

# NEVI and Oregon's 5-year EV charging roadmap | FAQ

## How to use this FAQ

**1. PDF bookmark tool.** Use bookmarks as a table of contents to help you navigate the document. On the left side of this PDF window, click the arrow to expand a side menu. Click the bookmark tool symbol to see this PDF's bookmarks, then click the question to jump to it.

**2. "Find" tool.** The Find tool can highlight keywords of your choice. Click "edit" from the top menu of this PDF window, then click "Find." Type your keywords in to the box.

## Community outreach and engagement

### [Will community outreach materials be available in other languages?](#)

Yes, ODOT will publish outreach materials in other languages, including the NEVI webpage and public engagement surveys. At a minimum, ODOT will translate materials into Spanish and can translate into other languages as we learn the needs of our communities.

### [How can the public stay up to date on engagement opportunities?](#)

[ODOT's NEVI webpage](#) has opportunities to get involved, including surveys and an interactive map. You can also [sign up for email updates](#) from the ODOT Climate Office about transportation electrification.

### [Who are the stakeholder groups identified in the NEVI guidance?](#)

The [NEVI guidance](#) identifies over two dozen stakeholder groups including the general public, governmental entities, federally recognized Tribes, labor organizations, private sector/industry representatives, representatives of the transportation and freight logistics industries, state public transportation agencies, and urban, rural and underserved or disadvantaged communities.

### [How will ODOT ensure they receive input from actual EV users?](#)

ODOT will conduct targeted outreach to select stakeholder groups, including EV users, to gather feedback regarding EV charging in Oregon and on its NEVI spending strategy. ODOT has good relationships with many EV user groups — established during stakeholder outreach for the Transportation Electrification Infrastructure Needs Analysis ([TEINA study](#)) — and will build on those relationships for the NEVI outreach.

EV users interested in participating in this process should complete the EV driver survey on [ODOT's NEVI webpage](#).

### [How will ODOT ensure state funding is spent in a way that is consistent with the Biden-Harris administration's Justice40 standards?](#)

The [Justice40 initiative](#) directs states that 40% of NEVI program benefits must accrue to disadvantaged communities.

ODOT is committed to ensuring that the benefits of the NEVI program reach these communities. The agency will use [federal guidance on how to define Justice40 communities](#), and pair that with ODOT's [Equity Map](#).

As part of its state plan, ODOT will develop a strategy detailing how the state will adhere to this goal, including which benefits will be measured and how, and what data sources will be used to track metrics.

[Can any of the funding go towards education and outreach to BIPOC communities, particularly information about career fields that could benefit from the funding?](#)

Yes, states are able to use NEVI Formula Program funds for community outreach.

In addition, federal guidance says each state plan should consider steps that will grow and diversify the local workforce. This includes using geographic, economic or other hiring preferences or innovative contracting to further job creation and economic benefits for local communities.

ODOT expects additional direction from the federal government regarding workforce development on May 13, 2022.

[Is there a way for local charging infrastructure companies to engage with projects, or help develop and operate them?](#)

ODOT will disburse NEVI dollars through a competitive bid process, and a Request for Proposal opportunity will be available for private companies and publically-owned services providers. Local companies are encouraged to participate by submitting their own proposals or partnering with other companies and submitting a joint proposal.

## Alternative Fuel Corridors

[How were the proposed additional Alternative Fuel Corridors selected? What was the criteria?](#)

ODOT considered several criteria when identifying corridors for nomination as EV Alternative Fuel Corridors, including: type of road (i.e. interstate or highway), geographic balance, equity (does the road serve Justice40 or ODOT-defined disadvantaged communities?), evacuation and lifeline routes, freight routes, traffic density, and tourism.

ODOT will send nominations to the Federal Highway Administration for final approval.

[How can the public, utilities, and other entities work with ODOT to identify additional state highways for the Alternative Fuels Corridor designation?](#)

ODOT will have the opportunity to nominate additional Alternative Fuel Corridors on an annual basis. ODOT has selected corridors for this year's nomination but interested parties should check [ODOT's NEVI webpage](#) and [sign up for emails from ODOT's transportation electrification team](#). Future opportunities for engagement will be sent to that list.

Even with the proposed additional Alternative Fuel Corridors, how will gaps in eastern and southern Oregon be addressed?

ODOT's goal is to create a connected network of EV charging stations across the state, so that electric vehicle users can be confident that refueling their vehicles will be as easy and convenient no matter where in Oregon they are traveling. ODOT will continue to work with EV users and the public to reduce charging station gaps in Oregon through NEVI and other funding opportunities.

