state agencies, Metropolitan Planning Organizations (MPOs), Tribes and utilities.
- Stakeholder groups from private companies, like convenience store owners, contractors and the public.

## 4.0 Plan Vision and Goals

Oklahoma’s NEVI Plan vision and goals provide an outlook for the five-year program and beyond. Oklahoma’s Plan vision and goals are the foundation for which the NEVI Plan is established. The vision and goals support the establishment of an interconnected network that will facilitate: 1) data collection; 2) equitable access; and 3) network reliability. At the end of the plan vision and goals, there is one outcome-oriented goal with a quantified target. More outcome-oriented goals with quantified targets will be developed over the five-year program period.

The Oklahoma NEVI Plan vision and goals are based on input from the Oklahoma VW Settlement goals, ODOT’s Vision, and the Governor’s Plan for the State described in the following subsections.

### 4.1 Oklahoma NEVI Plan Vision and Goals

The following section presents Oklahoma’s NEVI Plan vision and goals.

**Oklahoma NEVI Plan Vision:** ODOT’s vision for the NEVI Plan is to develop a comprehensive electric vehicle network to enable EV travel across the state and spur economic development. The network will give drivers confidence and flexibility when driving Oklahoma’s roads for personal, professional, or recreational purposes, regardless of distance traveled, location in the

state, or weather conditions. The framework will be developed in a way that provides equity to all Oklahoma motorists.


**Oklahoma NEVI Plan Goals:** ODOT's goals for the NEVI Plan, in accordance with FHWA guidance, focuses on building out FHWA designated AFCs, then expanding to regional and local routes of significance, equity-based destination charging, and freight charging locations. ODOT's NEVI Plan goals are also in alignment with ODOT's stated goals and the Governor's goals. The NEVI Plan goals are summarized below.

ODOT plans to identify data needed to track and measure progress on the state's NEVI plan goals and will seek to report that quantified progress to the U.S. Department of Transportation (US DOT) and the general public. More detail on how the goals will be measured can be found in **Section 13 Program Evaluation**.

- **Goal #1: Develop an Electric Vehicle Charging Plan that puts Oklahoma in the Top 10 for Electric Vehicle Performance Measures in the United States.** Oklahoma is at the forefront of innovation and mobility. Based on criteria such as an increase in EV sales, low electricity rates, and ratio of charging stations to the population<sup>4</sup>, Oklahoma will maintain that status as it rolls out electric vehicle charging over the next five years.
- **Goal #2: Develop and Implement Statewide Policies that Encourage the Responsible Development of Oklahoma's Natural Resources.** The Office of the Secretary of Energy & Environment helps develop and advance policies that encourage energy exploration and production and responsible environmental stewardship throughout Oklahoma. The NEVI Plan will consider Oklahoma's natural resources in the planning and implementation of the NEVI Plan. Energy is an important statewide goal in Oklahoma. Therefore, as Oklahoma looks to generate more electric power for electric vehicle charging, the state has a goal of generating that electricity through renewable energy sources such as wind.
- **Goal #3: Comprehensive Charging Plan:** Create a charging plan that ensures a convenient, reliable, affordable, and equitable charging experience for motorists.
- **Goal #4: Data Gathering and Evaluation:** Ensure relevant data on NEVI funded charging stations is gathered and evaluated to develop good business decisions and ensure that the network meets FHWA standards of access, reliability, and convenience.
- **Goal #5: Program Implementation and Administration:** Utilize NEVI funds to incentivize the market through third-party partnerships to own and operate charging equipment that creates a convenient, reliable, affordable, and equitable charging experience for motorists.

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<sup>4</sup> Gorzelany, J. *The Most EV-Friendly State in the U.S.* MYEV.com.  
<https://www.myev.com/research/comparisons/most-ev-friendly-states>

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- **Goal #6: Develop and sustain Oklahoma’s Workforce:** Educate and advance Oklahoma’s workforce through the NEVI Plan using resources from the Oklahoma Department of Commerce and its partners.
  - **Goal #7: Access to EV Charging Stations:** The Oklahoma NEVI Plan’s goal is to enable distance and intercity travel with EVSE reliability.

As described above, ODOT’s overall timeline for the NEVI Plan will initially focus on building out FHWA Designated AFCs. After the Joint Office has certified Oklahoma’s AFCs as “fully built out” to NEVI compliant standards, ODOT will expand NEVI Formula Funded charging station deployments. Oklahoma’s NEVI Formula Funding is therefore expected to disburse in the phases as shown in **Figure 1**.

The Oklahoma NEVI goals were based on the foundation of the Oklahoma VW Settlement Goals, ODOT’s Vision and Goals, and the Governor’s Plan for the State.

## 4.2 Oklahoma Volkswagen Settlement Goals

The State of Oklahoma seeks to build a strategic network of electric vehicle charging stations across the state. The goals of the ChargeOK grant program are to increase the use of EVs in place of gas-powered cars, mitigate harmful air emissions, and reduce concerns related to EV charging capability across Oklahoma. Using this funding, the DEQ has been implementing the ChargeOK Grant Program in the following two categories of projects:

- **Transportation Corridors** – direct current fast charging (DCFC) projects on designated electric vehicle transportation corridors and
- **Single Point Locations** – DCFC/Level 2 EVSE charging projects for single destination locations or locations that serve as a community charging hub.

## 4.3 Oklahoma Department of Transportation Vision and Goals

Transportation impacts our lives each day – from the bridges you cross to the signs you read and the construction reports you follow. A good transportation system allows travelers to drive or carpool to work, enjoy recreational activities, and access health care. It allows companies to supply products and services to consumers. ODOT ensures Oklahoma has a safe and efficient highway system by building and maintaining Interstates, U.S. highways, and state highways. Partnering with the OTA, ODOT provides customers with a choice of a safe, convenient, efficient, user-funded transportation network focusing on fiscal responsibility and promoting economic development.

ODOT’s EV Plan goals are consistent with ODOT’s Long-Range Transportation Plan 2020-2045, (August 2020).

- **Safety and Security** – Ensure a safe and secure transportation system for all users.

- **Infrastructure Preservation** – Preserve and maintain the condition of Oklahoma’s multimodal transportation system in a state of good repair through risk-based, data-driven decision-making processes.
- **Mobility and Accessibility** – Facilitate the movement of people and goods, improve connectivity between regions and activity centers, and increase travel mode choices.
- **Economic Vitality** – Provide a reliable multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.
- **Environmental Responsibility** – Minimize and mitigate transportation-related impacts on the natural and human environments.
- **Efficient Intermodal System Management and Operation** – Maximize system performance and operations.
- **Fiscal Responsibility** – Sustainably fund and efficiently deliver quality transportation projects while continuing to leverage additional resources in coordination with ODOT’s partners.

#### 4.4 Governor’s Plan

Governor Kevin Stitt’s vision is to make Oklahoma a top ten state in all areas of society, including transportation. The Governor supports statewide EV adoption and EV charging infrastructure deployment. Governor Kevin Stitt recently signed Senate Bill 502<sup>5</sup> (Oklahoma Electric Vehicle Charging Act) on June 6<sup>th</sup>, 2023 to help expedite EV charging station deployments. Senate Bill 502 protects private business owners from competing with electric utilities when they install EV charging stations. Utilities cannot subsidize their EV charging station rates with other customer payments.

## 5.0 Contracting

The following section discusses the State’s plans for contracting with private entities, including plans for the participation of small businesses. The section will discuss how the State will ensure that EV charging infrastructure is delivered in a manner that leads to efficient and effective deployment against broader Plan goals. Also, the section discusses the State’s contracting strategy for achieving efficient delivery of ongoing operations and maintenance activities during and after the period of the award. Finally, this section identifies how the State will ensure that contractors will engage communities where EV charging infrastructure will be installed.

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<sup>5</sup> “Senate Bill 502.” Oklahoma State Legislature, 2023, [webserver1.lsb.state.ok.us/cf\\_pdf/2023-24%20ENR/SB/SB212%20ENR.PDF](https://webserver1.lsb.state.ok.us/cf_pdf/2023-24%20ENR/SB/SB212%20ENR.PDF).

## 5.1 Laws & Rules Applicable to NEVI Formula Funding

The NEVI Formula program was created by H.R. 3684, commonly referred to as the Bipartisan Infrastructure Law (BIL), which was enacted November 15, 2021. Under the BIL, the NEVI Formula program was placed under the administration of the US DOT. Consequently, the NEVI Formula funds are governed by all relevant federal laws and US DOT Federal Highway Administration rules, as well as Oklahoma state laws and ODOT agency rules.

ODOT has significant experience administering US DOT FHWA funding through a variety of agency programs and projects. Though the NEVI funding is a new program for ODOT, the agency has closely followed the program's development and incorporated compliance with the [FHWA NEVI Standards and Requirements](#) (final rule) issued February 28, 2023, into this plan and its procurement and contracting processes outlined below. Key among these federal statutes is the Build America, Buy America Act (BABA) (Sections 70901-52 of the Infrastructure Investment and Jobs Act, Public Law 117-58). This federal law intends to only appropriate funds to projects that utilize American made steel, iron, or manufactured goods. ODOT has incorporated BABA criteria into its competitive procurement process and contractual obligations for the final parties awarded.

## 5.2 ODOT's NEVI Procurement & Contracting Strategies

The Joint Office NEVI Program guidance, updated June 2, 2023, states that "FHWA anticipates that in most instances States will elect to contract with private entities for the installation, operation, and maintenance of EV charging infrastructure." This is in fact the case in Oklahoma. ODOT has created a competitive procurement program that will request proposals from interested EVSE site hosts and private parties to who ODOT will ultimately select and award NEVI Formula Program funding to install, own, and operate EVSE charging stations in compliance with all federal and state laws and agency rules. ODOT's RFP requires coordination between EVSE vendors and local property owners, ensuring contractors engage communities where NEVI funded EV charging stations will ultimately be installed, operated, and maintained.

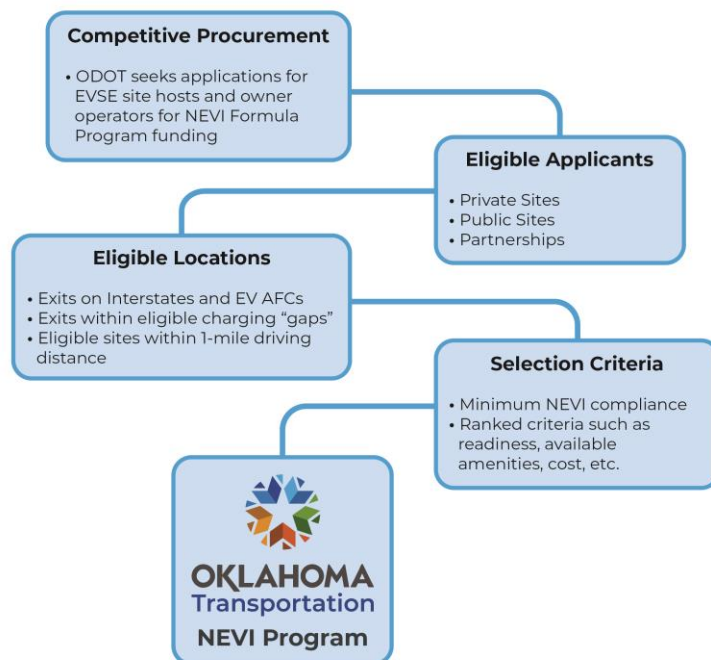
ODOT is following state and federal laws related to Title 23, including diversity, equity, and inclusion related to labor, fair wage laws, and civil rights in its NEVI RFP solicitation process. ODOT will ensure the Department follows its policy of equal opportunity for all individuals regardless of race, color, sex, age, national origin, disability/handicap, or income status to participate in NEVI contracting and procurement. ODOT has also established equity and Justice40 evaluation criteria in its RFP.

To develop the 2023 Oklahoma NEVI Competitive Procurement Program, ODOT pursued the following set of interlocking strategies to ensure any EVSE stations ultimately awarded NEVI funding will provide efficient delivery of installation, ongoing NEVI program compliant operations, and maintenance and reporting activities during and after the period of the award. ODOT's strategies for developing its procurement program, soliciting applications, contracting with awardees, and managing the program are described in **Figure 5**.





**Figure 5: ODOT NEVI Procurement & Contracting Strategies**



Source: ODOT

### 5.3 Status of ODOT’s NEVI Contracting & Procurement Process

Following the strategies outlined above, ODOT staff collaborated across offices to develop its competitive procurement process based on existing agency templates and processes, review of publicly available NEVI draft RFPs from state DOT peers, and incorporation of all NEVI Formula Program Final Standards and Requirements (23 CFR 680), including related federal procurement statutes (23 U.S.C., 2 CFR 200, etc.). With input and preliminary review from ODOT procurement, legal, and multimodal divisions, ODOT released a draft of the RFP for public comment on May 16, 2023. In addition, ODOT staff conducted a virtual Industry Forum to provide an overview of the draft RFP and answer initial questions on Tuesday, May 30, 2023 for interested proposers.

**ODOT Draft NEVI Summary:** ODOT is seeking proposals from qualified firms to design, build, operate, and maintain electric vehicle charging stations throughout the state of Oklahoma. ODOT is seeking proposals for up to \$22.7 million in funding. The funding will be used to construct and operate electric vehicle charging stations along Interstate Highways and designated AFCs in Oklahoma. The stations must be accessible to the public and meet all federal and state requirements. The stations must also be operational for at least five years. Milestone dates for this 2023 ODOT NEVI procurement are detailed in **Table 4**.



**Table 4: 2023 ODOT NEVI Procurement Milestones**

2023 Oklahoma NEVI Procurement Milestones	Date
Proposals Open for Submittal	July 10th 2023
Informational Webinars for Prospective Proposers	July 31st, 2023
Deadline for Written Questions	September 15th, 2023
Final Proposal Submission Deadline	September – October 2023
Proposals Evaluation Window	November 2023
Anticipated Proposal Award	July 10th 2023

*Source: Project/ Study Team*

Proposers must prepare and submit the following information:

- **Cover Letter:** The cover letter should include the name of the proposer, the contact information for the proposer, and a brief overview of the proposal for a specific site.
- **Proposal Narrative:** The proposal narrative should provide a detailed description of the proposer's approach to meeting the requirements of the solicitation. The proposal narrative should include information addressing the program evaluation criteria relative to the proposer's experience, qualifications, and proposed approach to design, construction, operation, and maintenance of the electric vehicle charging stations.
- **Technical Proposal:** The technical proposal should provide detailed information on the technical attributes of the proposer's EV charging station design, construction, operation, and maintenance. The technical proposal should include information on the proposed equipment, materials, and methods to be used to ensure compliance with federal and state program requirements.
- **Cost Proposal:** The cost proposal provides a detailed estimate of the cost of design, construction, operation, and maintenance of the electric vehicle charging stations. The cost proposal includes a breakdown of the costs by category.
- **Other Supporting Documents:** ODOT may request additional supporting documents, such as letters of reference, financial statements, and/or insurance certificates.

#### **5.4 ODOT’s Scoring Methodologies**

The ODOT NEVI Competitive Procurement program will be designed to have a multistep application review process, including, but not limited to:

1. Application Completeness Review (Pass / Fail)
2. Application Minimum Federal Requirements Review (Pass / Fail)
3. Application Evaluation Criteria (Scored)

The following proposed Application Evaluation Criteria will be used to award points, score, and rank applications for each EV Charging Gap segment on Oklahoma Interstates and AFCs against other applicants for that specific gap segment. Evaluation criteria for each category are outlined in **Table 5**.




**Table 5: 2023 ODOT NEVI Procurement Scoring Methodology**

<b>ODOT 2023 NEVI RFP Scoring Methodology</b>	
<b>Category</b>	<b>Description</b>
<b>1. EV Charging Station Gap Coverage</b>	Location fills EV Charging gap(s) on Oklahoma Interstates and AFCs by maximizing equidistant spacing and minimizing the total number of chargers needed to fully build out the system under NEVI Requirements.
<b>2. Project Site Readiness</b>	Location has existing or readily upgraded access to sufficient electric power service. Site has high likelihood of receiving a low-level NEPA categorical exclusion environmental clearance.
<b>3. Location Access</b>	Location is accessible to users and provides wayfinding signage for locating the EV charging stations for drivers.
<b>4. Site Host Engagement</b>	Project has engagement letter from property owner indicating willingness to partner on project
<b>5. Amenities</b>	Project location maximizes the number of amenities accessible on site or within safe walking proximity of the project location.
<b>6. Team Qualifications</b>	Project team is experienced, certified, and has a strong history of successful EVSE projects in recent years. Project team has a plan to maintain minimum NEVI 97% uptime standards and a business plan that demonstrates viability of the project team to provide sustainable long-term stewardship as NEVI requires.
<b>7. Justice40 &amp; Equity</b>	Project team maximizes benefits to Disadvantaged Communities and Oklahoma based businesses.
<b>8. Project Future Proofing</b>	Project incorporates design features that facilitate the needs of future EV motorists and commercial fleet operators, such as additional connector types (e.g., NACS) as well as larger overall number of ports or power levels per port.
<b>9. Non-Federal Match</b>	Project maximizes non-federal match provided.
<b>10. Cost Effectiveness</b>	Project minimizes requested Federal Project cost-share.

*Source: Project/ Study Team*

ODOT released the draft scoring criteria for comment. Public comments were largely supportive, with the main theme of change requests related to public comments advocating that ODOT require the North America Charging Standard (NACS) connectors as part of NEVI funded station design requirements. While ODOT is fully committed to serving the widest range of EV drivers today, and throughout the future as the EV market evolves, the agency has chosen not to require NACS ports as part of its 2023 NEVI procurement. ODOT appreciates the recent market announcements by Ford, GM, and a variety of EVSE companies to support the NACS connectors on vehicles and EV charging stations in 2025 and beyond. ODOT has included proposal evaluation criteria to consider NACS connectors as part of "Future Proofing"



elements of NEVI funded charging station proposals, and as such, will evaluate proposals more highly if they include NACS ports in their design. ODOT appreciates the public comments received and has incorporated feedback from stakeholders and interested proposers into the final scoring and evaluation criteria included in the 2023 ODOT NEVI Competitive Procurement Program solicitation package.

## 5.5 ODOT's Awarded Contracts

ODOT will award contracts to the proposals that are determined to be the most technically feasible, cost-effective, and responsive to the solicitation requirements.

- The contractor must be financially sound and have the ability to complete the project.
- The contractor will be responsible for the design, construction, operation, and maintenance of the electric vehicle charging stations.
- The contractor must meet all federal and state requirements for electric vehicle charging stations. ODOT will review designs, inspect construction, and monitor compliance throughout the life of the project.
- The contractor must provide real-time information on the availability and status of the electric vehicle charging stations.
- The contractor must maintain the electric vehicle charging stations in good working order for at least five years.
- The contractor must comply with all ODOT policies and procedures.
- The contractor must be financially sound and have the ability to complete the project.

## 5.6 Plan for Compliance with Federal Requirements

ODOT is ensuring contractors comply with 23 U.S.C., 23 CFR 680, and all applicable requirements under 2 CFR 200, as described in its RFP released for public comment. This includes a detailed sample contract with terms and provisions outlined to stipulate compliance with all state and federal statutes pertaining to the NEVI Formula Program.

## 5.7 ODOT's NEVI Procurement & Contracting Next Steps

ODOT incorporated public comments on its RFP (there were none) and Evaluation Criteria, as well as input from agencies and FHWA to make final revisions to its 2023 NEVI Competitive Procurement solicitation package. ODOT's goal is to publish its final 2023 NEVI RFP in the summer of 2023. **Figure 6** describes the major next steps in the process for ODOT to finalize the design its procurement program, solicit applicants, execute all associated contracts and permitting, and manage the program to ensure all awarded parties install, operate, maintain, and report on NEVI funded EVSE according to US DOT and ODOT compliance standards.



**Figure 6: ODOT NEVI Procurement & Contracting Major Next Steps**



*Source: ODOT*

As detailed in item #7 in **Figure 6** as well as described in more detail in **Section 8**, ODOT fully intends to execute contracts with all parties awarded NEVI funding. These contracts will be designed to fully incorporate and flow down relevant terms and conditions of Federal law, NEVI Formula Program final rules, and ODOT specific provisions that will ensure both the minimum compliance requirements of the NEVI program are met, as well as US DOT and ODOT goals of building a convenient, reliable, affordable, and equitable public charging network along Oklahoma’s portions of the Interstate Highway System and Alternative Fuel Corridors.

