Oregon Department of Transportation Transportation Electrification Program Overview

March 2024

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EV TEAM

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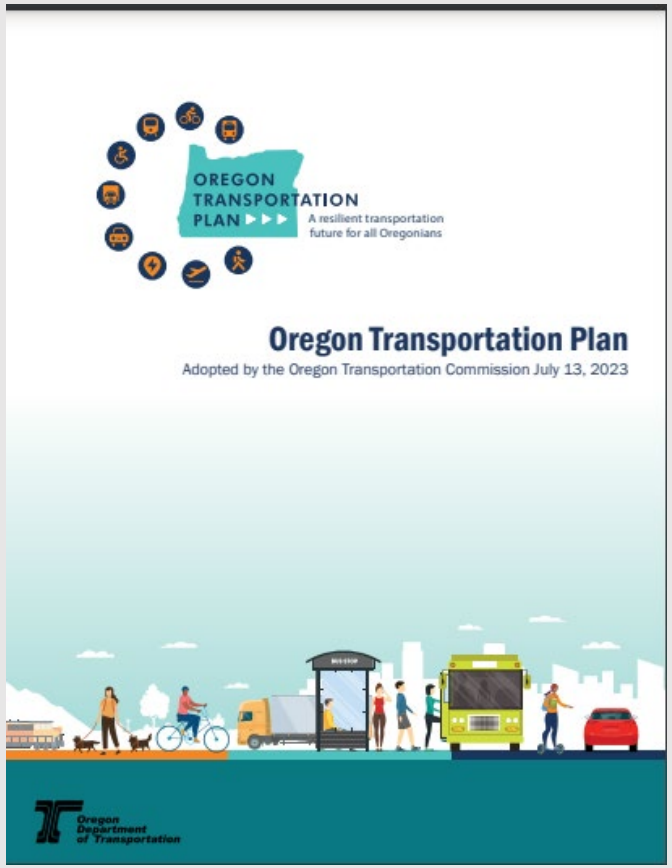
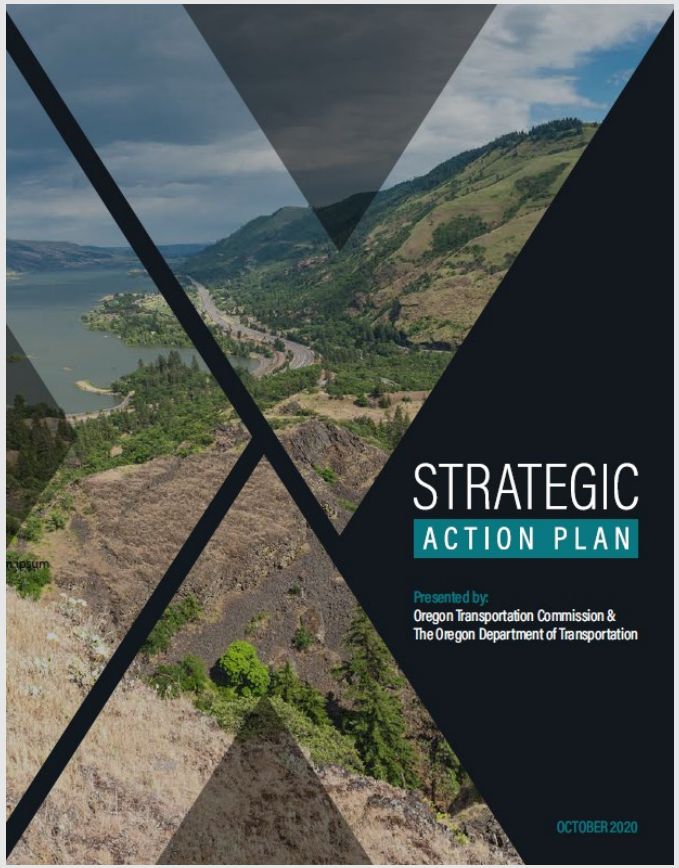
Climate, Equity and Safety incorporated into Oregon Transportation Plan and the Strategic Action Plan