What about towns and cities on corridors that are not currently designated as Alternative Fuel Corridors? What resources are available to help them install EV charging infrastructure?

Towns and cities near corridors that are not designated as Alternative Fuel Corridors will be able to apply for state and federal grants to build EV charging infrastructure in their communities. See the above question for more details on those grant programs. In addition, many of Oregon's electric utilities offer technical and financial assistance for EV charging. Oregon's [Go Electric](#) website includes a lot of great information about existing [incentives and rebates](#) for electric vehicles and charging.

## NEVI-funded charging station details

What is the federal NEVI standard for the charging stations vs Oregon's goal?

The [NEVI program guidance](#) calls for four 150kW chargers. ODOT's plan takes it a step further: three 150kW chargers, one 350kW charger, and the necessary space and wiring for two more 350kW chargers in the future.

Will ODOT own or operate any of the new charging stations?

No, ODOT does not own or operate any EV charging infrastructure in Oregon, including new ones built with NEVI funding.

ODOT's role is to manage NEVI fund distribution, select projects, and coordinate with private-sector companies to assure their new charging stations adhere to federal requirements.

Where can the new charging stations be built? Who owns or provides the land?

The [NEVI guidance](#) says that charging stations must be located at least every 50 miles along a federally-approved EV Alternative Fuel Corridor, and no more than one mile from that corridor.

ODOT will partner with private-sector EV charging station providers to own and operate the charging stations built under NEVI. It is the responsibility of the charging station providers to locate charging station site hosts and enter into an agreement with the landowner. The landowner may be a private or public entity.

Does the funding cover upgrades to existing stations, installing new stations, or both?

Both new stations and upgrades to existing stations are eligible uses of funds under the NEVI program, provided all final stations meet the minimum requirements of the program.

## How are Oregon's utilities preparing for these new and upgraded stations? Does any of the NEVI funding go to utilities to help them "future proof" their infrastructure?

Oregon's electric utilities are planning now and preparing for changes in demand affecting their infrastructure, including from EV charging stations.

As of April 2022, ODOT does not have a definitive answer about NEVI funds being eligible to future proofing utility infrastructure. The agency expects more information about the topic in the next round of federal guidance, due by May 13, 2022.

## Are there plans to prioritize green or renewable energy for powering the charging stations?

Yes, in a few ways. The NEVI program guidance allows for spending on renewable energy generation and storage technology if it leads to a lower overall construction and operating costs. So, ODOT will prioritize onsite renewable and energy storage technologies at sites expected to have complex and expensive grid-connection costs, or sites with expected low use rates.

Additionally, the Oregon Department of Environmental Quality's [Clean Fuels Program](#) provides substantial financial incentives to spur the use of renewable energy in Oregon's EV charging stations.

## How will charging fees at the new stations be determined?

Private owner/operators of the stations will determine charging fees. However, NEVI guidance requires prices be set at "reasonable" rates competitive to the local market price, and that additional demand charges be minimized. Owners must also clearly display pricing on the chargers.

More guidance from the federal government about pricing requirements is due to states May 13, 2022.

## Will chargers in rural areas be designed to accommodate things like trucks hauling trailers?

ODOT's plans for the station design are meant to be "future proof" in many ways, including high charging rates (three 150kW chargers, one 350kW charger, with capacity for future 350kW chargers). This allows the stations to charge some larger, "medium-duty" vehicles like trucks and vans.

The agency also understands the unique needs of rural (and urban) EV users, and will work with both groups and private sector partners to encourage stations designed to fit a wide range of vehicle types and circumstances, including trucks hauling trailers.

## Will there be any federal or state rules about charger maintenance, protection from vandalism, or other "charger uptime" issues?

Yes, ODOT expects requirements regarding operation and maintenance of chargers, including station design, minimum reliability, remote diagnosis and problem resolution standards, to be a part of federal guidance shared with states by May 13, 2022.

## Will any NEVI funding be directed towards enforcing parking regulations for EV charging stations?

Parking enforcement at EV charging stations is not an eligible expense under the NEVI program funding. However, EV signage is eligible, and ODOT plans to require private sector owner/operators to install EV signage at all NEVI-funded charging stations.

EV charging station signage helps EV users locate charging stations, and helps charging station hosts communicate and enforce policies about station use and parking.

## What is the process for a business or other entity to become a charging site host? How do individuals or businesses learn about those opportunities?

ODOT's private-sector partners (EV charging station providers) will be responsible for identifying site hosts for NEVI charging stations.

As part of its stakeholder engagement efforts, ODOT will conduct general and targeted outreach to spread awareness of NEVI funding, using tools like webinars, websites and public services announcements. Interested parties who want to host a site can also make their intentions known through a web survey hosted on [ODOT's NEVI webpage](#). The agency will share that info with EV charging station providers.

