National Electric Vehicle Formula Program

Background

The IIJA establishes a National Electric Vehicle Formula Program that provides funding to states to build electric vehicle (EV) charging infrastructure and facilitate EV charging data collection, access and reliability.

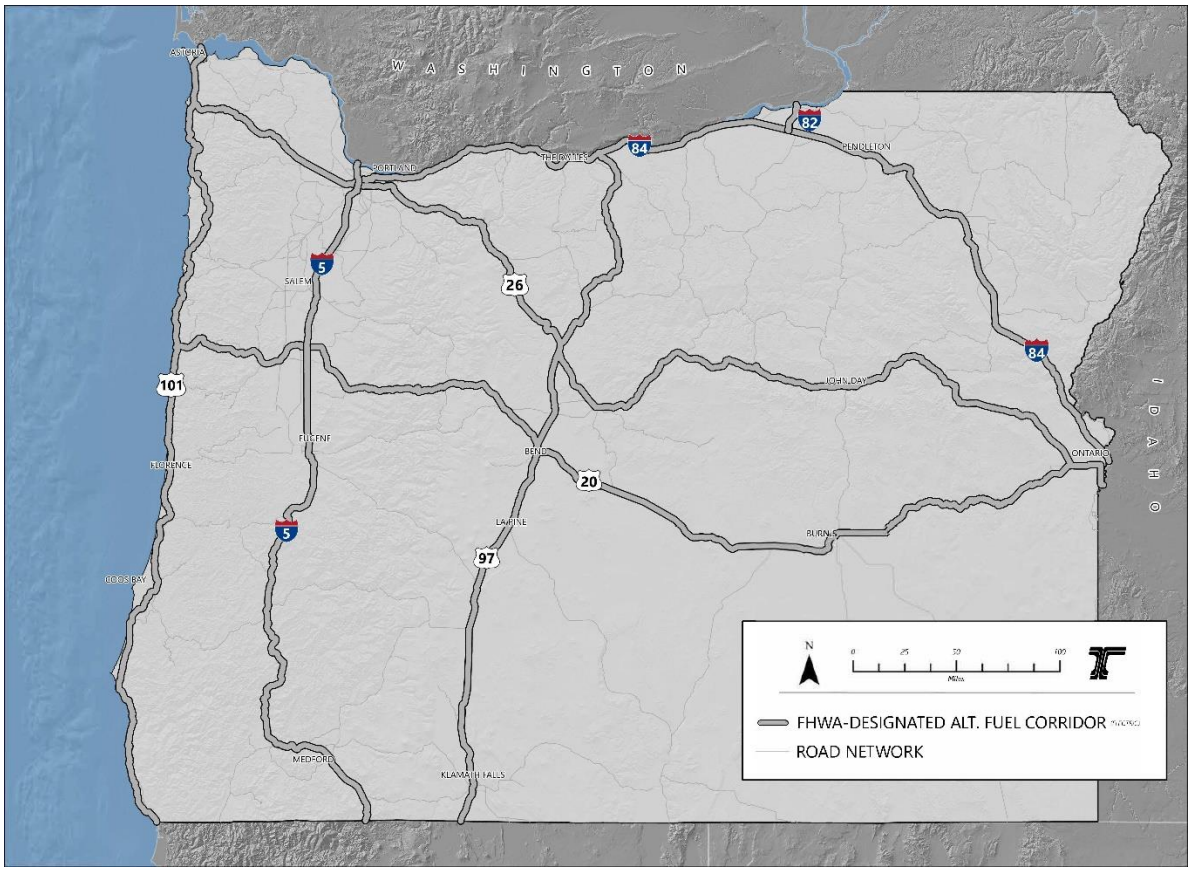
Eligible Activities

Funds can be used for: 1) the acquisition and installation of EV charging infrastructure; 2) proper operation and maintenance of EV charging infrastructure; and 3) data sharing about EV charging infrastructure.

Eligible EV charging infrastructure must be located along an FHWA-designated EV Alternative Fuel Corridor. Oregon has seven EV Alternative Fuel Corridors: I-5, I-84, I-82, US 101, US 26, US 20 and US 97. If ODOT demonstrates these corridors are fully built out with charging, it may then use funds for non-corridor, public EV charging infrastructure. State plans must be submitted to FHWA for approval.

FHWA will take a number of program implementation actions that will determine aspects of ODOT's approach.

- FHWA has indicated it will open another round of Alternative Fuel Corridor designations. Additional information is anticipated in April/May 2022.



- On February 11, 2022, US DOT will issue its first set of guidance. This guidance will consider: distance between publicly available EV charging; connections to electric grid; proximity of existing amenities; rural corridors and underserved/disadvantaged communities; long term operations and maintenance; existing EV charging programs and incentives; enhanced, coordinated public-private or private investment; meeting current and anticipated market demands.
- On May 13, 2022, US DOT will issue its second and final set of guidance. The second set of guidance will consider minimum standards and requirements on: installation, operation and maintenance; interoperability; traffic control devices and signage; data expectations; network connectivity; and information on locations, pricing, real-time availability and accessibility through mapping applications.
- Within one year, FHWA will determine freight corridors. FHWA's process is unknown at this time.

Funding

ODOT will receive $52 million in federal funds through this program over five years. Federal cost share is 80%. State or private funds may make up the 20% non-Federal share ($13 million).

US DOT also has $2.5 billion available over 5 years for a competitive Charging and Fueling Infrastructure Grants program. ODOT intends to compete for funding under this program.

ODOT's Proposed Program Approach

Oregon completed a Transportation Electrification Infrastructure Needs Analysis (TEINA), which provides a framework for spending these funds. ODOT has been appointed as Oregon's lead state agency on EV charging and collaborates with agencies and stakeholders on strategies. Based on TEINA, ODOT will:

- Prioritize building out passenger car, or "light-duty," corridors with high powered charging, using a phased approach.
- Bundle corridors together for investments, providing redundancy in areas of high charging demand and geographic balance to areas with less coverage today.
- "Future-proof" EV charging capability by designing sites, especially along freight corridors, to enable larger vehicles to be served.
- Solicit competitive Public-Private Partnerships and incentivize private investment.
- Prioritize rural corridors and underserved/disadvantaged communities.

This work will complement the Commission's investment of funds in recapitalizing the West Coast Electric Highway, a network of 44 fast charge stations along major highways in western, southern and central Oregon. ODOT is also investing $4 million in state resources in a Community Charging program to deploy Level 2 charging in underserved areas.

Additionally, ODOT expects to work with a broad range of partners and stakeholders to apply the Charging and Fueling Infrastructure grant opportunities that will be available through US DOT for corridors and for communities. Those funds can help fill public EV charging gaps not provided under formula funding, such as medium- and heavy-duty vehicle EV charging on freight corridors, Black Indigenous and People of Color (BIPoC) and rural community investments, and hydrogen fueling pilots.