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Climate Office Mission: Integrate Climate and Equity into ODOT's Actions

Climate Office
Established April 2020

Mitigation: Reduce our GHGs

Adaptation: Respond to extreme weather

Sustainability: Reduce ODOT's own footprint

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ODOT Climate Office
Transportation Electrification Approach

Needs Assessment

- Public Sector Charging for Light Duty, e-Micromobility Study and Hydrogen
- Next Up - Medium-Heavy Duty Needs

Implementation

- National Electric Vehicle Infrastructure program (NEVI)
- Community Charging Rebates Program (CCR)
- Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC RAA)
- Charging and Fueling Infrastructure (CFI) proposals, other federal grants
- Collaborate with DEQ and ODOE

Technical Assistance

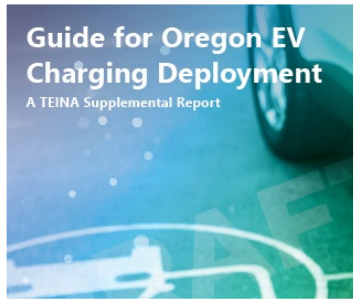
- Guide for Oregon EV Charging Deployment

Recognizing and Targeting Infrastructure Gaps

June 2021; updated August 2022

April 2022

January 2023



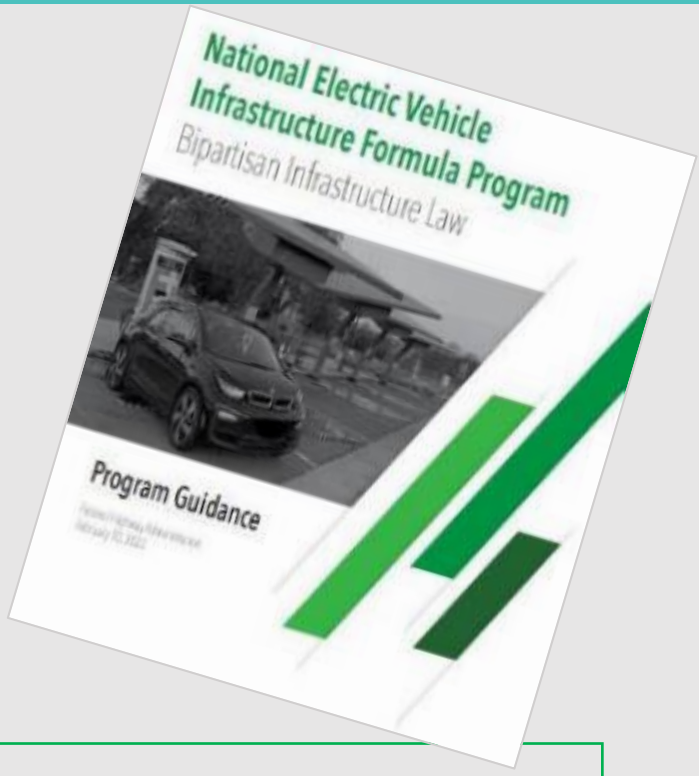
August 2023

Transportation Electrification Infrastructure Needs Analysis June 2021; updated 2022

Oregon National EV Infrastructure Formula Program (NEVI)

$65 million over 5 years for fast charging

- $52 million in federal funding + $13 million from private partners
- Must be used on EV Alternative Fuel Corridors
- Minimum standards established to build a nationwide network of EV chargers that are reliable, convenient, affordable, and equitable.