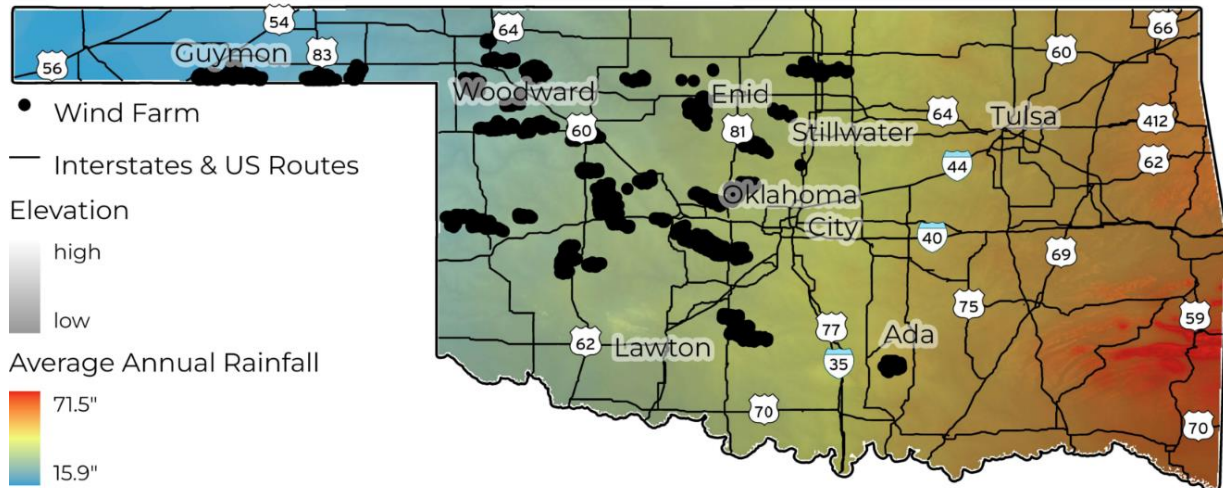
## **6.0 Existing and Future Conditions Analysis**

The electric vehicle industry has quickly become one of Oklahoma’s most important economic industries. The growth of the EV sector has come through the State’s commitment to diversify its economy to bring innovative companies and jobs to Oklahoma. The following section introduces the State’s geography, terrain, and climate (to include current and future temperature and precipitation patterns). This section also includes a discussion of industry/market conditions (to include EV ownership/availability, grid capacity, and electric utilities that service the study area) and land use patterns.

## 6.1 State Geography, Terrain, Climate, and Land Use Patterns

Oklahoma is a relatively flat state with some low hills in the southeast portion of the state. Rainfall varies widely from east to west, with the eastern portions of the state receiving the most rain. Wind power is incredibly prevalent in Oklahoma, with about 41% of the state's overall electric generation coming from wind sources in 2021<sup>6</sup>. **Figure 7** shows elevation, average annual rainfall, and wind farms across the state.

**Figure 7: Elevation, Rainfall, and Wind Farms in Oklahoma**



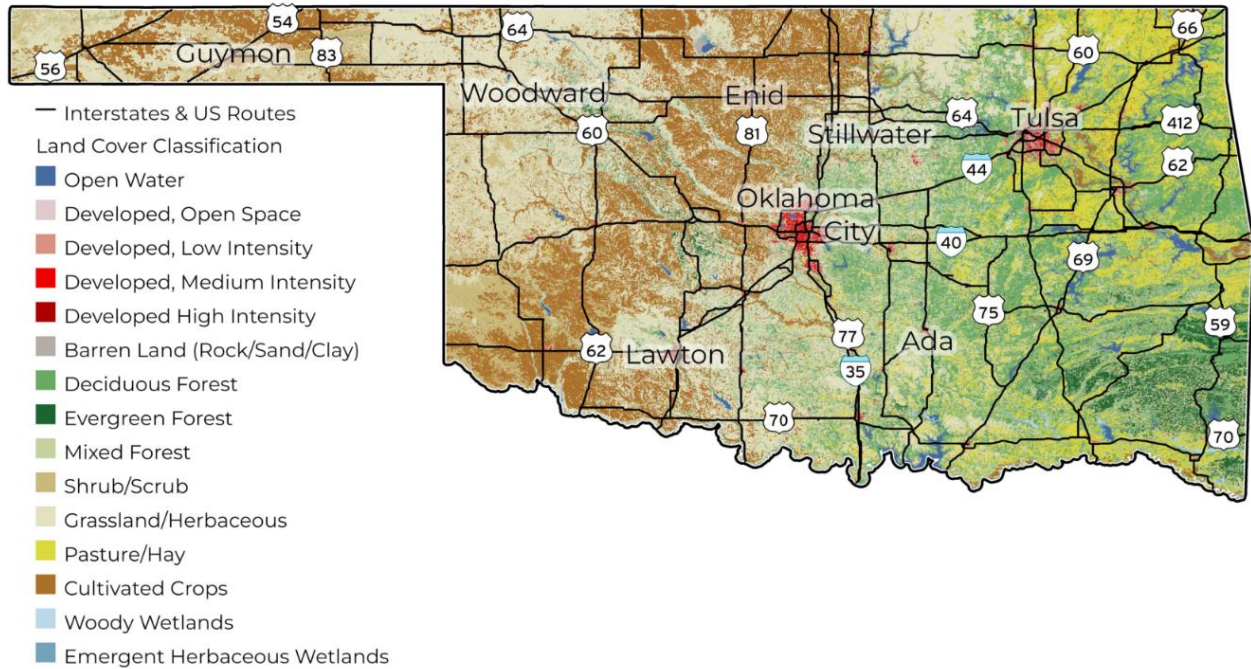
Source: Northwest Alliance for Computational Science and Engineering, [PRISM Climate Group \(1991-2020\)](#), [USGS \(2023\)](#)

Land cover in Oklahoma is depicted in **Figure 8** and **Table 5**. As shown in the table, 63% of the state is grassland, cultivated crops, and pastureland, with deciduous forest making up 16.67%, mostly in the southeast portion of the state.

<sup>6</sup> (2022, May 19). *Oklahoma State Profile and Energy Estimates*. U.S. Energy Information Administration. [U.S. Energy Information Administration - EIA - Independent Statistics and Analysis](#)



**Figure 8: Land Cover Classification in Oklahoma**



Source: [Multi-Resolution Land Characteristics Consortium \(2019\)](#)

**Table 5: Land Cover Classification**

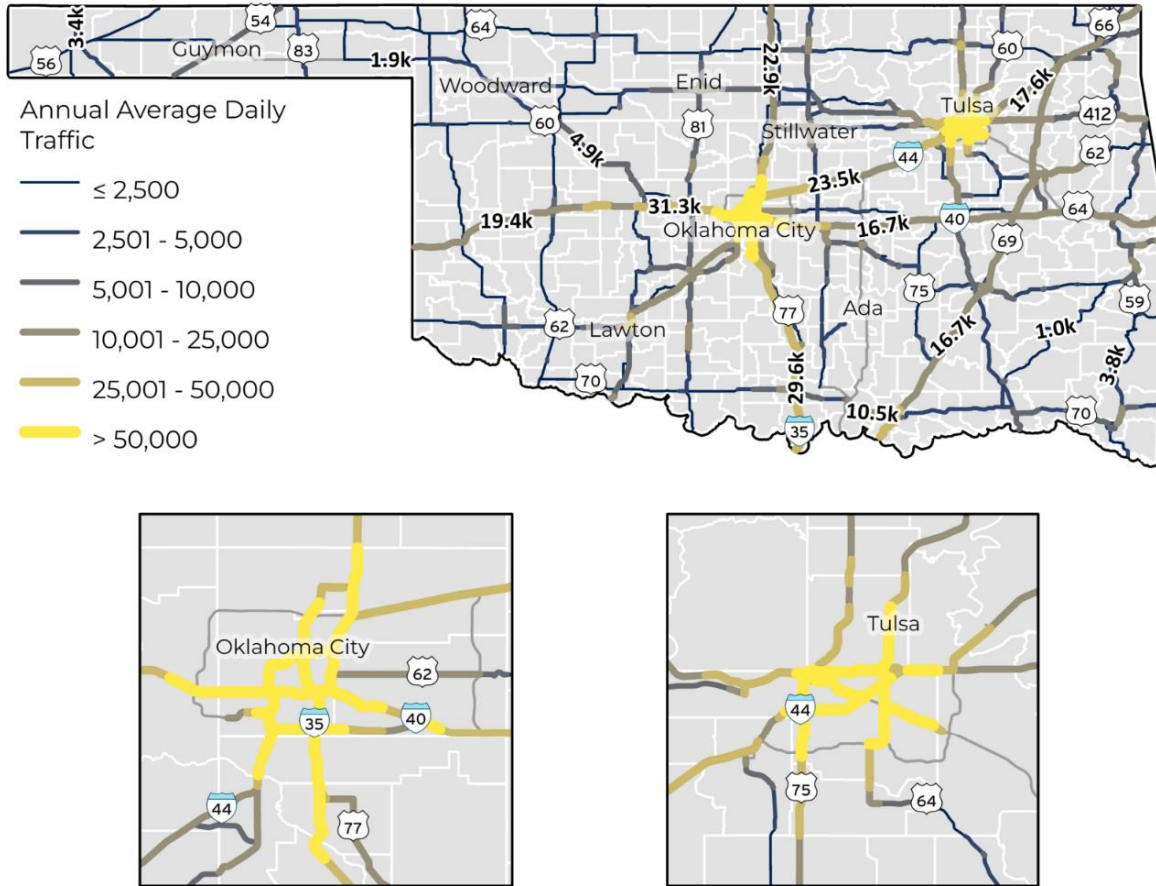
Land Cover Classification	Percentage of Oklahoma Land
Grassland / Herbaceous	33.92%
Cultivated Crops	17.21%
Deciduous Forest	16.67%
Hay / Pasture	11.87%
Shrub / Scrub	6.00%
All Others	14.33%
Total	100.00%

Source: [Multi-Resolution Land Characteristics Consortium](#)

## 6.2 State Travel Patterns, Public Transportation Needs, Freight and Other Supply Chain Needs

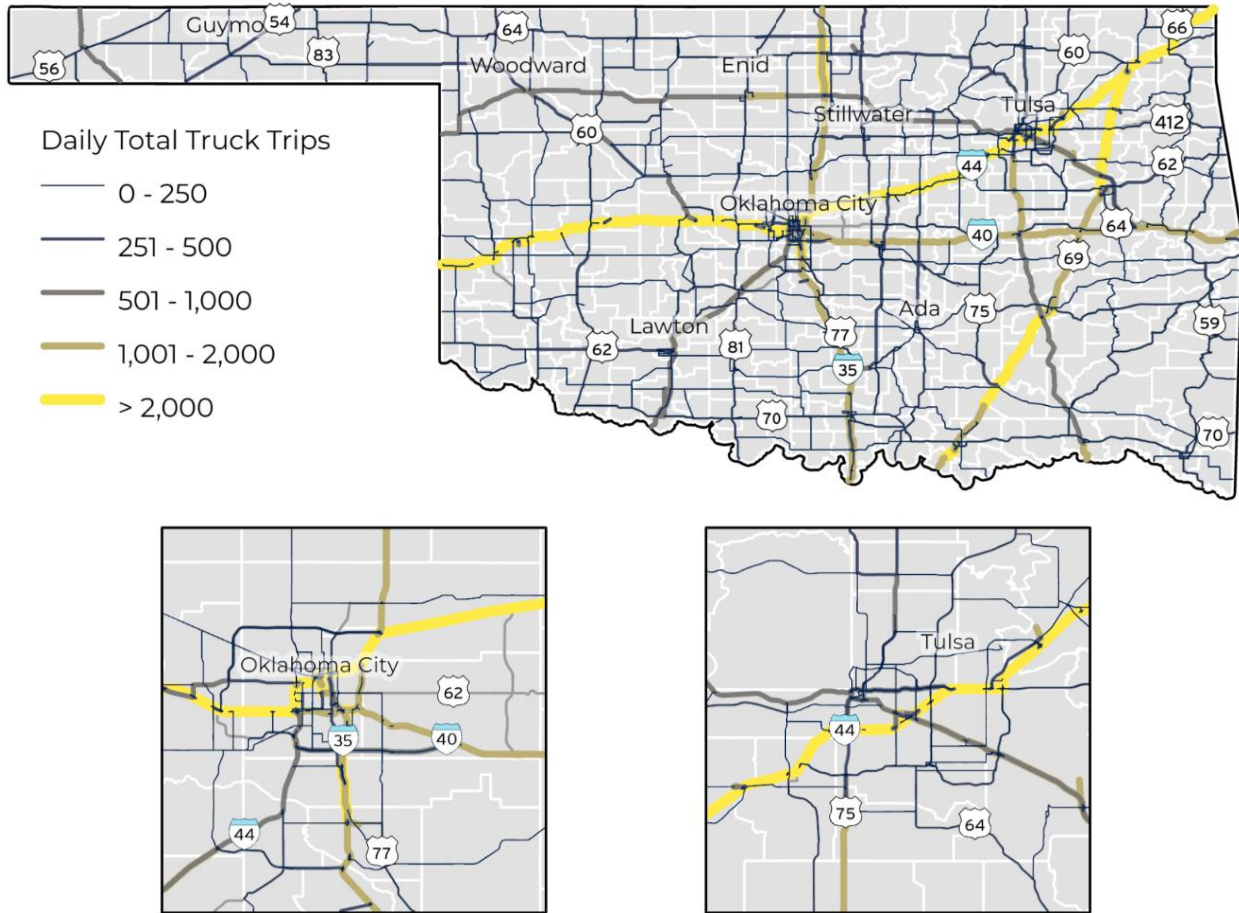
In the State of Oklahoma, the higher volumes of average annual daily traffic (AADT) can be seen around the major cities of Oklahoma City and Tulsa, as shown in **Figure 9**. Outside of Oklahoma City and Tulsa, daily traffic tends to stay along the major Interstates and U.S. highways that connect population centers throughout the state of Oklahoma. Truck trips, shown in **Figure 10**, are highly concentrated along I-40 west of Oklahoma City, and I-44 East of it. I-35 and US-69 also carry large amounts of truck traffic.

**Figure 9: Map of Oklahoma Average Annual Daily Traffic**



Source: [Oklahoma Department of Transportation, GIS Oklahoma Department of Transportation, GIS \(AADT 2017\)](#)

**Figure 10: Map of Oklahoma Daily Truck Trips**



Source: [Oklahoma Department of Transportation, GIS \(AADT 2017\)](#)

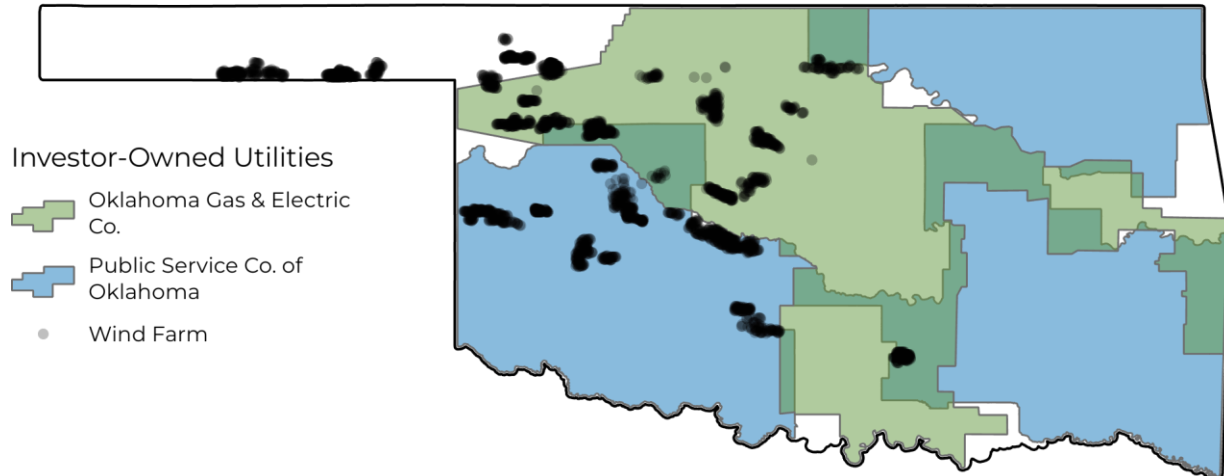
The investor-owned utilities throughout the state are primarily split between Oklahoma Gas and Electric, Electric Company, Public Service Company of Oklahoma, and Liberty Utilities<sup>7</sup>. As shown in **Figure 11**, both companies are very prominent throughout the state and have overlapping coverage predominantly in the southern and eastern sides of the state. The coverage of investor-owned utilities can be seen over most of the state but lacks coverage along the Oklahoma panhandle. The cooperative utilities have more rural coverage throughout the state compared to the investor-owned utilities, as shown in **Figure 12**.

<sup>7</sup> *Electric Utility*. Oklahoma Corporation Commission. <https://oklahoma.gov/occ/divisions/public-utility/electric-utility.html>



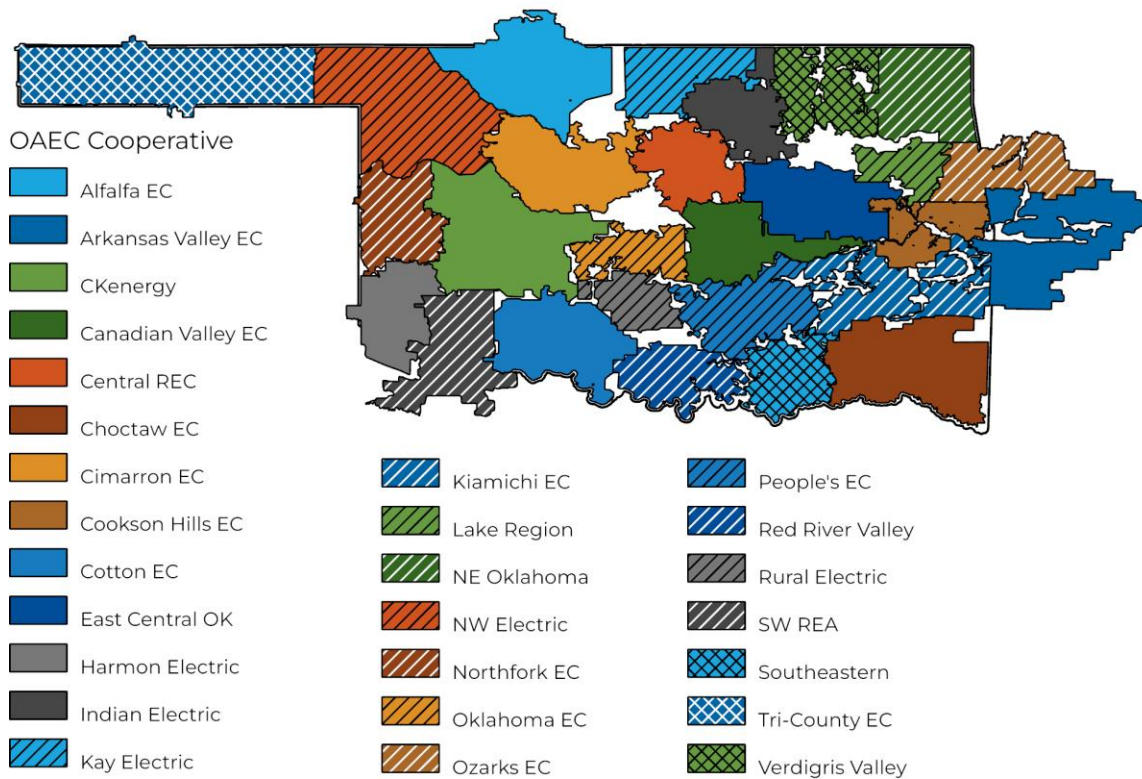


**Figure 11: Oklahoma Investor-Owned Utilities and Wind Generation**



Source: [Homeland Infrastructure Foundation-Level Data \(HIFLD\)](#) [Homeland Infrastructure Foundation-Level Data \(HIFLD\) \(Investor-Owned Utilities 2022\)](#) [USGS \(2023\)](#)

**Figure 12: Oklahoma Association of Electric Cooperatives Utility Service Areas**

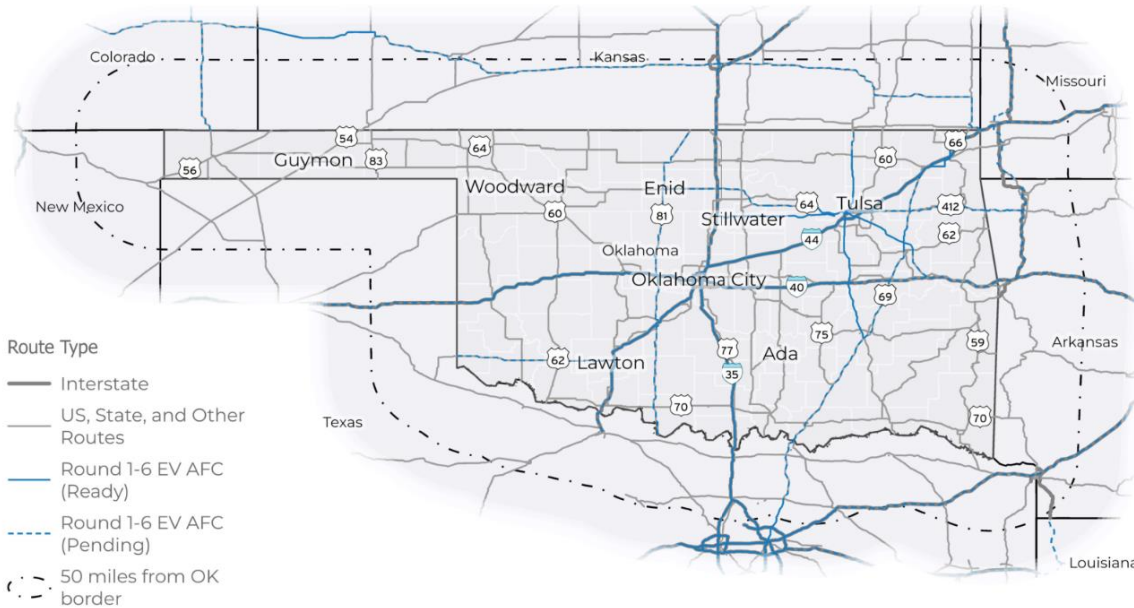


Source: [Oklahoma's Electric Cooperatives \(2022\)](#)

### 6.3 Alternative Fuel Corridors - Corridor Networks

The State of Oklahoma is currently home to 976 miles of “Corridor Ready” AFCs along eight Interstates, U.S. routes, and state routes according to the Alternative Fuels Data Center<sup>8</sup>. Along with the approved corridors, Oklahoma is continually working to improve the EV network. Currently there are 981 “Corridor Pending” miles along 10 routes. **Figure 13** shows the Ready and Pending corridors for Oklahoma and neighboring states, along with the most recent corridor submitted to FHWA in the recent AFC Round 6 Designations. **Table 6** provides the location and miles of each pending and ready AFC corridor. Approximately 68 miles of US-412, a future Interstate in the IIJA Act, was nominated and awarded in Round 6. **Figure 14** shows detailed views of Round 1-6 nominations around Oklahoma City and Tulsa. AFC Round 7 nominations opened on May 18, 2023 and closed on June 21, 2023.

**Figure 13: Oklahoma and Neighbor State Alternative Fuel Corridors**



Source: Rounds 1-6 from [Alternative Fuels Data Center, https://afdc.energy.gov/data\\_download/](https://afdc.energy.gov/data_download/) accessed 5/17/2023

**Figure 14: Alternative Fuel Corridors in Oklahoma City and Tulsa**



Source: Rounds 1-6 from Alternative Fuels Data Center. [https://afdc.energy.gov/data\\_download/](https://afdc.energy.gov/data_download/) accessed 5/17/2023

<sup>8</sup> Data Downloads. Alternative Fuels Data Center. [https://afdc.energy.gov/data\\_download/](https://afdc.energy.gov/data_download/)

**Table 6: Pending and Ready Alternative Fuel Corridors**

Route	Rounds 1-6 Pending Miles	Rounds 1-6 Ready Miles	Rounds 1-6 Total AFC Miles
I-35	89	147	236
I-40	98	232	330
I-44	36	290	326
US-62	93	0	93
US-69	198	44	242
US-75	22	132	154
US-81	230	0	230
US-412	173	26	199
SR-51	17	72	89
SR-351	22	33	55
<b>Total</b>	<b>978</b>	<b>976</b>	<b>1,954</b>

Source: Rounds 1-6 from [Alternative Fuels Data Center, https://afdc.energy.gov/data\\_download/](https://afdc.energy.gov/data_download/) accessed 5/17/2023

#### 6.4 Existing Locations of Charging Infrastructure Along AFCs

Oklahoma has a total of 24 NEVI compliant DCFCs, 22 of which are along AFCs in the state (**Figure 15**). Among these 24 charging sites, 17 are along interstates and 7 are along US and State Routes. One pair of stations along US-412 in Sand Springs that was identified as compliant last year was removed from the list due to a clarification on the definition of “charging station”. However, this area could be considered for an exception to re-include it in the list of compliant sites, or the site host at either location could increase the number of chargers to become compliant. While coverage is good in the southwest portion of the state and along I-44 in the northeast, there are still notable gaps around Tulsa and on I-35 north of Oklahoma City. **Table 7** shows the locations, power levels, and networks for each of the compliant chargers in Oklahoma. Three of the compliant stations are on turnpikes and are shown for completeness even though turnpikes are not eligible for NEVI funds.





**Table 7: Existing DC Fast Charging Stations (4x150kW) Details**

ID*	Charger Level (DCFC, L2)	Route	Location	Number of Charging Ports (#CCS Ports, kW)	Charger Network	Meets all relevant requirements in 23 CFR 680	Intent to count towards Fully Built Out determination
4	DCFC	I-35	Walmart 129 1715 N. Commerce Ardmore, OK 73401	2x 150 2x 350	Electrify America	Y	Y
43	DCFC	I-35	SureStay Hotel by Best Western 4545 White Ave Blackwell, OK 74631	4x 200	Francis Energy	Y	Y
66	DCFC	I-35	Phillips 66 A&W 12253 US-7 W Davis, OK 73030	4x 200	Francis Energy	Y	Y
77	DCFC	I-35	Western Farmers Electric Co-op 2900 S Telephone Rd Moore, OK 73160	4x 200	Francis Energy	Y	Y
108	DCFC	I-35	Washita Casino 30639 OK-145 Paoli, OK 73074	2x 60 4x 200	Francis Energy	Y	Y
136	DCFC	I-35	Walmart 277 501 SW 19TH ST. Moore, OK 73160	1x 150 3x 350	Electrify America	Y	Y
139	DCFC	I-35	Casey's Blackwell 4415 W Doolin Ave Blackwell, OK 74631	1x 150 3x 350	Electrify America	Y	Y



ID*	Charger Level (DCFC, L2)	Route	Location	Number of Charging Ports (#CCS Ports, kW)	Charger Network	Meets all relevant requirements in 23 CFR 680	Intent to count towards Fully Built Out determination
46	DCFC	I-40	Cherokee Travel Mart 245 S Walbaum Rd Calumet, OK 73014	1x 100 4x 200	Francis Energy	Y	Y
94	DCFC	I-40	Hutch's C-Store #119 2001 E 7 <sup>th</sup> St Elk City, OK 73644	4x 200	Francis Energy	Y	Y
138	DCFC	I-40	Walmart 392 1349 E Eagle Road Weatherford, OK 73096	1x 150 3x 350	Electrify America	Y	Y
152	DCFC	I-40	Love's Erick 901 N Sheb Wooley Ave Erick, Oklahoma, 73645	1x 50 1x 150 2x 350	Electrify America	Y	Y
39	DCFC	I-44	Hilton Garden Inn and Convention Center 135 NW 2nd St Lawton, OK 73501	4x 60 4x 200	Francis Energy	Y	Y
90	DCFC	I-44	Williams Food 1812 E First St Chandler, OK 74834	4x 200	Francis Energy	Y	Y
117	DCFC	I-44	EZ GO 1896 I-44, Mile Marker 56 Chickasha, OK 73018	2x 60 4x 200	Francis Energy	Y	Y
119	DCFC	I-44 (Tpk)	EZ GO Mile Marker 169 E Turner Turnpike Chandler, OK 74834	2x 60 4x 200	Francis Energy	Y	Y

ID*	Charger Level (DCFC, L2)	Route	Location	Number of Charging Ports (#CCS Ports, kW)	Charger Network	Meets all relevant requirements in 23 CFR 680	Intent to count towards Fully Built Out determination
135	DCFC	I-44 and US-60	Walmart 50 268 S. 7th St. Vinita, OK 74301	2x 150 2x 350	Electrify America	Y	Y
137	DCFC	I-44	Walmart 324 105 W. Hwy 16 Bristow, OK 74010	1x 150 3x 350	Electrify America	Y	Y
10	DCFC	US-69	Walmart 300 S Dewey Ave Wagoner, OK 74467	2x 60 4x 200	Francis Energy	Y	Y
23	DCFC	US-75	Stone Gate Plaza 1900 SE Washington Blvd Bartlesville, OK 74006	2x 50 2x 100 2x 200	Francis Energy	Y	Y
9	DCFC	US-75 (Tpk)	EZ Go #58 Mile 66.5 Indian Nation Turnpike McAlester, OK 74501	2x 60 4x 200	Francis Energy	Y	Y
1	DCFC	US-412**	Downtown Woodward 824 Texas Ave Woodward, OK 73801	4x 200	Francis Energy	N	N
24	DCFC	SR-51	Stillwater Strickland Park 351 N Main St Stillwater, OK 74075	4x 200	Francis Energy	Y	Y
12	DCFC	SR-351 (Tpk)	EZ GO 4455 Muskogee Turnpike Porter, OK 74454	2x 60 4x 200	Francis Energy	Y	Y



ID*	Charger Level (DCFC, L2)	Route	Location	Number of Charging Ports (#CCS Ports, kW)	Charger Network	Meets all relevant requirements in 23 CFR 680	Intent to count towards Fully Built Out determination
15	DCFC	SR-377***	Ada West Chickasaw Travel Stop 201 Latta Rd Ada, OK 74820	4x 200	Francis Energy	N	N

\*These IDs correspond with each charger location in ODOT's geodatabase and with **Figure 15**.

\*\* US-412 has been designated as a future interstate. The existing NEVI compliant site in Woodward is not currently part of an EV AFC.

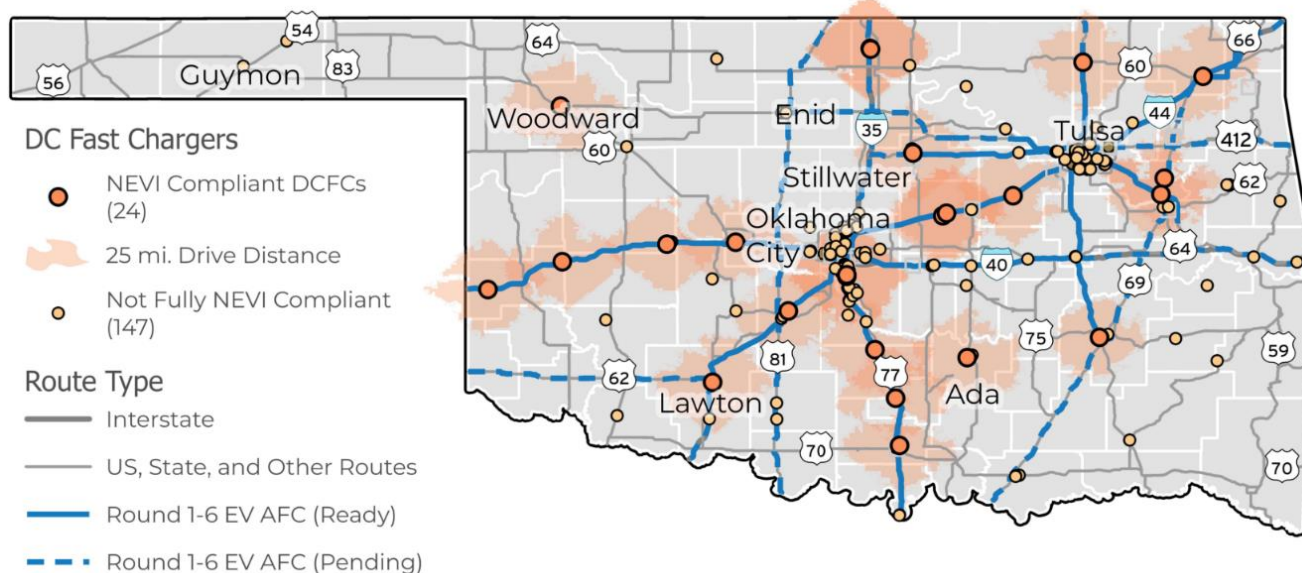
\*\*\* The existing NEVI compliant site in Ada along SR-377 is not currently part of an EV AFC.

Routes marked with "(Tpk)" are on Turnpikes, which are not eligible for NEVI funds.

Source: U.S. Department of Energy, [Alternative Fuels Data Center](#), and ODOT research as of 5/17/2023



**Figure 15: AFC and Existing Public DCFC Locations**

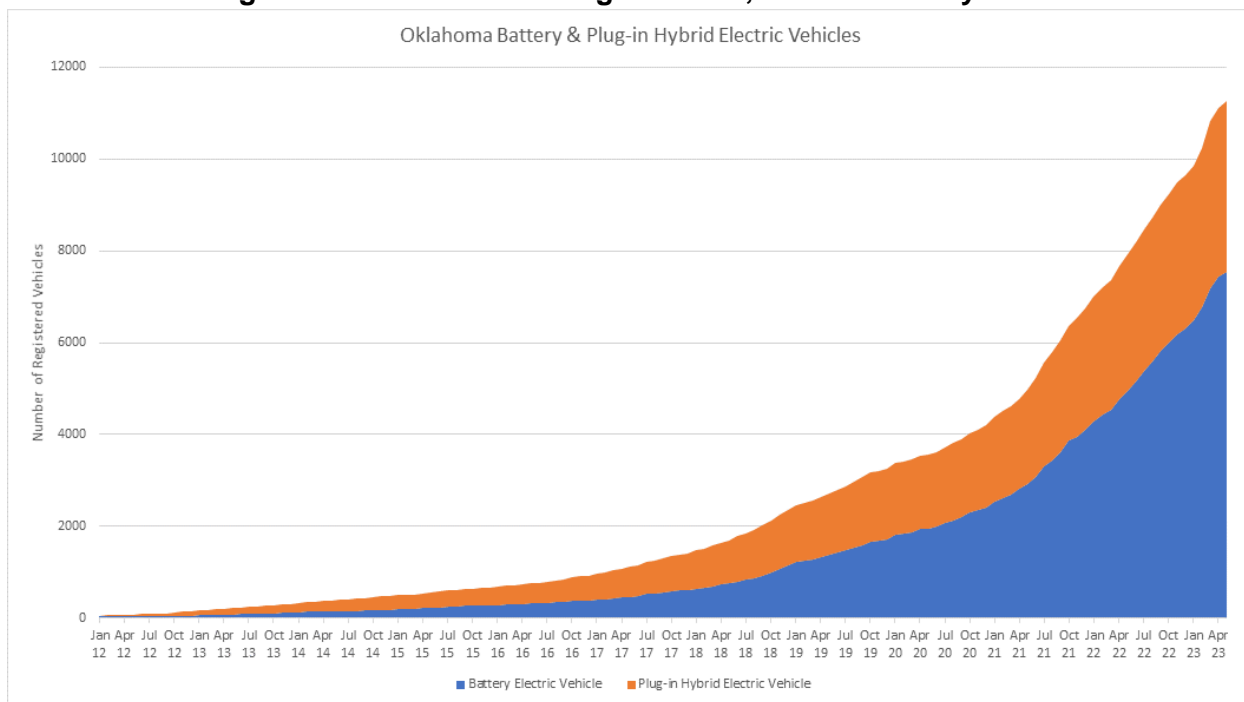


## 6.5 Known Risks and Challenges

One of the largest risks for Oklahoma is the relatively lower travel volumes along some Interstates and U.S. and state routes. In order to enable EV drivers along these routes that already have AFC designation, the full 600kW total charger deployment is needed. However, due to the lower traffic volumes on some of the more rural routes, the market may not think these locations are worth the cost of installation. Oklahoma will consider this when procuring chargers to ensure that any lower-traffic areas are not left behind. In addition, while the number of EVs registered in Oklahoma has increased by 41% from May 2022 to May 2023 (**Figure 16**), the total number of EVs registered (both battery electric vehicles and plug-in hybrid electric vehicles) is only around 11,000, or around 0.35% of the total passenger car fleet in the State.



**Figure 16: Oklahoma EV Registrations, Jan. 2012 - May 2023**



Source: Oklahoma Gas and Electric, May 2023

Oklahoma has a comparatively large portion of tolled highways, which are managed by the OTA separately from the toll-free federally funded highways and have different rules regarding paying for services at rest areas. ODOT will continue to coordinate with the OTA to ensure the goals around EV charging are aligned.

Other challenges that could arise throughout the process include political opposition to chargers, various permitting issues depending on specific locations, under-utilization of chargers leading to low profitability for owners/operators, funding for EVs and EV parts, continued supply chain delays, weather affecting a site's viability, etc. In addition, there are a handful of Tesla Superchargers and one Tesla store in the state. While Tesla Superchargers have historically been exclusive to Tesla vehicles, they have begun to open up to other vehicles beginning in New York and California. This presents a risk for other charging companies looking to deploy nearby but would ultimately be a benefit for EV drivers in the state. Oklahoma will monitor each of these factors and adjust accordingly as chargers are deployed.

EV infrastructure is still evolving and in the future there may be charging solutions that are not common today. ODOT needs to be adaptable to these innovations and allow the opportunity to utilize these technologies if they become viable solutions. Examples could be wireless and dynamic charging that is already available or some unknown advancement that changes the face of EV charging.





## 7.0 Electric Vehicle Charging Infrastructure Deployment

This section discusses the overarching strategy for ODOT's NEVI EV charging infrastructure installations and associated policies to meet ODOT's vision and goals.

### 7.1 Funding Sources

Oklahoma is allocated \$66 million, from 2022-2027, in NEVI Formula funds to create an EV charging network across the state, which will cover build-out of Oklahoma's AFCs and allow ODOT to address additional priorities as their program evolves. ODOT will seek to have vendors or site hosts bidding on the projects provide the minimum required 20% match. ODOT is open to covering operations and maintenance costs, including utility fees in the overall project cost and using their federal allocation to cover 80% of these costs. With the approval of the Oklahoma NEVI Plan on September 14<sup>th</sup>, 2022, FHWA released an estimated \$9,812,934 of FY2022 funds.

### 7.2 2023 Infrastructure Deployments/Upgrades

ODOT has analyzed their AFC system to determine viable locations for new NEVI-compliant EVSE installations as well as identified existing locations of NEVI-compliant EVSE and other existing EVSE chargers that might be upgraded to meet minimum NEVI Formula Program standards. Currently, ODOT does not have any charging stations that are planned or under construction. Private companies like Electrify America and Francis Energy may have charging stations planned and sites going through construction.

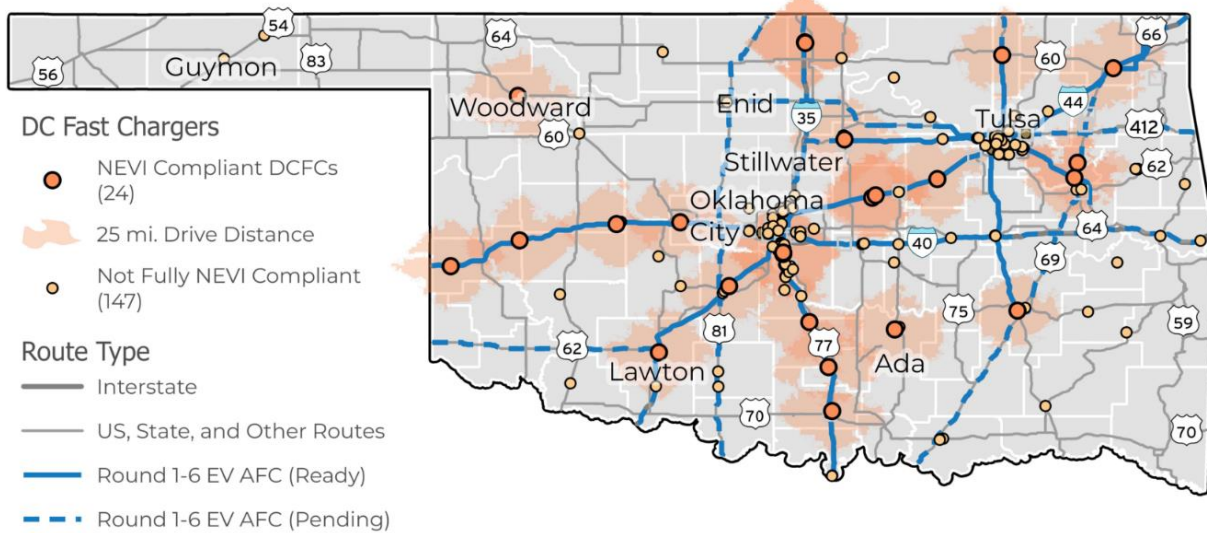
The following subsections include information about how NEVI funded EVSE deployments will be built out to "corridor ready" status, and address needs for upgrades, redundancy, increases in capacity, freight movement, public transit needs, and local, state, and federal policy considerations over the five-year administration of NEVI Formula funding.