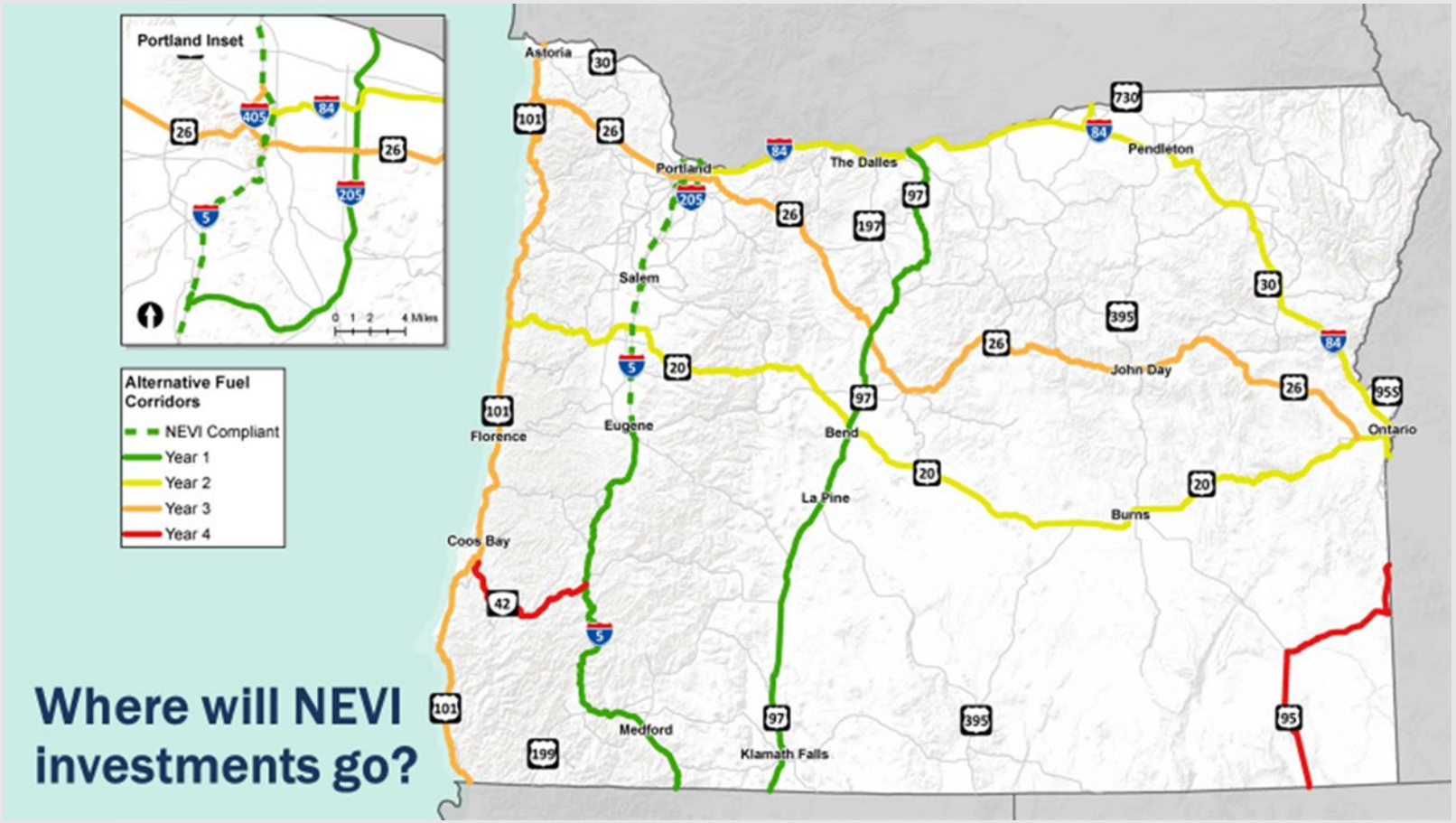


Funds can be used for:

- EV charger purchase and installation
- Operating costs/ maintenance for the first 5 years
- Mapping, Analysis, Modeling
- Signage

Oregon National Electric Vehicle Infrastructure (NEVI) State Plan

- Oregon's Five-year EV Charging Infrastructure Plan – 11 EV Corridors
- Public-Private Partnerships – owned & operated by private sector
- DC fast charging stations, with 4 high-powered chargers every 50 miles, within 1 mile of exit, on designated corridors



National Electric Vehicle Infrastructure State Plan July 2022

ODOT's Community Charging Rebates (CCR) program

Targets EV charging in communities throughout Oregon

Supports the installation of Level 2 EV charging stations at multi-family housing, public parking sites, and more across the state.