ODOT has followed the process for analysis, planning, and mapping to determine the approximate locations for NEVI-compliant installations along Oklahoma's Interstate AFCs as a first priority in FY2023. The goal of this analysis was to define the minimum number of chargers to meet "fully built out" status with Oklahoma's AFCs. The deployment of future NEVI-compliant charging locations along U.S. and State routes will be implemented after the interstates are completed.

**Step 1:** Identify existing NEVI-compliant charging sites and create a 25-mile driving distance buffer around NEVI-compliant sites. Note that the NEVI guidelines state chargers should be every 50 miles, but by using a 25-mile driving distance buffer, it is easier to see the gaps where chargers should be located. **Figure 17** shows the coverage areas for the existing NEVI-compliant EVSE and coverage areas.



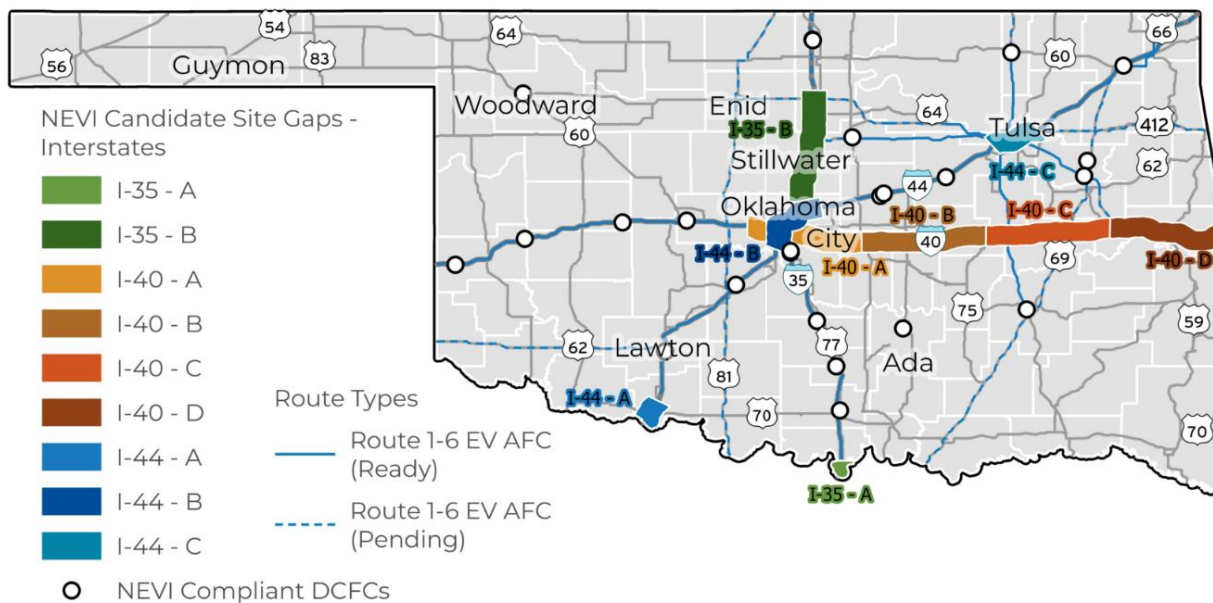
**Figure 17: Oklahoma AFC and Existing Public DCFC Locations**



Source: U.S. Department of Energy, [Alternative Fuels Data Center](#) and ODOT research as of 5/24/2023. There are two NEVI compliant DCFCs included in the count (24) that are not on AFCs (Woodward and Ada).

**Step 2:** Identify the Interstate gaps in charging outside existing NEVI-compliant charging coverage areas. Note that some of the coverage areas appear to cover multiple Interstates but are not considered to serve other Interstates unless they are within one mile of each Interstate. For example, the existing NEVI-compliant charging site on I-35 south of I-40 would not serve I-40 east or west of downtown Oklahoma City. **Figure 18** shows the coverage area gaps for the Phase I procurement locations along Interstates. **Table 8** shows the exits along I-40 that are outside of existing compliant coverage areas, as an example coverage analysis.

**Figure 18: Oklahoma Phase I Interstate Charger Coverage Gaps**



Source: U.S. Department of Energy, [Alternative Fuels Data Center](#) and ODOT research as of 5/24/2023.. This figure displays the coverage gaps larger for planning purposes and is not an accurate geographical representation for design purposes.

**Step 3:** Identify all Interstate exits within the coverage area gaps. I-40 is used as an example.

**Table 8: Example Corridor Siting Analysis on I-40**

Exits along I-40 Outside of Existing NEVI Compliant Charging Coverage Areas		
Exit 134: Frisco Rd	Exit 155B: SE 15th St	Exit 227: N3830 Rd
Exit 136: Garth Brooks Blvd	Exit 156A: S Sooner Rd	Exit 231: N3870 Rd
Exit 137: N Czech Hall Rd	Exit 156B*: Hudiburg Rd	Exit 237: Bryant Rd
Exit 138A/B: N Mustang Rd	Exit 157A*: SE 29th St	Exit 240B: US-62
Exit 139A/B: Kilpatrick Turnpike	Exit 157B: S Air Depot Rd	Exit 247: N4030 Rd
Exit 140: S Morgan Rd	Exit 157C: Town Center Dr	Exit 255: N4100 Rd
Exit 142: S Council Rd	Exit 159A: Industrial Blvd	Exit 259: N4140 Rd
Exit 143: S Rockwell Ave	Exit 159B: S Douglas Blvd	Exit 262: N4170 Rd
Exit 144: S MacArthur Blvd	Exit 162: S Anderson Rd	Exit 265: Broadway St
Exit 145: Meridian Ave	Exit 166: S Choctaw Rd	Exit 270: S4250 Rd
Exit 146*: S Portland Ave	Exit 169: Peebly Rd	Exit 278: OK-2
Exit 147A/B: I-44/ OK-3 Lawton Dallas	Exit 172: Harrah-Newalla Rd	Exit 284: Ross Rd
Exit 148A: Agnew Ave/ Villa Ave	Exit 176: S McLoud Rd	Exit 287: Rd 4425
Exit 148B: Oklahoma City Blvd	Exit 178: Hwy Dr	Exit 291: OK-10
Exit 148C: S Pennsylvania Ave	Exit 181: Shawnee/ Tecumseh	Exit 297: Thornton St
Exit 149: S Western Ave	Exit 185: N Kickapoo Ave	Exit 303: N4570 Rd
Exit 150A/B: S Shields Blvd	Exit 186: Harrison Ave	Exit 308: S Kerr Blvd
Exit 151A: Oklahoma City Blvd	Exit 192: Valley View Rd	Exit 311: E Cherokee Ave
Exit 153: I-35/ US 62 Wichita	Exit 200: US-377	Exit 321: Main St
Exit 154: Scott St	Exit 217: OK-48	Exit 325: US-64
Exit 155A: S Sunnyslane Rd	Exit 221: S Woody Guthrie St	
<i>* Exit does not serve both directions of travel and is not recommended</i>		

Source: ODOT research

**Step 4:** Group the potential sites within 1 mile buffer zones in roughly 50 mile segments along the AFCs within the state border and out of existing NEVI-compliant charging coverage areas. The buffer zones are coverage gaps used as guidance to design an optimized system. These groups establish the minimum number of chargers to achieve “fully built out” status with Oklahoma’s AFCs, but more than one site may need to be selected within each group. The I-40 corridor is used below as an example (**Figure 19**). The I-40 group A, B, and C are 50 mile buffer zones, and group D is less than 50 miles due to the state border.

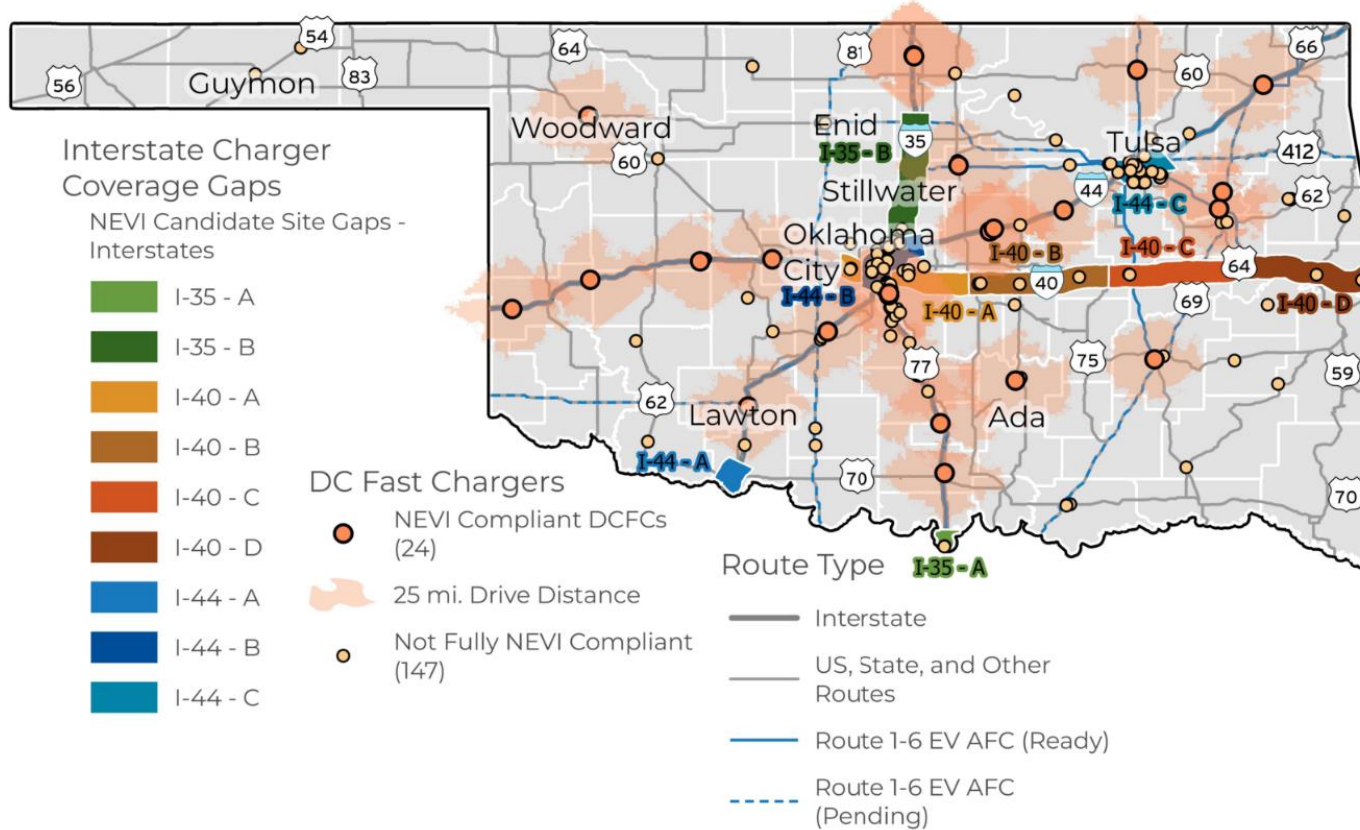
**Figure 19: I-40 Exits by Group**



Source: ODOT. Note: The group A-D buffers in this graphic are 1 mile buffers of the AFC.

The final locations will be determined by ODOT soliciting competitive applications who will select sites that ODOT will review and award based on the applicants’ ability to meet all NEVI criteria and ODOT goals. Each group identified has multiple exits that are viable, one or more exits will be chosen per group during the bidding process. ODOT will utilize a phased approach to achieving full coverage, beginning with Interstates in Phase I, as seen in **Figure 20**, and then expanding use of funds to other AFCs along U.S. and State routes in later years, as seen in **Figure 21**. The siting analysis will be used for the U.S. and State routes in future phases

**Figure 20: Phase I Fiscal Year 2023 Electric Vehicle Supply Equipment Deployments/Upgrades (Interstates)**



ODOT does not intend to restrict its competitive procurement process to the 9 sites shown in this process. ODOT will design its competitive procurement program, as described in Section 5, to include both NEVI formula program minimum requirements and any further ODOT-defined scoring criteria such as the ability of the site to maximize EV charging gap coverage, available power, available amenities, cost-effectiveness, etc.

Note: While there appear to be gaps at some locations at this scale, such as between Lawton and Oklahoma City, the coverage area does overlap. The discrepancy is due to a lack of exits between these points that would fill out the polygon. This figure displays the coverage gaps larger for planning purposes and is not an accurate geographical representation for design purposes. There are two NEVI compliant DCFCs included in the count (24) that are not on AFCs (Woodward and Ada).

Source: ODOT





### 7.2.1 Upgrades of Corridor Pending Designations to Corridor Ready Designations

Oklahoma has no complete AFCs that currently meet the FHWA AFC and NEVI compliant standards. **Table 9** summarizes the minimum number of chargers needed for Oklahoma to be fully built out to cover the 10 currently designated AFCs. For US and State routes, this estimate is based solely on un-covered mileage and may not be possible depending on geographic constraints. After conducting charging vendor outreach, it was assumed that the average cost to build a new NEVI-compliant site would range from \$600,000 to \$1.2 million depending on site attractiveness (i.e. expected revenue or competition in bidding), the cost of upgrading power service, and any other site or charger specific infrastructure needs (i.e. use of solar or storage). For planning purposes, it was assumed that \$1 million per NEVI-compliant site would be used in this Plan.

**Table 9: Existing Electric Vehicle Alternative Fuel Corridors – Minimum Proposed Charging Locations Details**

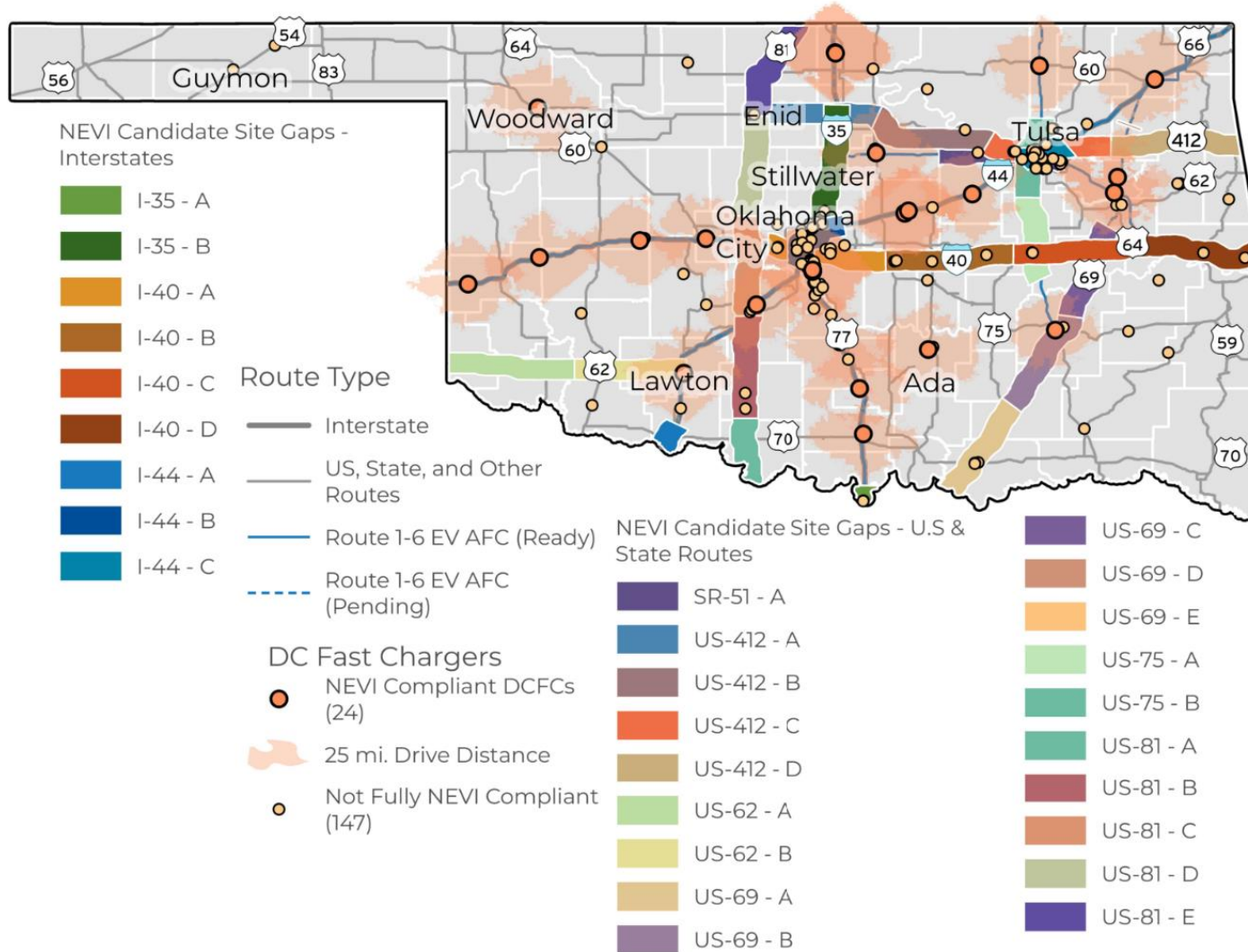
Route	# NEVI Compliant Charging Sites	Groups of Chargers (that fill Gaps)	Minimum Build-out \$	Notes
I-35	7	2	\$2,000,000	
I-40	4	4	\$4,000,000	
*I-44	6	3	\$3,000,000	Portions of H.E. Bailey, Turner, & Will Rogers Turnpikes
US-62	0	2	\$2,000,000	
US-69	1	5	\$5,000,000	
US-75	2	2	\$2,000,000	
US-81	0	5	\$5,000,000	
*US-412	0	4	\$4,000,000	Includes the US-412 portion awarded in AFC Round 6. Portions of the Cherokee & Cimarron Turnpikes
SR-51	1	1	\$1,000,000	
*SR-351	1	0	\$0	Portions of the Muskogee Turnpike already within NEVI compliant coverage area
<b>10 AFCs</b>	<b>22</b>	<b>28</b>	<b>\$28,000,000</b>	

*Due to constraints with Turnpike Toll Roads receiving federal funding, ODOT will not seek to site NEVI locations within the Turnpike right-of-way portions of these routes (e.g., service plazas) in Oklahoma. Source: ODOT.*

*Note: There are NEVI compliant charging sites along SR-377 and US-412, not on AFCs. These sites were not included in this table.*



**Figure 21: Oklahoma Electric Vehicle Alternative Fuel Corridor Designations and Proposals**



Source: ODOT. Note: There are two NEVI compliant DCFCs included in the count (24) that are not on AFCs (Woodward and Ada).

In two locations, I-40 at US-69 and I-40 at US-75, the proposed charger is close enough to both routes to count as compliant for both. In these cases, an additional charger is not needed or recommended at the overlap. In other locations, such as along US-62 west of Lawton, the travel distance polygons do not appear to overlap at this scale due to a lack of exits to local roads, but they do overlap when examined at a smaller scale. Coordination with neighboring states about charging gaps along state borders has taken place. For example, the charging gap in the far northeast part of the state along I-44 will be covered as part of Missouri’s NEVI plan to install a NEVI compliant charger in Joplin, MO, which is within 50 miles of the existing NEVI compliant charger in Vinita, OK (ID 135 in **Table 7**). As with the Interstate locations in **Figure 20**, the U.S. and State Route locations shown in **Figure 21** are only illustrative and will be chosen using a competitive bid process based on actual sites selected by bidders.

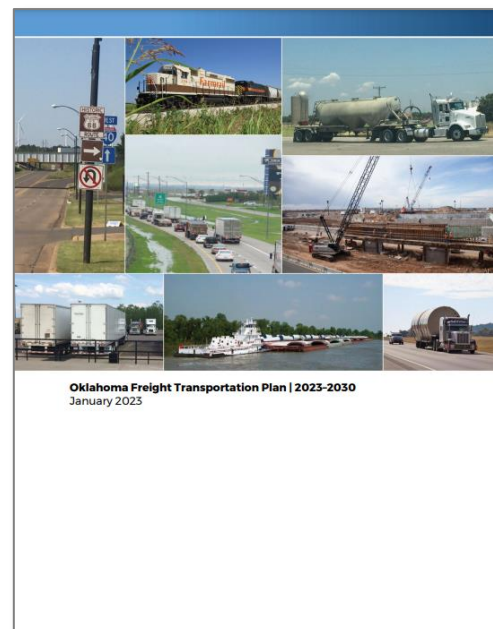
### 7.2.2 Increases of Capacity/Redundancy along Existing AFC

Once Oklahoma’s AFCs are designated as “fully built out”, ODOT will look for opportunities to provide redundancy to the network, whether that is in the form of additional DCFC at high volume locations or installing high power chargers at new sites. In either case, the state of Oklahoma is open to EVSE owned and operated by non-state, public, and a variety of private parties. ODOT will also seek to support discretionary grant applications that fill in network gaps and provide redundancy in critical locations.