Investments reimbursed through rebates

$3,500 - $5,500 per port, up to 75% of eligible costs.

Centers equity

70% of funds reserved for projects in disadvantaged and rural communities. Companion outreach and education program will focus efforts in these priority communities.

Timeline

Funding released in rounds. Round 2 will launch in early **March 5th 2024.**

CCR Round 1

- 95 projects funded, 375 new level 2 charging ports to be installed
- 79 projects in rural and disadvantaged communities
- Projects located in 23 of 36 Oregon counties

Round 2 Goals:

- Targeted outreach in Klamath Falls, Hermiston, Ontario, Lakeview, and John Day

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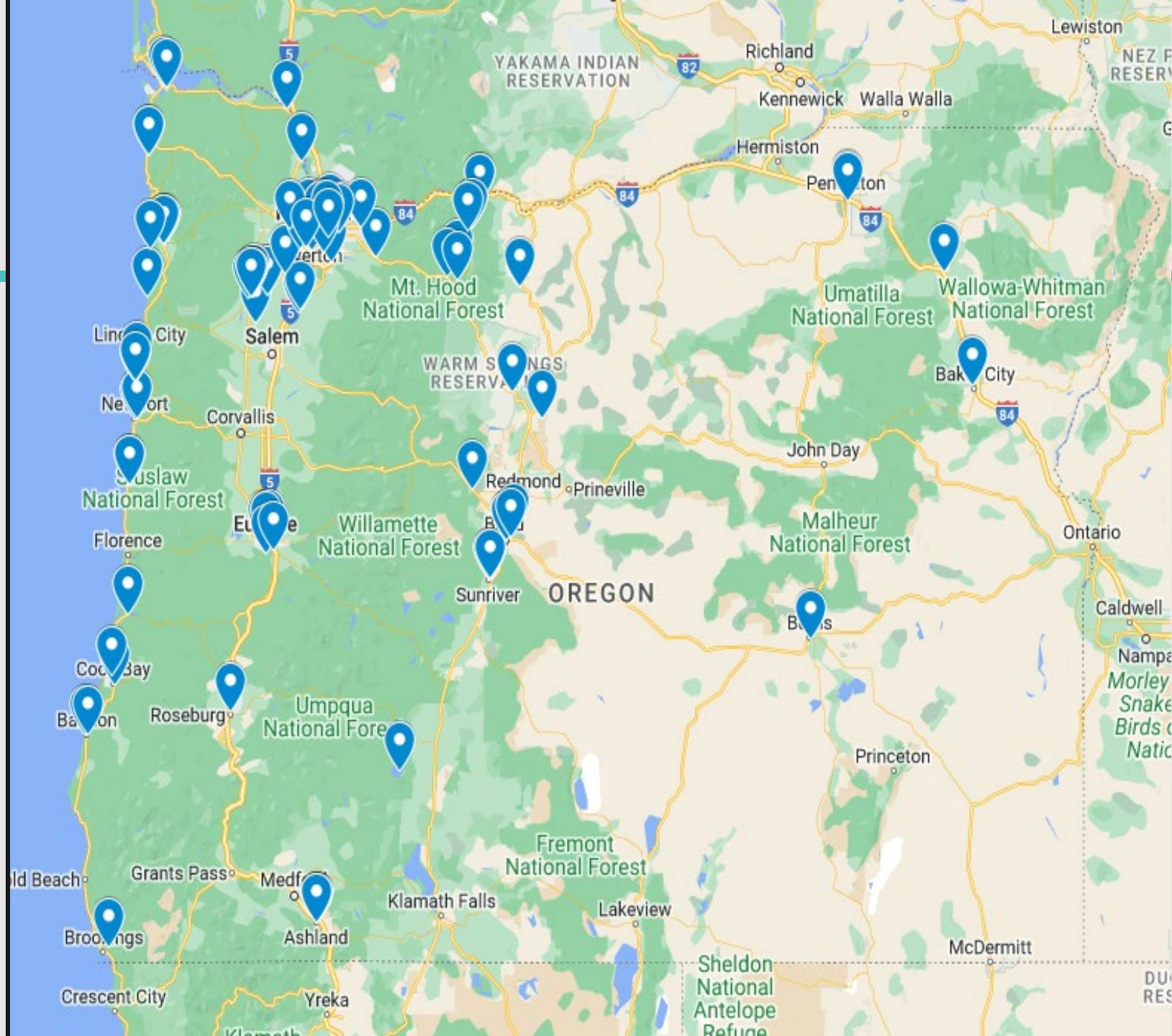

Electric Vehicle Charger Reliability & Accessibility Accelerator (EVC-RAA)

- $10 million federal award (January 2024)
- Repair, upgrade, replace eligible broken EV Chargers
  - ~ 100 eligible EV charging sites in Oregon
  - Expand each charging site to four ports
  - Meet NEVI standards
- Funded chargers should be operational 12 months from the date of the grant agreement.
- Assessing delivery options

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Charging and Fueling Infrastructure Grants (CFI)

- $2.5 billion five-year discretionary grant program (IIJA)
  - $700 million available in Rounds 1 & 2
  - $1.8 billion available for years 3, 4 & 5
- Eligible projects: electric vehicle, hydrogen, natural gas, and propane fueling infrastructure
- Eligible applicants: tribes, state and local governments
- Corridor and Community

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GO EV Charge

Guide for Oregon EV Charging Deployment

Information, Resources, Tools for Public LDV EV Charging

- Overview of Charging Infrastructure Basics
- Best Practices for Planning, Design and Deployment
- General Cost Estimates and Funding Sources
- Planning and Deployment Approach
- Priority Focus Areas

https://www.oregon.gov/odot/climate/Pages/GO-EV-Charge.aspx

- Guide for Oregon EV Charging Deployment
- EV Infrastructure Planning Map
- TEINA Dashboard

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Best Practices for Planning, Design and Deployment

EV Charging Considerations

- Planning & Permitting
- Business Model & Site Design
- Utility Engagement

Best Practices to better ensure Equitable Access to EV Charging

Development Consideration	Best Practice	Stakeholder		
		AHJ*	Utility	Site Host
Planning and Permitting	Develop an EV Readiness Plan, including workforce development opportunities	✓		
	Establish EVSE deployment targets	✓	✓	
	Directly deploy EVSE	✓		
	Develop streamlined permitting processes	✓		
	Implement EV-ready building codes	✓		
	Estimate community charging needs and include in planning initiatives	✓	✓	
	Include disadvantaged communities in planning discussions from outset	✓	✓	
	Provide guidance, education, and outreach	✓		
Business Model and Site Design	Estimate site-level charging needs		✓	✓
	Future-proof investments by anticipating charging demand in later years		✓	✓
	Ensure charging hardware and software are compatible with and between different vendors to protect investments.			✓
	Select EVSE that is "fit for purpose"			✓
	Provide clear signage to and sufficient security features for EVSE			✓
	Ensure EVSE deployment is accessible for all			✓
Utility Engagement	Include local electric utility in development process early and often	✓	✓	✓
	Develop streamlined service upgrade and interconnection processes		✓	
	Dedicate sufficient staff to accommodate EVSE development needs		✓	

**Authorities Having Jurisdiction*

Priority Focus Areas for EVSE

From ODOT's Transportation Electrification Infrastructure Needs Analysis (TEINA, 2021)

Light-duty EV Use Case	Recommendation
Urban	Develop Level 1 and Level 2 community charging sites for (long duration charging—important for Multi-Family Housing residents).
	Locate public Level 2 and DCFC on public property with sufficient existing power capacity, especially in low-income, BIPOC, and disadvantaged communities.
	Prioritize workplace charging at large and women/minority-owned employment locations.
	Address urban charging deserts by prioritizing urban DCFC hubs that serve multiple needs (e.g., Multi-Family Housing and Transportation Network Company drivers)
Rural	Address rural charging deserts by prioritizing rural corridor, tourism, destination, and public Level 2 charging.
Corridor	Expand Oregon's highway corridor DCFC network across all federal and state highways.

Questions

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