### 7.2.3 Electric Vehicle Freight Considerations

ODOT developed the *Oklahoma Freight Transportation Plan (2023-2030)* to provide a safe, reliable, and productive freight transportation system that supports the growing economy and population in the state. It strives to accomplish the following outcomes:

- Increase attention and focus on freight needs and opportunities.
- Improve coordination of freight planning across multiple modes.
- Provide guidance for other state and regional/metropolitan freight planning efforts.
- Obtain input from the public and private stakeholders regarding state freight planning.



Section 4 of the *Oklahoma Freight Transportation Plan (2023-2030)* describes the trends that affect the demand for and provision of freight transportation services in the state. The text outlines the implications that the trends pose for the current freight system in Oklahoma. Some of the key take-a-ways regarding electricity and electric vehicles included:

- Americas Commercial Transportation Research Co. projects that battery-electric trucks will make up half of the Classes 4 through 8 vehicles sold in the United States by 2035.
- The highest adoption rates are forecast for Classes 6 through 7 trucks (60 percent in 10 years), while Classes 4 through 6 trucks are more likely to switch to gasoline engines. Class 8 trucks are likely to favor diesel engines until emission regulations are tightened.
- In addition to traditional plug-in charging, electromagnetic induction, or wireless, charging technologies have been piloted for transit systems and show promise for freight use along local delivery routes.

The Oklahoma freight network consists of the state’s transportation corridors and assets designated as parts of the National Highway Freight Network (NHFN). The Primary Highway Freight System (PHFS) is the network of highways identified as the most critical highway portions of the U.S. freight transportation system. **Figure 22** shows Oklahoma’s National Highway Freight Network.

**Figure 22: Oklahoma National Highway Freight Network**



Source: [National Highway Freight Network](#)

The Oklahoma National Highway Freight Network corridors of I-35, I-40, and I-44 are also Oklahoma Alternative Fuel Corridors and will be addressed in the State’s NEVI Plan. The updated Oklahoma Freight Transportation Plan<sup>9</sup> was completed in January 2023.

#### 7.2.4 Public Transportation Considerations

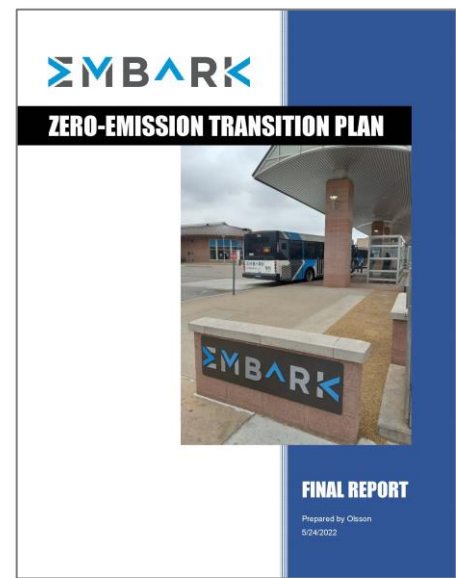
Once the State has built out and certified its AFCs, discretionary funding may be available to address non-AFC areas. Key among these issues are Oklahoma residents who prefer not to drive or do not have personal vehicle access and need transit as a solution to meet their mobility needs. As a partner to Oklahoma’s public transportation providers, ODOT is uniquely

<sup>9</sup> <https://oklahoma.gov/odot/programs-and-projects0/multimodal/freight-rail-plan/odot-freight-transportation-plan.html>

positioned to support providers around the state to improve public transportation with NEVI program funds. Funding can be used in a variety of ways, including implementation of EV charging infrastructure at transit-specific parking areas that are publicly accessible. ODOT will continue to work with its public transportation partners throughout the state to assess and evaluate mutually beneficial charging infrastructure opportunities in areas for the public after all AFCs are fully built out.

Currently, across the state, transit agencies in both urban and rural communities are beginning to invest in electric vehicle infrastructure and integrate electric buses into their fleets. These communities include Oklahoma City, Tulsa, Norman, and Cherokee Nation. Other agencies across the state are in the beginning stages of fleet electrification by identifying EV facility locations, funding opportunities, and considering routes within their system that would most benefit from electrification. Additionally, The Regional Transportation Authority of Central Oklahoma (RTA) has begun discussions around the development of park-and-ride-lots, whereby the integration of EV charging could provide a local benefit for people utilizing parking areas to access transit.

To guide future zero-emission bus procurement, Embark, the Oklahoma City Region’s public transportation provider, developed a *Zero-Emission Transition Plan* in 2022. The Plan provides a roadmap for Embark as they seek funding opportunities to transition electric buses or other zero-emission vehicles into their fleets. The Plan aligns with Embark’s effort to phase in alternative fuel buses, such as Compressed Natural Gas (CNG) and electric – Embark’s first battery electric bus (BEB) entered service in 2020, and a second BEB is expected to be delivered in 2022<sup>10</sup>.



### 7.3 FY23-26 Infrastructure Deployments

ODOT will initially focus on building out FHWA Designated AFCs. After the US DOT Secretary has certified Oklahoma’s AFCs as “fully built out” to NEVI -compliant standards, ODOT will seek to expand NEVI Formula funded EVSE deployments to additional priority areas. In general, the expected annual federal allocation and matching funds will follow the values noted in **Table 10**.

<sup>10</sup> (2022). Zero-Emission Transition Plan: Final Report. Embark

**Table 10: Expected Year 2 through Year 5 Annual Federal and Matching Funds**

	Federal Funding	Matching Funding	Total Funding
Program Management (Assumed 5%)	\$3,314,849	\$828,712	\$4,143,561
EVSE Deployment Dollars Available (Total minus PM)	\$62,982,123	\$15,745,531	\$78,727,654
<b>Program Total</b>	<b>\$66,296,972</b>	<b>\$16,574,243</b>	<b>\$82,871,215</b>
Total Number of EVSE Sites at \$1M/Site	62*	15*	78*
Year 1 total	\$9,812,934	\$2,453,234	\$12,266,168
Annual Total (Y2 through Y5)	\$14,121,010	\$3,530,252	\$17,651,262
<b>Total %</b>	<b>80%</b>	<b>20%</b>	<b>100%</b>

\* Estimated number of EVSE sites that can be built assuming \$1M/site.

Source: ODOT

Based on the minimum number of proposed EVSE sites to fully build out Oklahoma’s AFC network shown in **Table 9** (28 charging locations - 9 on Interstates and 19 on US/State Routes), the preliminary funding allocation by year is shown in **Table 11**.

**Table 11: Preliminary Allocation of Funding**

Phase	Annual Deployment	Annual Federal Funding Available*	Expected Funding Spent	Notes
I	Y1: Interstates	\$9,322,287	\$9,000,000	9 Interstate chargers
	Y2: Interstates & US/State Routes	\$13,417,727	\$13,000,000	13 US/State route chargers
II	Y3: US/State Routes	\$13,414,970	\$6,000,000	6 US/State route chargers and discretionary
	Y4: Discretionary	\$13,414,980	TBD	Discretionary
III	Y5: Discretionary	\$13,415,009	TBD	Remaining discretionary
		<b>\$62,982,127</b>	<b>\$28,000,000</b>	

\* Less assumed 5% project management costs.

Source: ODOT





## 7.4 State, Regional, and Local Policy

The proliferation of electric vehicles across the state has spurred investment in and implementation of charging infrastructure, making electric vehicles the number one alternative fuels vehicle in Oklahoma<sup>11</sup>. Efforts to maintain and grow electric vehicles have included both statewide policy and regional coordination. These policies include:

- **Plug-In Electric Vehicle (PEV) Infrastructure Support** - Oklahoma utilities joined the National Electric Highway Coalition (NEHC), committing to create a network of direct current fast (DC Fast) charging stations connecting major highway systems from the Atlantic Coast to the Pacific of the United States. NEHC utility members agree to ensure efficient and effective fast charging deployment plans that enable long-distance EV travel, avoiding duplication among coalition utilities and complement existing corridor DC fast charging sites.
- **Plug-In Electric Vehicle (PEV) Fee** - PEV owners must pay an annual registration fee in addition to standard vehicle registration fees, at a rate that is dependent upon vehicle weight. Revenue from the annual fee will be apportioned to the Driving on Road Infrastructure Vehicles of Electricity Revolving Fund<sup>12</sup>.
- **Electric Vehicle Supply Equipment (EVSE)** - Charging Tax Public EVSE are subject to a tax of \$0.03 per kilowatt-hour. The EVSE charging tax will go into effect on January 1, 2024. The tax does not apply to EVSE at private residences. Tax revenue will be apportioned to the Driving on Road Infrastructure with Vehicles of Electricity (DRIVE) Revolving Fund. Oklahoma residents may apply EVSE tax payments as income tax credits that may be carried forward for up to five years<sup>13</sup>.
- **Electric Vehicle Supply Equipment (EVSE) Tax Exemption** - EVSE with a charging capacity of less than 50 kilowatts are exempt from the \$0.03 per kilowatt-hour tax on electricity used to recharge electric vehicles<sup>14</sup>.

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<sup>11</sup> Alternatives Fuels Data Center

<sup>12</sup> Reference [House Bill](#) 2234, 2021, and [Oklahoma Statutes](#) 68-6511

<sup>13</sup> Reference [House Bill](#) 2234, 2021, and [Oklahoma Statutes](#) 68-6501 through 68-6510

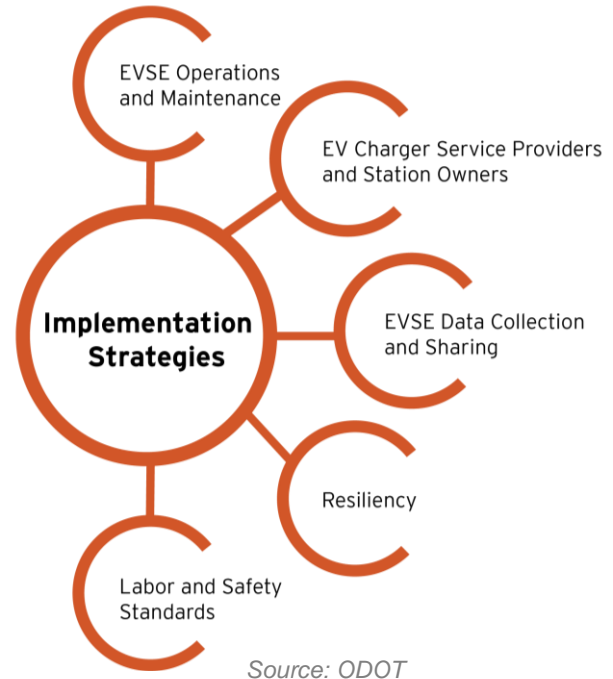
<sup>14</sup> Reference Senate Bill 600, 2021



## 8.0 Implementation

As described in **Section 5** and **Section 7**, ODOT will use a competitive procurement process to award third-party (public, private, or a combination of both) owner-operators NEVI funding to install, operate, and maintain compliant EVSE. ODOT's contractual terms and conditions will reflect both NEVI Formula Program requirements and ODOT-specific requirements to awarded parties. EVSE contracts will be intended to ensure basic NEVI minimum compliance while also meeting ODOT's goals of convenient, reliable, affordable, and equitable charging; reliable data for program evaluation and compliance; and safe and reliable EV deployment. The sections below provide an overview of ODOT's implementation strategies based on NEVI's Notice of Proposed Rulemaking (NPRM). **Figure 23** provides a snapshot of the 5 overarching implementation categories reflected in **Section 8**.


Figure 23: ODOT Implementation Strategies



### 8.1 Strategies for EVSE Operations and Maintenance

ODOT has reviewed the NPRM and begun working internally to develop contracts. The contracts ODOT develops for any parties awarded NEVI Formula funds will specifically be required to comply with final rules in NRPM including:

- **Accessibility** – Charging stations and related systems must be available for use 24/7 and allow customers to report issues with ADA multilingual access.
- **Payment Methods** – Contactless payment method accepting of all major debit/credit cards and either an automated toll-free phone number or a short message/messaging system (SMS) that provides the EV charging customer with the option to initiate a charging session and submit payment (see NEVI Final Rule Section See 680.106 (f) 1). Capabilities must be available, along with the ability for users to access the system without having a previous membership.
- **Service Expectation** – While system maintenance is expected, charging services other than for maintenance, vandalism, and natural disasters are expected to be available at a minimum of greater than 97% of the time, meaning any downtime must be less than 3%



annually. Operations must remain continuous even when network connectivity or consumer cell phone service is not available. Charging port uptime must be calculated on a monthly basis for the previous twelve months and be reported quarterly for each of the previous three months (see NEVI Final Rule 680.116 (b) 2 along with 680.112 (a) 7). A customer support number and/or online report service will be developed.

- **Long-Term Maintenance** – Each EVSE site will be required to be maintained in compliance for at least five years after install date.

## **8.2 Strategies for Identifying Electric Vehicle Charger Service Providers and Station Owners**

Per ODOT and NPRM standards, ODOT will ensure a transparent procurement process, making public the number of bids, awardees, contract terms, project financial cost, and award amounts and disclosures of how fees for charging will be set by the awardee.

ODOT will publicize RFPs through their EV website, press releases, social media outlets, and other forms of public notices. These efforts will also include leveraging partnerships with regional MPOs, and other local entities to ensure activities made known by the public and potential EVSE providers and station owners.

## **8.3 Strategies for EVSE Data Collection and Sharing**

As outlined in the NPRM, ODOT will ensure that third-party contracts fulfill their obligation of EVSE data collection and data sharing. Awarded third parties will be required to comply with all NPRM communications protocols and standards. Some of the NPRM data collection and sharing standards will include:

- **Network Interoperability** –
  - EVSE hardware must have the ability to receive/implement secure, remote software updates, with real-time protocol translation, encryption/decryption, authentication, and authorization with a network. Charging stations must be capable of utilizing Open Charge Point Protocol (OCPP) V1.6J or higher for communications to various network back-ends (i.e., the system must be able to “default” to OCPP for basic functionality). By February 28, 2024, chargers must conform to OCPP 2.0.1 (see NEVI Final Rule 680.108 b).
  - The network must be capable of communicating with other Networks to enable an EV driver to use a single credential to charge at Charging Stations that are a part of multiple Charging Networks. By February 28, 2024, charging networks must be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1. Chargers must be designed to securely switch charging network providers without any changes to hardware (see NEVI Final Rule 680.108 c & d).



- Charger-to-EV communication. Chargers must conform to ISO 15118-3 and must have hardware capable of implementing both ISO 15118-2 and ISO 15118-20. By February 28, 2024, charger software must conform to ISO 15118-2 and be capable of Plug and Charge. Conformance testing for charger software and hardware should follow ISO 15118-4 and ISO 15118-5, respectively (see NEVI Final Rule 680.108 a).
- Charging Networks must be capable of secure communication with electric utilities, other energy providers, or local energy management systems.
- **Cybersecurity** – As detailed further in Section 12, strategies must address identity and access, encryption, malware detection, event logging/reporting, software updates, and secure operation.
- **Customer Data Privacy** – Only gather personal info “strictly necessary” to provide charging service and take all reasonable measures to safeguard data. Chargers and charging networks should be compliant with appropriate Payment Card Industry Data Security Standards (PCI DSS) for the processing, transmission, and storage of cardholder data (see NEVI Final Rule 680.106 L).
- **Data submittal** Data submittals will be provided to ODOT as noted in the following requirements.
  - **Quarterly Data Submittal Requirements:** Charging station identifier; Charging port identifier; Number of charging events; Number of unique users; Charging session start time / end time; Successful session completion (yes/no) by port; Error codes associated with unsuccessful charging sessions by port; Energy (kWh) dispensed to EVs per session by port; Peak session power (kW) by port; Price customer paid (itemized; including power, tax, and other fees); Payment method associated with each charging session; Charging station port uptime for each of the previous three months; Duration in minutes for each outage.
  - **Annual Data Submittal Requirements** (on or before March 1, in a manner prescribed by FHWA): Maintenance and repair cost per charging station for the previous year. For private entities involved in the operation and maintenance of chargers, identification of and participation in any State or local business opportunity certification programs including but not limited to minority-owned businesses, Veteran-owned businesses, woman-owned businesses, and businesses owned by economically disadvantaged individuals.
  - **One-Time Data Requirements:** The following data must be collected and submitted once for each charging station on or before March 1st of each year: Name and address of private entities involved in the operation and maintenance of chargers; Distributed energy resource installed capacity, in kW or kWh as

appropriate, of asset by type per charging station; Charging station real property acquisition cost; Charging equipment acquisition and installation costs; Distributed energy resource acquisition and installation costs; Aggregate grid connection and utility upgrades separated into 1) total distribution and system costs, and 2) total service costs.

- **Third-Party Data Sharing Requirements:** Pursuant to the Final NEVI Standards and Requirements, the following data fields are to be made available, free of charge, to third-party software developers, via API: Charging station identifier; Address (street, city, state and zip code) of the property where the charging station is located; Geographic coordinates in decimal degrees of exact charging station; Charging station operator name; Charging station phone number; Charging network provider name; Charging station status (operational, under construction, planned or decommissioned); Number of charging ports; Unique port identifier; Connector types available at each charging port; Charging level by port (DCFC, AC Level 2, etc.); Power delivery rating in kW by port; Number of ports with pull-through capabilities (vehicle with trailer); Maximum power level of each charging port; Power sharing by port (i.e., whether power sharing between EVSEs is enabled); Date when charging station first became available for use; Pricing structure; Payment methods accepted; Number of charging ports accessible to users with disabilities; Real-time status of each charging port in terms defined by Open Charge Point Interface 2.2.1; Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1.

Charging data trends and system usage will be published for the public through an ODOT web-based dashboard. The dashboard will provide a map of stations and relevant system data.

#### **8.4 Strategies to Address Resilience, Emergency Evacuation, Snow Removal/Seasonal Needs**

Deploying, operating, and maintaining a resilient NEVI funded EVSE is critical to ODOT. Standards that will be required to ensure operability year after year include:

- **Resiliency** – ODOT has considered additional scoring criteria / weighted criteria in its competitive procurement for stations that have resiliency technologies through Distributed Energy Resources (DERs) such as solar, wind, and battery storage. These technologies not only ensure year over year operation but will make the cost of EVSE operation lower and the station able to operate in the event of a grid outage.
- **Emergency** – ODOT will continue to work closely with the Oklahoma Department of Emergency Management to promote the availability of EVSE in emergency situations.

- **Snow removal / seasonal** – 24/7 accessibility to charging stations is a critical feature of this program. During snow and ice events, vendors will be required to ensure charging stations (at the station and on property providing access to charger) are made clear and accessible for users during winter weather through snow and ice treatment and removal.

## 8.5 Strategies to Promote Strong Labor, Safety, Training, and Installation Standards

ODOT is committed to strong labor, safety, training, and installation standards, and recognizes the NPRM standard for equipment certification. ODOT will require that all EVSE are certified by an Occupational Safety and Health Admin National Testing Lab before installation, and that electricians installing, operating, and maintaining equipment must be EVITP certified or hold another equal credential to ensure safe installation.

ODOT will coordinate with the Oklahoma Office of Workforce Development, as mentioned in **Section 11**, to consider opportunities to recognize EVITP within the Oklahoma Works program. Building on partnerships to ensure that a skilled workforce is available to implement emerging technologies such as EVSE is critical to the Oklahoma's economy and to ODOT's mission to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma.


## 9.0 Civil Rights

All Federal and State civil rights will be upheld throughout the NEVI program. All Federal laws, state laws, and accompanying requirements have long been incorporated into ODOT's existing procurement process including but not limited to Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), the Americans with Disabilities Act, and Section 504 of the Rehabilitation Act. ODOT will ensure compliance with the NEVI minimum standards for EV charging infrastructure under [23 CFR 680](#).

### Civil Rights

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, age, national origin, disability/handicap, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors.

Oklahoma passed an Anti-Discrimination Act which states that employers may not discriminate on the basis of race, color, religion, sex, national origin, age, genetic information, or disability unless the employer can demonstrate that a disability accommodation would impose an undue



hardship on the operation of the employer's business<sup>15</sup>. ODOT will comply with these laws for all NEVI purposes and will hold any third-party contractor to the same compliance. Compliance will occur, at a minimum in these areas:

- **Outreach** – All public meetings will follow the state and Federal Civil Rights laws as well as guidance from the [ODOT Public Involvement Plan](#) to ensure that all voices are heard as planning for the NEVI program takes place.
- **Procurement** - All procurement documents will lay out Civil Rights laws and expected compliance requirements. ODOT's Procurement Division<sup>16</sup> will assist in creating the procurement documents.
- **Contracting** - Given the NEVI program will have contracts extending to at least five years, contracts will have data collection and routine check-ins to support performance measurement and contract compliance verification throughout the contract period. ODOT's Contracts Compliance Division will assist the project team in all aspects of contracts and Civil Rights compliance for this program. The mission of the Contract Compliance Division is to ensure equal employment opportunities within ODOT and to level the playing field for all parties by providing full and meaningful participation opportunities in ODOT's federally funded highway projects and to plan, implement, and provide guidance to prevent discrimination in federal aid programs and activities<sup>17</sup>.
- **Installation and Testing** – All installations will be completed to ADA standards and testing will be done to verify.
- **Data Collection** – As mentioned above in Contracting, it is expected that data to measure performance measurement will be collected. This data can assist in compliance verification.
- **Operations and Maintenance** – Any other contractual verification processes will take place during Operations and Maintenance.

ODOT is continuing to review and evaluate best practices around ADA accessibility at charging stations, including the [U.S. Access Board \(access-board.gov\)](#) on accessible charging stations, including minimum stall size and ramp configurations. ODOT will work to provide resources and information to cover ADA access for the public on ODOT's NEVI program website.

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<sup>15</sup> Oklahoma Anti-Discrimination Act Okla. Stat. tit. 25, §§ 1101-1706

<sup>16</sup> *Procurement Division*. Oklahoma Transportation. <https://oklahoma.gov/odot/about/contact-us/divisions/procurement-division.html>

<sup>17</sup> *Contract Compliance Division*. Oklahoma Transportation. <https://oklahoma.gov/odot/business-center/contract-compliance.html>



## 10.0 Equity Considerations

ODOT is committed to enacting the goals outlined in Executive Order 14008 relating to Justice40 by ensuring, at a minimum, 40% of the benefits of NEVI Formula Program funds are received by disadvantaged communities. ODOT has an established approach to public involvement and engagement activities documented in the ODOT [Public Involvement Plan](#). ODOT is committed to creating an equitable approach to transportation and gathering input from all stakeholders regarding needs and concerns; therefore, ODOT will contact stakeholder groups and community-based organizations in DACs to raise awareness and gather input on EV infrastructure needs. Public engagement, as described **Section 3**, will be a critical part of this process. Current guidance is to use the [Argonne National Laboratory](#)<sup>18</sup> toolset to identify disadvantaged communities. While the guidance has not changed, the Climate and Economic Justice Screening Tool (CEJST)<sup>19</sup> has been released and is another possible tool to determine disadvantaged communities. ODOT will continue to monitor US DOT guidance throughout the program to comply with the latest recommendations. Oklahoma also has a unique relationship with Federally Recognized Tribes and will take additional measures to engage with, and be respectful of, these communities.

Additionally, ODOT will evaluate rural and urban Oklahoma communities and ensure that benefits of charging infrastructure are realized in rural communities. Rural Oklahomans share a higher transportation burden compared to those living in urban areas, due to a combination of lower-income levels and a propensity to drive more miles on average each day<sup>20</sup>. ODOT will rely on household vehicle miles traveled (VMT) data, Argonne National Laboratory tools and regional planning partners to examine rural areas and ensure infrastructure is equitably distributed in these underserved areas.

### 10.1 Identification and Outreach to DACs in the State

ODOT has a robust public engagement process that will be used in conjunction with the interim Joint Office guidance tools to identify and conduct outreach with disadvantaged communities. While the details are described in **Section 3**, the approach involves communication with other state agencies, planning partners, technical partners, stakeholders, equity communities, and the general public. **Figure 5** describes the phased approach ODOT will take to incorporate diverse viewpoints and demographics into the planning and implementation. **Table 3** contains a summary of these activities conducted to date.

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<sup>18</sup> Electric Vehicle Charging Justice40 Map.

<https://anl.maps.arcgis.com/apps/webappviewer/index.html?id=33f3e1fc30bf476099923224a1c1b3ee>

<sup>19</sup> Climate and Economic Justice Screening Tool. <https://toolkit.climate.gov/tool/climate-and-economic-justice-screening-tool>

<sup>20</sup> (2020). *Affordability of Household Transportation Fuel Costs by Region and Socioeconomic Factors*. Argonne National Laboratory. <https://publications.anl.gov/anlpubs/2021/01/165141.pdf>

ODOT intends for there to be a strategic focus on disadvantaged communities, tribal communities, and rural communities throughout the Program. ODOT’s public involvement process outlines how ODOT will engage in these communities over the five-year NEVI Program and incorporate their input.

ODOT’s stakeholders include equity groups, and those groups and communities are being developed. **Table 12** is a starting point for some of the initial community-based organizations that work with and within disadvantaged communities this is in addition to any other stakeholder coordination or coordination with Federally recognized Tribes. ODOT will work to engage these groups in discussions around charging station deployment and their input will be incorporated into annual plan updates.

**Table 12: Initial Community Based Organization**

Name	Location	Website
YWCA OKC	OKC	<a href="https://www.ywcaokc.org/">https://www.ywcaokc.org/</a>
YWCA Tulsa	Tulsa	<a href="https://www.ywcatulsa.org/">https://www.ywcatulsa.org/</a>
Oklahoma Native Assets Coalition Inc.	OKC	<a href="https://oknativeassets.org/">https://oknativeassets.org/</a>
Urban League of Greater OKC	OKC	<a href="https://urbanleagueok.org/">https://urbanleagueok.org/</a>
Bartlesville Regional United Way	Bartlesville	<a href="https://www.bartlesvilleuw.org/">https://www.bartlesvilleuw.org/</a>
Catholic Charities of the Archdiocese of OKC	OKC	<a href="https://www.catholiccharitiesok.org/">https://www.catholiccharitiesok.org/</a>
OKC Community Foundation	OKC	<a href="https://www.occf.org/">https://www.occf.org/</a>
Grand Nation Inc.	Vinita	<a href="https://www.nativeknot.com/Religious-Grantmaking-And-Other-/Other-Social-Advocacy-Organizati/Grand-Nation-Inc.html">https://www.nativeknot.com/Religious-Grantmaking-And-Other-/Other-Social-Advocacy-Organizati/Grand-Nation-Inc.html</a>
Oklahoma Sustainability Network	OKC	<a href="https://www.oksustainability.org/">https://www.oksustainability.org/</a>
Sustainable Tulsa Inc.	Tulsa	<a href="https://sustainabletulsainc.org/">https://sustainabletulsainc.org/</a>
Oklahoma Center for Community and Justice Inc.	Tulsa	<a href="http://www.occjok.org/">http://www.occjok.org/</a>
Norman Pride Inc.	Norman	<a href="http://www.normanokpride.org/">http://www.normanokpride.org/</a>
Up With Trees Inc.	Tulsa	<a href="http://www.upwithtrees.org/">http://www.upwithtrees.org/</a>
Compatible Lands Foundation Inc.	Tulsa	<a href="http://www.compatiblelands.org/">http://www.compatiblelands.org/</a>
Oklahomans for Equality Inc.	Tulsa	<a href="http://www.okeq.org/">http://www.okeq.org/</a>
OKC Beautiful Inc.	OKC	<a href="http://www.okcbeautiful.com/">http://www.okcbeautiful.com/</a>
Oklahoma Women's Coalition Inc.	OKC	<a href="http://www.okwc.org/">http://www.okwc.org/</a>
Oklahoma Women in Technology	Edmond	<a href="https://okwomenintech.org/">https://okwomenintech.org/</a>
OKC Black Justice Fund	OKC	<a href="https://blackjusticefund.org/">https://blackjusticefund.org/</a>
NE OKC Renaissance	OKC	<a href="https://www.neokcr.org/">https://www.neokcr.org/</a>

Name	Location	Website
Guymon Community Enrichment Foundation	Guymon	<a href="https://guymoncef.org/">https://guymoncef.org/</a>
Chahta Foundation	Durant	<a href="https://chahtafoundation.com/">https://chahtafoundation.com/</a>
American Indian Chamber of Commerce of Oklahoma	Statewide	<a href="https://aiccok.org/">https://aiccok.org/</a>
Oklahoma Small Business Development Center	Statewide	<a href="https://www.oksbdc.org/">https://www.oksbdc.org/</a>
Oklahoma City Black Chamber of Commerce	OKC	<a href="https://okcblackchamber.org/">https://okcblackchamber.org/</a>
Greater Oklahoma City Hispanic Chamber of Commerce	OKC	<a href="https://www.okchispanicchamber.org/">https://www.okchispanicchamber.org/</a>
Oklahoma Association of Electric Cooperatives	Statewide	<a href="https://oaec.coop/">https://oaec.coop/</a>
Southwest Oklahoma Community Action Group	Southwest Oklahoma	<a href="https://www.socag.org/">https://www.socag.org/</a>
Chickasha Economic Development Council	Chickasha	<a href="https://www.chickashaedc.com/">https://www.chickashaedc.com/</a>
Big Five Community Action Services	Alva	<a href="https://www.bigfive.org/">https://www.bigfive.org/</a>
NEO Community Action	Northwest Oklahoma	<a href="https://www.neocaa.org/">https://www.neocaa.org/</a>
Ada Regional United Way	Southeast Oklahoma	<a href="https://adaunitedway.org/">https://adaunitedway.org/</a>

Source: ODOT

## 10.2 Process to Identify, Quantify and Measure Benefits to DACs

ODOT's Public Involvement (PI) Plan and Policy identifies strategies for performing activities required to engage audiences in a meaningful dialog regarding needs, and inform stakeholders to achieve public engagement goals, to inform the NEVI Plan and annual updates with new and evolving information from stakeholder and community audiences. ODOT regularly conducts public involvement meetings, virtual public involvement meetings and hearings as required by federal law, as well as having a range of best practices for identifying and performing outreach to meaningfully include diverse audiences and underserved communities to participate in such meetings. ODOT will build upon those activities and identify other options for engaging and incorporating input into the NEVI Plan. ODOT's public engagement plan outlines how best to respond to the public's inquiries and compliance with all federal and state regulations and guidelines including limited English proficiency (LEP), Environmental Justice, and ADA requirements.

The ODOT NEVI Project Team will develop a specific approach for equity-based communities, residents, and organizations, to meet the guidelines of the NEVI Formula Program and the

Justice40 Initiative to ensure meaningful equity-based community engagement takes place and feedback is incorporated into annual Oklahoma NEVI Plan updates.

ODOT will follow the three general steps to achieve equity-based community engagement, listed below and outlined in **Figure 24**.

1. **Identify** and connect with community-based organizations and residents of rural and disadvantaged communities, including tribes as well as other partner organizations serving the communities.
2. **Engage** community-based organizations and residents through different forums such as drop-in centers, pop-up meetings and virtual meetings or surveys, to listen and understand local needs, transportation concerns, and EV input
3. **Incorporate** community input into NEVI Plan updates where NEVI Formula Program rules and available funding can align with local transportation equity goals.

**Figure 24: Equity-Based Outreach Strategy**



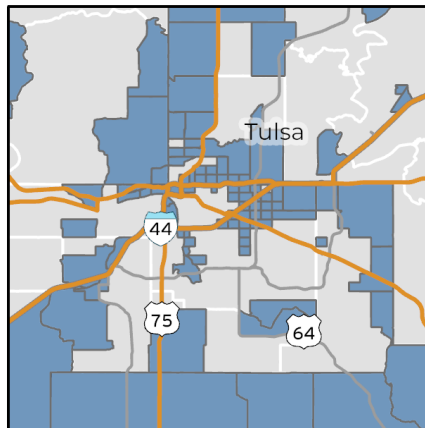
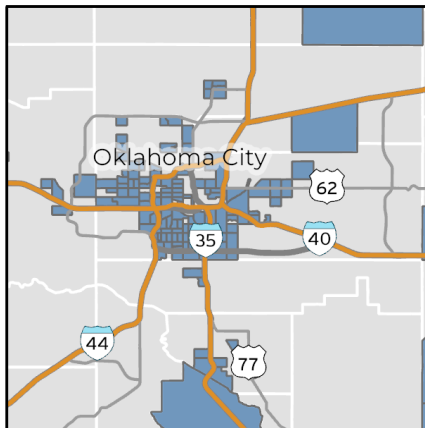
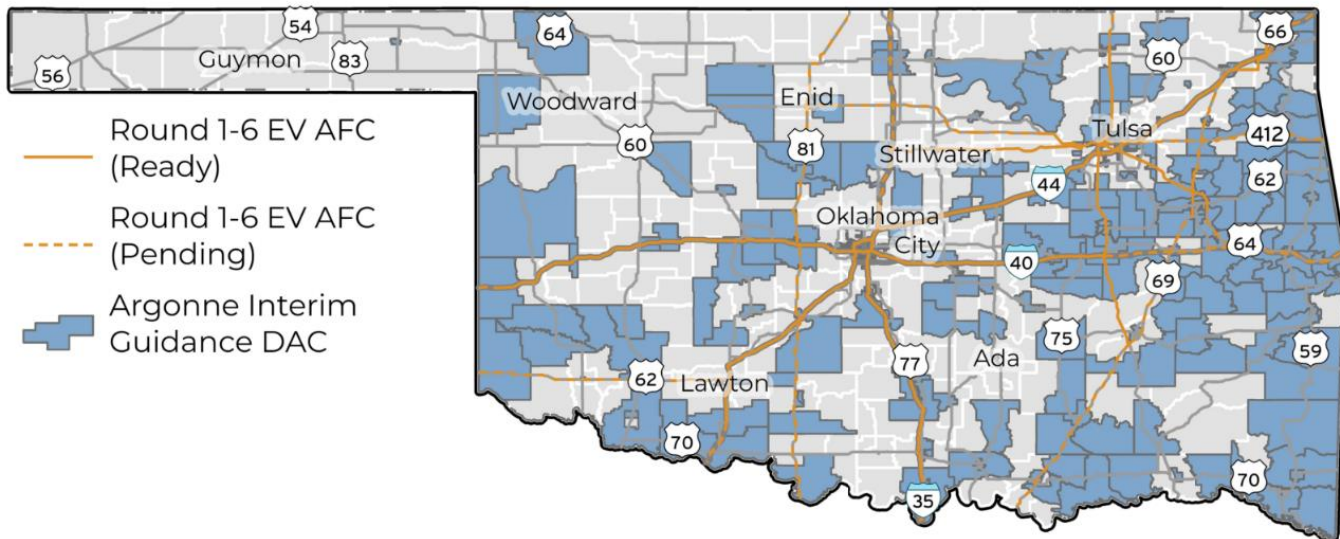
Source: ODOT

In addition, the first tool used by ODOT to identify DACs was the Argonne [EV Charging Justice40 Map Tool](#). These census tracts were mapped, as seen in **Figure 25**. According to this tool, 66% of Oklahoma’s land area is within a DAC. However, DACs were not the only factor considered by ODOT. A large portion of the state is also within Federally Recognized Tribal Lands, as seen in **Figure 26**. Two sources were used to identify Tribal Lands: The Bureau of Indian Affairs Land Area Representation<sup>21</sup> was consulted to determine the boundaries of Tribal Statistical Areas. In addition, the Argonne EV Charging Justice40 Map Tool identifies Tribal Lands. In both cases, Tribal boundaries are for illustrative purposes only. For precise tribal boundaries, ODOT will reach out to the appropriate tribe. ODOT is in communication with Tribes about their charging needs and will continue to incorporate their feedback as the NEVI program rolls out and into annual updates.

<sup>21</sup> [U.S. Department of Indian Affairs](#)



**Figure 25: Argonne Justice40 Census Tracts in Oklahoma**

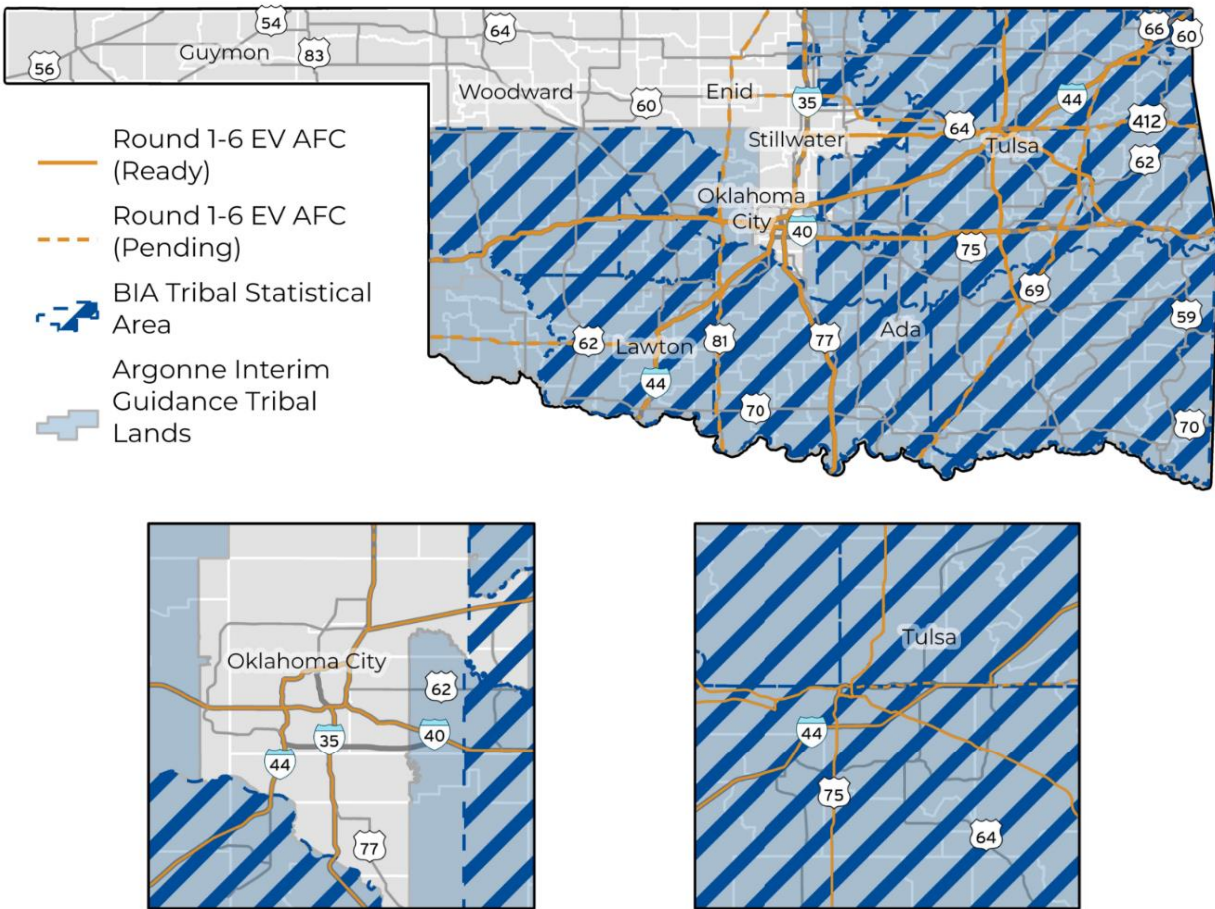


Source: [Argonne National Laboratory \(2022\)](#)





**Figure 26: Tribal Lands in Oklahoma**



Source: [Argonne National Laboratory \(2022\)](#), [U.S. Department of the Interior Indian Affairs \(2022\)](#)

The specific benefits ODOT wishes to measure over the course of the NEVI program are shown in **Table 13**.

**Table 13: DAC Benefits, Metrics, and Data Sources**

Benefits	Metric	Data Source
Improve clean transportation access through the location of chargers.	Distance to nearest charger from DAC	Justice40 mapping tool (for DAC locations); EV charger locations from NEVI plan/implementation
Decrease the transportation energy cost burden by enabling reliable access to affordable charging.	Cost of gasoline versus cost of electricity	Gasoline and energy costs by region
Reduce environmental exposures to transportation emissions.	Air quality metrics	Oklahoma vehicle registration data and traffic volumes





Benefits	Metric	Data Source
Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities; Increase energy resilience.	Number of clean energy-related job training/upskilling opportunities leveraging charger planning, installation, operation and/or maintenance	Oklahoma job records
Provide charging infrastructure for shared-ride vehicles.	Distance from charger to major shared-ride hubs (e.g., airports).	EV charger locations from NEVI plan/implementation; public ride share location data

Source: ODOT

### 10.3 Benefits to Disadvantaged Communities through this Plan

Benefits to DACs will be measured in the following ways:

- Portion of miles of AFC in DAC
- Portion of funding allocated to deployment within DACs
- Laborers employed from DACs

The existing percentage of AFC miles in DACs can be seen in **Table 14**, totaling 45.7% overall. Funding allocation will be tracked throughout the program’s deployment to ensure equitable distribution of chargers and adjusted to increase the number of chargers in less-favorable markets. The labor force will be tracked to encourage hiring and building skills of those who live in DACs.

ODOT will continue to seek out disadvantaged community groups and organizations in order to gather input to help inform the NEVI Plan and where funding is allocated. Groups will continually be added and updated throughout the process and input will inform the annual NEVI Plan updates. ODOT will continue to provide updates on the locations of chargers in disadvantaged communities and the additional potential workforce benefits.



**Table 14: Miles of Alternative Fuel Corridors in Disadvantaged Communities**

Route	DAC Miles	DAC Percent	AFC Miles
I-35	109.66	46.5%	235.94
I-40	197.76	60.0%	329.68
I-44	108.71	33.4%	325.16
US-412	71.83	35.8%	200.49
US-62	40.08	43.0%	93.31
US-69	127.90	52.8%	242.04
US-75	93.31	60.6%	153.92
US-81	95.03	41.3%	230.07
SR-351	42.58	76.6%	55.60
SR-51	6.91	7.8%	88.53
<b>Total</b>	<b>893.77</b>	<b>45.7%</b>	<b>1,954.74</b>

Source: ODOT

These preliminary assessments provide a baseline from which to build on in future annual NEVI Plan updates. As the Plan moves forward, ODOT will gather additional data that will help further identify DACs, understand benefits, and understand how to best to measure outcomes (i.e., distribution of chargers, labor force, etc.). ODOT will reflect best practices confirmed through these engagements in annual reports to US DOT and in annual NEVI Plan updates. **Table 15** below shows the area of land and percentage that is DAC and designated Tribal land, and **Table 16** shows the total interstate miles and those within DAC areas.

**Table 15: Percent Disadvantaged Community Area and Tribal Land**

Descriptions	Square Miles	Percent
Oklahoma area	69,899	100.0%
DAC area	45,079	64.5%
Argonne Tribal area	53,362	76.3%
BIA Tribal area	49,450	70.7%

Sources: Argonne DACs and Tribal Lands are from: Argonne National Laboratory.  
BIA Tribal Lands are from: U.S. Department of Interior, Department of Indian Affairs  
AFCs are from: Alternative Fuels Data Center



**Table 16: Percent Disadvantaged Community Areas along Interstates**

Descriptions	Miles	Percent
Oklahoma Interstate	935	100.0%
AFC Interstate miles	890	95.1%
Interstate miles within DAC	874	93.4%
AFC Interstate miles within DAC	416	44.5%

*Sources: Argonne DACs and Tribal Lands are from: Argonne National Laboratory.  
 BIA Tribal Lands are from: U.S. Department of Interior, Department of Indian Affairs  
 AFCs are from: Alternative Fuels Data Center*

## 11.0 Labor and Workforce Considerations

Oklahoma is a leader in workforce development and EV innovation. As the state begins to attract more EV technology and opportunity for growth occurs, the workforce must be well equipped to grow alongside it. Oklahoma’s workforce development programs and partnerships between the Department of Commerce, Office of Workforce Development, and innovative hubs like the Mid-America Industrial Park in Pryor, OK can provide an opportunity to train a diverse workforce, ensuring a pipeline of qualified workers exists, and provide opportunities for those who have historically been left out of specific training and experience needed for high-quality, high-tech jobs. As part of the NEVI NPRM, ODOT will follow requirements regarding the BABA Act by incorporating them into their contracting and procurement process.

Throughout the NEVI Formula Program, ODOT expects EV-related workforce to increase dramatically. Increases in EV jobs will further support ODOT in this effort by creating more qualified and reliable contractors as EV deployment gets underway.

### 11.1 Vehicle Electrification | Opportunities and Challenges

EVs are forecasted to be a significant area of growth in the future of the private and commercial motor vehicle markets, and the Bipartisan Infrastructure Law’s \$5 billion in NEVI state Formula

#### Mid-America Industrial Park

At 9,000 acres and offering nearly a dozen different tax incentives, Mid-America Industrial Park provides opportunities for both high tech industries such as EV and the workforce needed to support a new and growing industry. Together, these incentives have attracted the interest of electric vehicle maker Canoo to invest in a production plant in Pryor. The State’s business-friendly environment and tax-incentive rich packages have put the State in a prime position to attract electric vehicle industries.

*Source: Oklahoma To Pay Electric Car Company Canoo \$15M To Build Manufacturing Plant, March 2, 2022, Newson6.com*



funds and additional \$2.5B in competitive grants will only further boost the transportation sector's electrification transition. Centrally located in the United States, and with a workforce that understands power generation, Oklahoma has a competitive advantage to capitalize on these market trends, attract original equipment manufacturers (OEM) investments, and create new job opportunities in the design, assembly, operations, and maintenance of EVs and EVSE.

## 11.2 Developing a Qualified Workforce

While there are a wide variety of career pathways that will be directly and indirectly impacted by vehicle electrification. Foremost, being a certified electrician will be an asset in the State. While there is overwhelming evidence that electrification is the future of the transportation sector, Oklahoma must be strategic in how it achieves both transportation electrification and related workforce development outcomes.

With economic and workforce development as a priority, Oklahoma EV job creation and training are at the forefront of EV technology in the state. Additionally, it is important to highlight that EVs represent a technological transition in the automotive industry, creating opportunities for new specialties in both electrical and automotive industries.

As ODOT meets with community organizations in DACs to provide information about the EV program, there will be opportunities to promote job training programs for electricians, as well as the maintenance of the EV infrastructure and to connect people with new opportunities related to EV programs.

### Licensed and EVITP Certified Electricians

Developed in collaboration with Industry Partners and Stakeholders across the Automotive, Utility, and EVSE Manufacturing sectors and with Industry Related Professional Associations and Educational Institutions, the Electric Vehicle Infrastructure Training Program EVITP certification is required under NEVI NPRM. Currently, there are 22 EVITP certified electric contractors in Oklahoma<sup>22</sup> as shown in **Figure 27**, and continuing to build a qualified pool of these electricians will be critical moving forward.

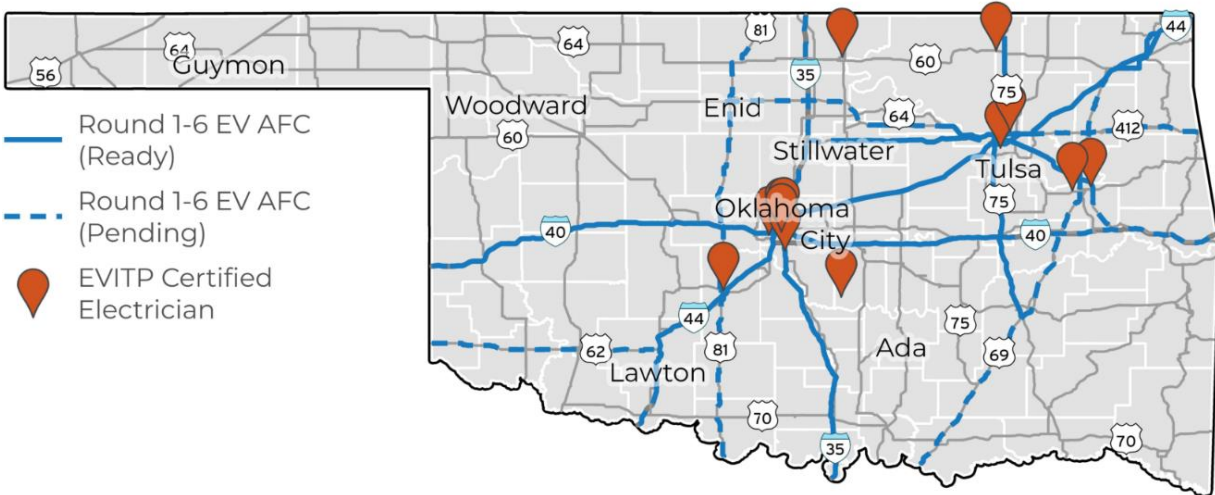
ODOT will partner with workforce development efforts in the state to promote the need for EVITP certified electricians. Through Oklahoma's student electrical intern program, electrical apprenticeships, and journeyman programs, the state will scale up the number of EVITP certified electricians by ensuring that existing electricians are first, licensed through the Oklahoma Construction Industries Board, and then EVITP certified through the 18-hour program and hands-on learning needed for EVSE charging station installation. ODOT's 2023 NEVI RFP contains all NEVI Formula Program Standards and Requirements (23 CFR 680), including requiring EVITP certification as qualifications for electricians installing EV charging stations.

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<sup>22</sup> Electric Vehicle Infrastructure Training Program (EVITP) for Oklahoma. [EVITP](#)



**Figure 27: EVITP Certified Electricians**



Source: <https://evitp.org/oklahoma>. Date Accessed: May 2023  
 Note: This map displays 22 EVITP certified electricians licensed to operate in Oklahoma.

### Existing Workforce Development Framework

Oklahoma Works is Oklahoma’s workforce development initiative, housed within the Office of Workforce Development (OOWD), and administers the federal Workforce Innovation and Opportunity Act (WIOA). Oklahoma Works helps job seekers access employment, education, training, and support services. The program also matches employers with the skilled workers they need<sup>23</sup>. This program will become even more critical in the years ahead as Oklahoma is expected to experience a worker shortage by 2028, with many industries facing a skills gap.



### Future Workforce Development Framework

In January 2023, Governor Kevin Stitt created the [Workforce Transformation Task Force](#) (Task Force) with the objective to pinpoint challenges in Oklahoma’s workforce development system and identify areas of improvement. The main recommendation from the Task Force is the creation of a single state entity that has the responsibility for Oklahoma’s workforce development strategy. The workforce development “owner” should be a public-private partnership pursuing a results-oriented approach and serving as a trusted central point of coordination and collaboration across the many stakeholders involved in workforce development in the state.

In tandem with the Task Force, is [Senate Bill 621](#), was signed into law in June 2023, to create the Oklahoma Workforce Commission. The new commission will help achieve the Task Force’s vision by creating a single state entity for workforce development. The two initiatives will work hand in hand to break down silos and limit duplication in the current workforce pipeline, to more

<sup>23</sup> Workforce Innovation and Opportunity Act (WIOA). <https://oklahomaworks.gov/wioa-2/>



direct and efficient completion of education pathways. That means more skilled workers for state businesses and better paying careers for Oklahomans.

### **Governor's Impact Goals**

In the years ahead, whether electricians need support upskilling to become EVITP certified, or companies need support finding certified electricians, Oklahoma Works provides an opportunity to help solve these important worker/employer needs for Oklahoma's growing EV sector. The needs in this industry fit within Oklahoma Governor Stitt's impact goals to propel Oklahoma into a Top 10 State for workforce development. These impact goals include:

1. Increase Oklahoma's labor force participation rate from 60% to 65%
2. Create 50,000 new private sector jobs paying an average salary of \$55,000 per year
3. Achieve Top Ten status in U.S. unemployment rate
4. Increase effectiveness in serving businesses by 20%

### **Objectives**

The four impact goals listed above from Oklahoma's WIOA are supported by a set of four objectives:

1. Expand Oklahoma's workforce to satisfy industry and economic development goals
2. Upskill Oklahoma's workforce
3. Offer workforce solutions to Oklahoma's businesses
4. Build Oklahoma's workforce system capacity


Oklahoma Works, supporting the Governor's Impact Goals and Objectives, will be an important partner in helping meet EVITP demands as part of EV infrastructure deployment across the State. ODOT will continue to partner with this initiative and promote workforce development needs to ensure that the state is prepared and equipped to deliver NEVI program implementation needs.

## **12.0 Physical Security & Cybersecurity**

Physical security, cybersecurity, and individual personal privacy concerns continue to rise in importance as technology continues to advance and play a larger role in day-to-day activities. Applying the right physical security, cybersecurity, and privacy solutions are absolutely necessary as ODOT implements this NEVI program.

ODOT is scoring potential sites based on criteria such as the availability of on-site attendants, overhead lighting, video surveillance, and proximity to fire hydrants to ensure the physical security of the site.





Oklahoma recently designated cybersecurity as a topic of interest in their State of Oklahoma Transportation Modernization Plan<sup>24</sup>. ODOT and OTA, in coordination with Office of Management & Enterprise Services (OMES), are working together to create a consolidated Information Technology Office that will have cybersecurity as a major function of the operation within these agencies. This new IT Office and cybersecurity function will help outline the importance and need for cybersecurity services within the agencies and will assist in the creation of physical security, cybersecurity, and privacy requirements for the NEVI program. If additional resources are needed, the State of Oklahoma's Cyber Command<sup>25</sup>, an agency that is responsible for advancing a statewide approach to cybersecurity, will make their Compliance and Privacy Teams available to the project team. Data Privacy continues to be an item of interest, not only in Oklahoma, but nationally. Recent attempts in the state legislature to increase consumer control over their data have stalled but will likely be a recurring item of interest<sup>26</sup>.

ODOT will contract with a third-party for the purchase, installation, operations, maintenance, and data collection of the EV chargers. Therefore, physical security, cybersecurity, and privacy risks will be the responsibility of the third-party. These responsibilities and their associated requirements will comply with 23 CFR 680 and will be outlined in procurement documents and contracts. The overarching requirements of each third-party that is awarded a contract will be to participate in a privacy impact assessment (as required) and submit an annual physical security and cybersecurity plan that addresses, at a minimum, the following:

- Data collection methodologies and how updates over the contract period will be shared with the project team
- Physical security measures (locks, protection of payment hardware, video surveillance, etc.)
- Software, including security software, update methodology (timing and how it affects users)
- Security and privacy breach notification requirements and timelines – for both the project team and the EV charger user
- Annual assessment of compliance with the cybersecurity plan
- Language stating the third-party will comply with any local, state, and federal law as it relates to cybersecurity or privacy

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<sup>24</sup> State of Oklahoma Transportation Modernization Plan.

<https://oklahoma.gov/content/dam/ok/en/odot/modernization/Draft%20OK%20Transportation%20Modernization%20Recommendation%20Report%20Website.pdf>

<sup>25</sup> *Cyber Command*. Oklahoma Office of Management and Enterprise Services.

<https://oklahoma.gov/omes/services/information-services/cybercommand.html>

<sup>26</sup> *Proposed State Privacy Law Update: May 9, 2022*.

<https://www.jdsupra.com/legalnews/proposed-state-privacy-law- update-may-9-3544252/>



- Language stating all subcontractors will also follow the physical security and cybersecurity plan

The selected third-party vendor will need to share data with ODOT and the Joint Office of Energy and Transportation (EV-ChART) for performance measurement and future plan development. All data will be de-identified before it is shared to reduce privacy risks.

### 13.0 Program Evaluation

ODOT intends to require NEVI funded EVSE owners to operate networked EVSE on Open Charge Point Protocol Networks and provide charging station usage reports. The reporting information submitted will identify aggregate utilization data for the previous reporting period, and for each NEVI compliant EVSE funded by ODOT.

ODOT will seek to utilize EVSE report information, detailed in **Section 8.3** for program evaluation.

Oklahoma Department of Transportation shall submit quarterly reports detailing charging station use, cost, reliability, and maintenance data in a manner prescribed by the FHWA.

This may include the development of a quarterly report on the NEVI program progress or the development of an online dashboard.

ODOT’s goals for the NEVI Plan, in accordance with FHWA guidance, focuses on building out FHWA designated AFCs, then expanding to regional and local routes of significance, equity-based destination charging, and freight charging locations. ODOT will utilize their three-step approach of “identify, engage, and incorporate” to work with equity-based communities, residents, and organizations to identify charging locations and provide performance measures on how the Oklahoma NEVI Plan goals are being met. **Table 17** provides an example of the performance measures that may be used in annual reports after the charging stations are up and running.

**Table 17: Example Performance Measures for Oklahoma NEVI Goals**

Goal Description	Approach
<b>Goal #1:</b> Develop an Electric Vehicle Charging Plan that puts Oklahoma in the Top 10 for Electric Vehicle Performance Measures in the United States.	Oklahoma is constitutently ranked in the top 10 states for EV Charging stations per capita. Monitor this ranking to maintain this status <sup>27</sup> .

<sup>27</sup> Gorzelany, J. *The Most EV-Friendly State in the U.S.* MYEV.com. <https://www.myev.com/research/comparisons/most-ev-friendly-states>



Goal Description	Approach
<b>Goal #2:</b> Develop and Implement Statewide Policies that Encourage the Responsible Development of Oklahoma’s Natural Resources.	Work with the Oklahoma Office of the Secretary of Energy & Environment to monitor electric vehicle energy generation in the state.
<b>Goal #3:</b> Comprehensive Charging Plan.	Receive annual feedback from the Joint office of Energy and Transportation.
<b>Goal #4:</b> Data Gathering and Evaluation.	Develop a report that defines how performance measures will be gathered, evaluated and presented to the public and the Joint Office.
<b>Goal #5:</b> Program Implementation and Administration.	Utilize public outreach surveys to gather feedback from third-party vendors and the public to measure if the charging equipment creates a convenient, reliable, affordable, and equitable charging experience for motorists.
<b>Goal #6:</b> Develop and Sustain Oklahoma’s Workforce.	Coordinate with the Oklahoma Department of Commerce and its partners to track workforce development related to the electric vehicle program.
<b>Goal #7:</b> Access to EV Charging Stations: The Oklahoma NEVI Plan’s goal is to enable distance and intercity travel with EVSE reliability.	This will be accomplished by ensuring that 90% of Oklahoma residents live within 25 miles of NEVI Compliant Chargers.

Source: ODOT

**Example performance measure data may include:**

- |  |   |  |
|--|---|--|
| <ul style="list-style-type: none"> <li>• Total charging sites</li> <li>• Total sessions/drivers per month</li> <li>• Total downtime events</li> <li>• Total reduced GHG emissions</li> <li>• Average number of active chargers</li> <li>• Charger use by area</li> </ul> | <ul style="list-style-type: none"> <li>• Average energy consumed per session</li> <li>• Enforcement of charger uptime</li> <li>• Compliance monitoring</li> <li>• Usage profile by charger type</li> <li>• Time of use/kWh consumed</li> <li>• GHG reduction benefit</li> </ul> | <ul style="list-style-type: none"> <li>• Service provider compliance reporting</li> <li>• Understanding operational costs</li> <li>• Benchmarking with other states</li> <li>• Justice 40 equity benefit reporting</li> <li>• Measured impact of policy decisions</li> </ul> |
|--|---|--|

In addition to the quarterly reports to the FHWA, Oklahoma will make publicly available an annual report describing the community engagement activities conducted as part of the development and approval of the most recently submitted State EV Infrastructure Deployment Plan.



## 14.0 Discretionary Exceptions

At this time, ODOT has not identified any requested exceptions from the requirement that charging infrastructure is installed at a maximum of every 50 miles along that State's designated EV AFCs within one travel mile of the designated roadway. ODOT will also monitor adjacent state EV AFC nominations and coordinate as necessary to ensure that all AFC termini at state borders have a station located within 25 miles to follow the FHWA "fully built out" criteria. As ODOT intends to work with third-party EVSE applicants for NEVI funding and ultimate award of funds to third-party EVSE owner-operators, ODOT will monitor all future Oklahoma NEVI locations for requested discretionary exemptions and seek to gather all relevant information from prospective site hosts about the need for any such exemptions. In the case a need for a discretionary exemption request arises, particularly in rural parts of the state, ODOT will work to provide all necessary information to the Joint Office for approvals.

## 15.0 Next Steps

This updated Oklahoma Electric Vehicle Infrastructure Deployment Plan complies with FHWA's June 2, 2023, revised NEVI guidance. It defines the progress of phases of deployment and will continue to leverage previous EV strategy documents for future phases (i.e. non-AFC DCFC charger priorities, freight charging).

The plan incorporates stakeholder perspective at all levels to support the Plan's defined goals and outcome and will continue to do so as each phase is planned and implemented. ODOT will also continue to assess how best to support equity in communities through the program. ODOT is committed to following and annually updating this Plan as it leverages necessary resources to support NEVI deployment.

# Appendix

## Appendix A: Interstate Exits/ Locations on Oklahoma Alternative Fuel Corridors

**Table A1: Comprehensive List of Exits/ Locations along Interstates on AFCs in Oklahoma**

AFC Interstates	Group*	Site*	Exits/Locations**
I-35	A	1	Exit 1: US-77
	A	2	Exit 3: Rogers Rd
	A	3	Exit 5: Hide-A-Way Rd
	B	1	Exit 142: Danforth Rd
	B	2	Exit 143: E Covell Rd
	B	3	Exit 146: NE 248th St / E Waterloo Rd
	B	4	Exit 151: E Seward Rd
	B	5	Exit 153: S Division St
	B	6	Exit 157: OK-33
	B	7	Exit 170: W 56th St
	B	8	Exit 174: OK-51/ W 6th Ave
	B	9	Exit 180: E0560 Rd
	B	10	Exit 185: US-77
	B	11	Exit 186: US-64
I-40	B	12	Exit 193: E0430 Rd
	B	13	Exit 194A/B: US-412
	A	1	Exit 134: Frisco Rd
	A	2	Exit 136: Garth Brooks Blvd
	A	3	Exit 137: N Czech Hall Rd
	A	4	Exit 138A/B: N Mustang Rd
	A	5	Exit 139A/B: Kilpatrick Turnpike
	A	6	Exit 140: S Morgan Rd
	A	7	Exit 142: S Council Rd
	A	8	Exit 143: S Rockwell Ave
	A	9	Exit 144: S MacArthur Blvd
	A	10	Exit 145: Meridian Ave
	A	11	Exit 146: S Portland Ave
	A	12	Exit 147A/B: I-44/ OK-3 Lawton Dallas
	A	13	Exit 148A: Agnew Ave/ Villa Ave
	A	14	Exit 148B: Oklahoma City Blvd
	A	15	Exit 148C: Pennsylvania Ave
A	16	Exit 149: S Western Ave	
A	17	Exit 150A/B: S Shields Blvd	



AFC Interstates	Group*	Site*	Exits/Locations**
	A	18	Exit 151A: Oklahoma City Blvd
	A	19	Exit 153: I-35/ US 62 Wichita
	A	20	Exit 154: Scott St
	A	21	Exit 155A: S Sunnyslane Rd
	A	22	Exit 155B: SE 15th St
	A	23	Exit 156A: S Sooner Rd
	A	24	Exit 156B: Hudiburg Rd
	A	25	Exit 157A: SE 29th St
	A	26	Exit 157B: S Air Depot Rd
	A	27	Exit 157C: Town Center Dr
	A	28	Exit 159A: Industrial Blvd
	A	29	Exit 159B: S Douglas Blvd
	A	30	Exit 162: S Anderson Rd
	A	31	Exit 166: S Choctaw Rd
	A	32	Exit 169: Peebly Rd
	A	33	Exit 172: Harrah-Newalla Rd
	A	34	Exit 176: S McLoud Rd
	A	35	Exit 178: Hwy Dr
	A	36	Exit 181: Shawnee/ Tecumseh
	B	1	Exit 185: N Kickapoo Ave
	B	2	Exit 186: Harrison Ave
	B	3	Exit 192: Valley View Rd
	B	4	Exit 200: US-377
	B	5	Exit 212: OK-56
	B	6	Exit 217: OK-48
	B	7	Exit 221: S Woody Guthrie St
	B	8	Exit 227: N3830 Rd
	B	9	Exit 231: N3870 Rd
	C	1	Exit 237: Bryant Rd
	C	2	Exit 240B: US-62
	C	3	Exit 247: N4030Rd
	C	4	Exit 255: N4100 Rd
	C	5	Exit 259: N4140 Rd
	C	6	Exit 262: N4170 Rd
	C	7	Exit 265: Broadway St
	C	8	Exit 270: S4250 Rd
	C	9	Exit 278: OK-2
	D	1	Exit 284: Ross Rd





AFC Interstates	Group*	Site*	Exits/Locations**
	D	2	Exit 287: OK-100
	D	3	Exit 291: OK-10
	D	4	Exit 297: Thornton St
	D	5	Exit 303: N4570 Rd
	D	6	Exit 308: S Kerr Blvd
	D	7	Exit 311: E Cherokee Ave
	D	8	Exit 321: Main St
	D	9	Exit 325: US-64
	I-44	A	1
A		2	Exit 5: US-70
B		1	Exit 108: Tuttle/ Minco
B		2	Exit 110: SW 134 <sup>th</sup> St
B		3	Exit 111: SW 119 <sup>th</sup> St
B		4	Exit 112: SW 104 <sup>th</sup> St
B		5	Exit 113: SW 89 <sup>th</sup> St
B		6	Exit 114: SW 74 <sup>th</sup> St
B		7	Exit 117: E Frontage Rd
B		8	Exit 118: SW 29 <sup>th</sup> St
B		9	Exit 119: SW 15 <sup>th</sup> St
B		10	Exit 121: NW 10 <sup>th</sup> St
B		11	Exit 122: NW 23 <sup>rd</sup> St
B		12	Exit 124: N May Ave
B		13	Exit 125B: Northwest Expy
B		14	Exit 128A: Lincoln Blvd/ State Capitol
B		15	Exit 128B: Kelley Ave
C		16	Exit 221: New Sapulpa Rd
C		17	Exit 228: E 51st / S Harvard Ave
C	18	Exit 230: E 41st St	
C	19	Exit 240: County Line Rd	

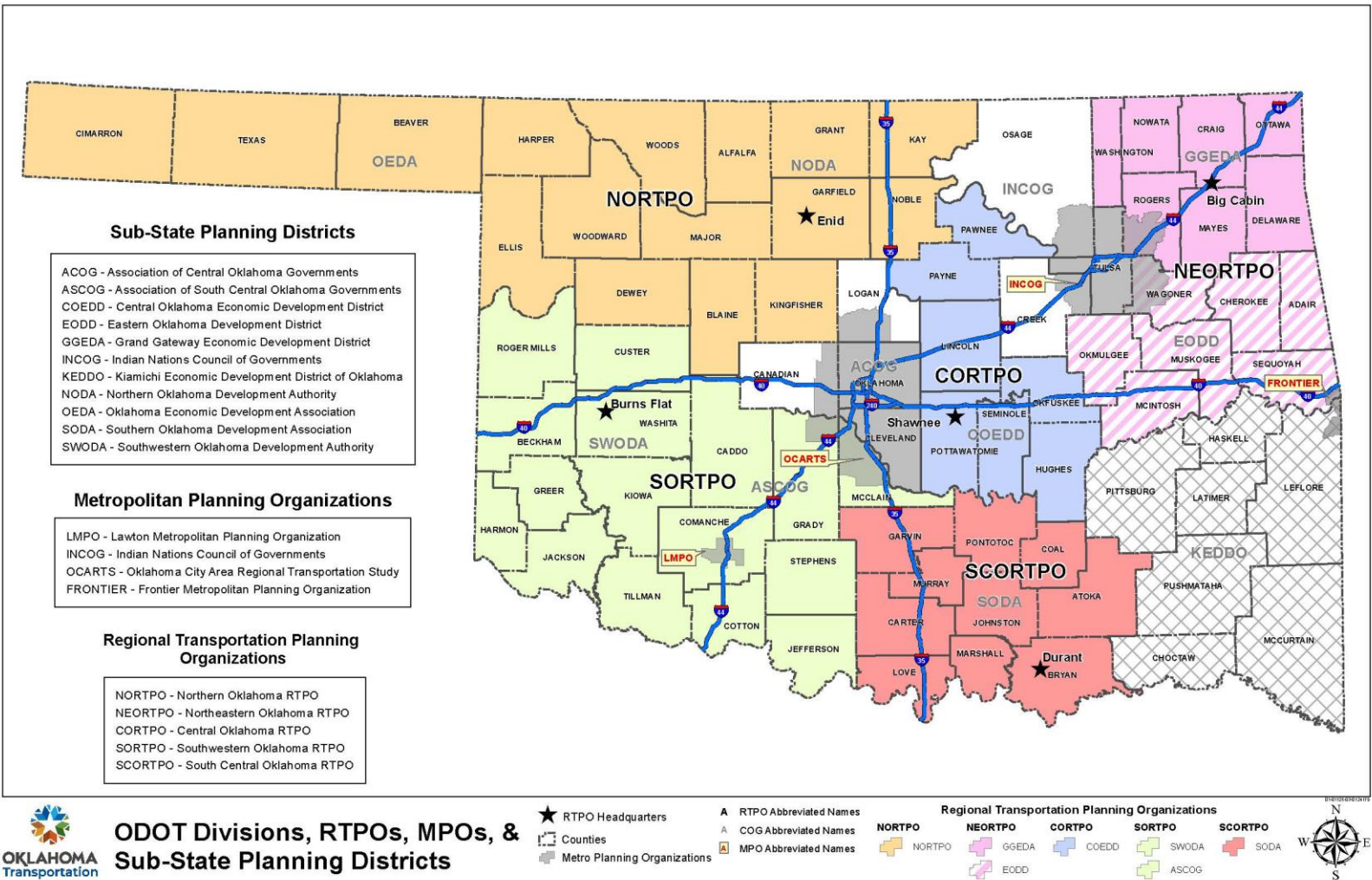
\* The groups are designed to create the minimum distribution of sites for Oklahoma AFCs to be NEVI compliant. In this model, one or more sites in each group buffer along the AFCs would be the selected for the optimized NEVI compliant DCFCs network.

\*\* This table is only showing the exits on the Interstates. US and State Routes are excluded since there are large areas that are non-limited access.

Source: Project/ Study Team

# Appendix B: ODOT Divisions, RTPOs, MPOs, and Sub-State Planning District

## Figure B1: ODOT Divisions, RTPOs, MPOs, & Sub-State Planning Districts



Source: ODOT

## Appendix C: Disadvantaged Communities (DAC) Outreach Table

Table C1: DAC outreach Table

Corridor/Area	Location/Community	Organization
<b>Phase I</b>		
I-40	Sayre	City of Sayre, OK
		Sayre Chamber of Commerce
		Southwestern Oklahoma State University – Sayre Campus
	Clinton	Opportunities, Inc – Community Action Group
		Cheyenne & Arapaho Tribal Headquarters
		Clinton Economic Development Authority
		Clinton Chamber of Commerce
	Hinton	Hinton Economic Development Authority
		Hinton Chamber of Commerce
	Boley	Boley Chamber of Commerce
		Town of Boley
		Boley Historic District
	Henryetta	Muscogee (Creek) Nation
		Henryetta Chamber of Commerce
		Henryetta Economic Development Agency
	Sallisaw	Sallisaw Economic Development
		City of Sallisaw
		Sallisaw Chamber of Commerce
		Kibois Community Action
		Kibois Area Transit System



Corridor/Area	Location/Community	Organization
I-44	Miami	Miami Area Economic Development Services
		Northeast Oklahoma Community Action Agency
		Community Crisis Center
		Miami Regional Chamber of Commerce
		Miami Tribe of Oklahoma
	Greenwood District (Tulsa)	Greenwood Cultural Center
		The Greenwood Chamber of Commerce, Inc.
		Black Wall Street Chamber of Commerce
	Stroud	Stroud Chamber of Commerce
		Central Oklahoma Community Action Agency
	Chickasha	Chickasha Adult Learning Center
		Washita Valley Community Action Council
		City of Chickasha
		Chickasha Chamber of Commerce
		Chickasha Economic Development Council
	Elgin	Elgin Chamber of Commerce
		Town of Elgin/Economic Development
		United Way of SW Oklahoma (serves Elgin but offices are in Lawton)
Southwest Oklahoma Community Action Group (serves Elgin but offices are in Altus)		



Corridor/Area	Location/Community	Organization
I-35	Tonkawa	Northern Oklahoma College
		Town of Tonkawa
		Tonkawa Chamber of Commerce
		Northeast Oklahoma Community Action Agency
		Tonkawa Tribe of Oklahoma
	Langston	Langston University
		Langston Chamber of Commerce
		Town of Langston
	Pauls Valley	Delta Community Action Foundation
		Pauls Valley Chamber of Commerce
		City of Pauls Valley
		Allies for Better Living
	Marietta	Love County Chamber of Commerce
		Family Shelter of Southern Oklahoma
		City of Marietta
		Southern Oklahoma Development Association



Corridor/Area	Location/Community	Organization
Statewide Organizations	Oklahoma	Oklahoma Association of Electric Cooperatives
		American Indian Chamber of Commerce of Oklahoma
		Governor's Minority Business Council
		Latino Leadership OKC
		Greater Oklahoma City Hispanic Chamber of Commerce
		Oklahoma City Black Chamber of Commerce
		Oklahoma Small Business Development Center
OKC/Tulsa Organizations	Oklahoma City	Latino Leadership OKC
		Greater Oklahoma City Hispanic Chamber of Commerce
		Oklahoma City Black Chamber of Commerce
	Tulsa	Greater Tulsa Hispanic Chamber of Commerce
<b>Phase II</b>		
Hwy 412	Guymon	Panhandle Regional Economic Development Coalition
		Guymon Chamber of Commerce
		Downtown Guymon
		Guymon Community Development
	Buffalo	Town of Buffalo
	Alva	Woods County Economic Development
		Alva Chamber of Commerce
		Big Five Community Action Services
	Woodward	Woodward Community Foundation
		City of Woodward
		Woodward Chamber of Commerce
Fairview	Major County Economic Development	
Northwest Oklahoma	Leedy	Town of Leedy
	Watonga	City of Watonga





Corridor/Area	Location/Community	Organization
		Watonga Chamber of Commerce
Southwest Oklahoma	Altus	YMCA
		Altus Chamber of Commerce
		Southwest Oklahoma Community Action
	Duncan	Beautiful Day Foundation
		City of Duncan
		Duncan Chamber of Commerce
Northwest Oklahoma	Bartlesville	Community Action Program, Inc.
		Bartlesville Community Foundation
		Bartlesville Chamber of Commerce
		City of Bartlesville
	Tahlequah	NEO Community Action
		Northwestern Oklahoma State University
		City of Tahlequah
		United Keetoowah Band of Cherokee Indians
Southeast Oklahoma	Seminole	Seminole Nation
		Seminole Community College
	Poteau	Hanna Creek Indian Community Center
		Millennium Community Services
		City of Poteau
		LeFlore County Development Coalition
	McAlester	City of McAlester
	Ada	Ada Regional United Way
		Ada Chamber of Commerce
		Ada Jobs Foundation
		Chickasaw Nation Economic Development
	Antlers	Pushmataha County Chamber of Commerce
	Madill	Inca Community Services Inc
		City of Madill



Corridor/Area	Location/Community	Organization
I-44	Idabel	Little Dixie Community Action Agency
		City of Idabel
	Miami	Miami Area Economic Development Services
		Northeast Oklahoma Community Action Agency
		Community Crisis Center
		Miami Regional Chamber of Commerce
		Miami Tribe of Oklahoma
		Greenwood Cultural Center
	Greenwood District (Tulsa)	The Greenwood Chamber of Commerce, Inc.
		Black Wall Street Chamber of Commerce
		Stroud Chamber of Commerce
	Stroud	Central Oklahoma Community Action Agency
		Chickasha Adult Learning Center
	Chickasha	Washita Valley Community Action Council
		City of Chickasha
		Chickasha Chamber of Commerce
		Chickasha Economic Development Council
		Elgin Chamber of Commerce
	Elgin	Town of Elgin/Economic Development
		United Way of SW Oklahoma (serves Elgin but offices are in Lawton)
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Corridor/Area	Location/Community	Organization
I-35	Tonkawa	Northern Oklahoma College
		Town of Tonkawa
		Tonkawa Chamber of Commerce
		Northeast Oklahoma Community Action Agency
		Tonkawa Tribe of Oklahoma
	Langston	Langston University
		Langston Chamber of Commerce
		Town of Langston
	Pauls Valley	Delta Community Action Foundation
		Pauls Valley Chamber of Commerce
		City of Pauls Valley
		Allies for Better Living
	Marietta	Love County Chamber of Commerce
		Family Shelter of Southern Oklahoma
		City of Marietta
		Southern Oklahoma Development Association
Statewide Organizations	Oklahoma	Oklahoma Association of Electric Cooperatives
		American Indian Chamber of Commerce of Oklahoma
		Governor's Minority Business Council
		Latino Leadership OKC
		Greater Oklahoma City Hispanic Chamber of Commerce
		Oklahoma City Black Chamber of Commerce
		Oklahoma Small Business Development Center
OKC/Tulsa Organizations	Oklahoma City	Latino Leadership OKC
		Greater Oklahoma City Hispanic Chamber of Commerce
		Oklahoma City Black Chamber of Commerce
	Tulsa	Greater Tulsa Hispanic Chamber of Commerce

Source: Project/ Study Team

## Appendix D: Oklahoma Utilities List

**Table D1: Oklahoma Utilities List**

#	Utilities Name	Utilities Type
1	American Electric Power (AEP) Texas Central Company	Investor Owned
2	Anadarko Public Works Authority	Municipal
3	Canadian Valley Elec Coop, Inc	Cooperative
4	Central Rural Electric Cooperative, Inc	Cooperative
5	Choctaw Electric Coop Inc	Cooperative
6	Cimarron Electric Coop	Cooperative
7	City Of Altus - (OK)	Municipal
8	City Of Blackwell - (OK)	Municipal
9	City Of Burlington - (OK)	Municipal
10	City Of Claremore	Municipal
11	City Of Collinsville - (OK)	Municipal
12	City Of Comanche - (OK)	Municipal
13	City Of Cushing - (OK)	Municipal
14	City Of Duncan - (OK)	Municipal
15	City Of Edmond - (OK)	Municipal
16	City Of Eldorado - (OK)	Municipal
17	City Of Fairview - (OK)	Municipal
18	City Of Frederick - (OK)	Municipal
19	City Of Geary - (OK)	Municipal
20	City Of Granite - (OK)	Municipal
21	City Of Hominy - (OK)	Municipal
22	City Of Kingfisher - (OK)	Municipal
23	City Of Lexington - (OK)	Municipal
24	City Of Lindsay - (OK)	Municipal
25	City Of Mangum - (OK)	Municipal
26	City Of Manitou - (OK)	Municipal
27	City Of Marlow - (OK)	Municipal
28	City Of Miami - (OK)	Municipal
29	City Of Mooreland - (OK)	Municipal
30	City Of New Cordell - (OK)	Municipal
31	City Of Newkirk - (OK)	Municipal
32	City Of Olustee	Municipal
33	City Of Orlando - (OK)	Municipal
34	City Of Pawhuska - (OK)	Municipal
35	City Of Pawnee - (OK)	Municipal
36	City Of Perry - (OK)	Municipal

#	Utilities Name	Utilities Type
37	City Of Ponca City - (OK)	Municipal
38	City Of Pond Creek - (OK)	Municipal
39	City Of Pryor - (OK)	Municipal
40	City Of Purcell - (OK)	Municipal
41	City Of Sallisaw - (OK)	Municipal
42	City Of Skiatook - (OK)	Municipal
43	City Of Stilwell - (OK)	Municipal
44	City Of Stroud - (OK)	Municipal
45	City Of Tonkawa - (OK)	Municipal
46	City Of Watonga - (OK)	Municipal
47	City Of Waynoka - (OK)	Municipal
48	City Of Wetumka - (OK)	Municipal
49	City Of Wynnewood - (OK)	Municipal
50	City Of Yale - (OK)	Municipal
51	Ckenergy Electric Cooperative	Cooperative
52	Cookson Hills Elec Coop, Inc	Cooperative
53	Copan Public Works Authority	Municipal
54	Cotton Electric Coop, Inc	Cooperative
55	East Central Oklahoma Elec Coop Inc	Cooperative
56	Goltry Public Works Authority	Municipal
57	Grand River Dam Authority	State
58	Harmon Electric Assn Inc	Cooperative
59	Indian Electric Coop, Inc	Cooperative
60	Kay Electric Coop	Cooperative
61	Kiamichi Electric Coop, Inc	Cooperative
62	Lake Region Electric Coop, Inc - (OK)	Cooperative
63	Northeast Oklahoma Electric Co	Cooperative
64	Northfork Electric Coop, Inc	Cooperative
65	Northwestern Electric Coop Inc - (OK)	Cooperative
66	Okeene Public Works Authority	Municipal
67	Oklahoma Electric Coop Inc	Cooperative
68	Oklahoma Gas & Electric Co	Investor Owned
69	People's Electric Cooperative	Cooperative
70	Prague Public Works Authority	Municipal
71	Public Service Co of Oklahoma	Investor Owned
72	Red River Valley Rrl Elec Assn	Cooperative
73	Rural Electric Coop, Inc	Cooperative
74	Southeastern Electric Coop Inc - (OK)	Cooperative
75	Southwest Rural Elec Assn Inc	Cooperative
76	Stillwater Utilities Authority	Municipal
77	Tahlequah Public Works Authority	Municipal



#	Utilities Name	Utilities Type
78	Tecumseh Utility Authority	Municipal
79	Town Of Braman - (OK)	Municipal
80	Town Of Fort Supply - (OK)	Municipal
81	Town Of Laverne - (OK)	Municipal
82	Town Of Mannford - (OK)	Municipal
83	Town Of Ryan - (OK)	Municipal
84	Town Of South Coffeyville - (OK)	Municipal
85	Town Of Spiro - (OK)	Municipal
86	Tri-County Electric Coop, Inc (OK)	Cooperative
87	Verdigris Valley Elec Coop Inc	Cooperative
88	Wagoner Public Works Authority	Municipal
89	Walters Public Works Authority	Municipal

Source: ODOT