## Does the NEVI funding apply to installing more chargers in or near multi-unit dwellings, like apartments or townhomes? If no, are there current or future state or federal programs that will address this need?

The NEVI funding is focused on building out a national network of fast charging stations along the interstate and national highway system. This will ensure a consistent and reliable EV charging experience throughout the United States.

Per federal requirements, charging stations built with NEVI dollars must be located within one mile of a Federally-approved EV [Alternative Fuel Corridor](#). ODOT will encourage private sector partners to prioritize installing charging infrastructure near apartment and townhomes particularly in underserved communities, where feasible.

The 2021 federal infrastructure bill also includes a \$2.5 billion discretionary grant program (Section 11401). See that question elsewhere in this document for more information.

In addition, ODOT is developing a rebate program to support the purchase and installation of Level 2 charging infrastructure in communities throughout Oregon. Through this program, ODOT will offer a higher rebate for projects located at apartments and townhomes in recognition of the high need for this type of charging in Oregon. This program is expected to launch in fall 2022.

## Does the NEVI funding place any priority on EV charging in rural areas?

Yes. The objective of NEVI is to build a national network of fast charging stations along the Interstate and National Highway System. About 70% of America's road miles pass through rural areas, so a large percentage of NEVI dollars are likely to be spent in rural communities.

In Oregon, the seven federally-approved EV Alternative Fuel Corridors pass through many rural areas of the state, including central and eastern Oregon. ODOT intends to nominate additional EV Alternative Fuel Corridors over the next five years that expand charger coverage into more rural areas.

## Contracting with ODOT

As of May 2022, is there a ballpark of how many contracts will be released or awarded? Will small businesses get an opportunity to bid directly?

ODOT is still working on how to structure the Request for Proposals for the NEVI-funded projects. Some of the options on the table are: issuing separate RFPs for each corridor; segmenting corridors and issuing RFPs per segment; or pairing corridors together into one RFP on an annual basis.

That said, the agency anticipates issuing at least five RFPs over the next five years, with the caveat that this strategy may change as we gather data about the real-world installation process. In the first year, ODOT aims to build out charging along at least two alternative fuel corridors.

Small businesses are eligible to bid directly on ODOT RFPs or partner with other entities and bid on RFPs as a contracting team.

What is the Request for Proposal process going to look like for these new charging stations?

ODOT's State Plan is due to the federal government by August 1, 2022, and final approval is expected by September 30. ODOT intends to release a Request for Proposal to solicit private partners shortly after receiving approval from the federal government, likely in October or early November.

Charging station companies will have a few months to prepare and submit a proposal. ODOT expects to award contracts by Spring 2023.

Stay up to date on when RFPs are live by signing up for the State of Oregon's online procurement portal, [OregonBuys](#).

Do we have plans for how to increase the BIPOC pipeline to take advantage of these investments and new job opportunities that result from the NEVI program funding?

Federal requirements say states must have a plan for how they intended to grow and diversify the local workforce that support NEVI-funded projects. Plans must include proactive ways to encourage broad participation among women, BIPOC and underserved groups. ODOT supports this approach, and expects more specific information on this topic from the federal government in their next round of guidance, which is due out May 13, 2022.

## Funding sources

### What's the difference between the NEVI funding, and the upcoming state and federal grant programs for EV charging infrastructure?

NEVI provides funding over the next five years to state Departments of Transportation to install direct current fast charging along federally-approved EV Alternative Fuel Corridors.

Federal guidance says NEVI-funded charging stations must be located within one mile of an EV Alternative Fuel Corridor, spaced every 50 miles along these corridors and include a minimum of four high-powered (150 kW) fast chargers at each site.

Details about additional upcoming state and federal funding opportunities (non-NEVI) are below:

- **Federal: Grants for Charging and Fueling Infrastructure (Section 11401 discretionary grant programs).** A \$2.5 billion federal competitive grant program for grants for electric charging and hydrogen, natural gas and propane fueling infrastructure. The grant program is open to public entities, and was part of the 2021 federal infrastructure bill. Half of the funding is reserved for fueling infrastructure along federally-approved Alternative Fuel Corridors in states, while the other half is reserved for infrastructure projects in a state's communities. Additional details about this program are expected from the federal government by November 2022.
- **State: ODOT's Community EV Charging Infrastructure Rebate Program.** A \$4 million state program to fund Level 2 EV charging stations at publicly accessible locations and apartment complexes in Oregon communities. This program will cover about 75% of the cost of acquiring and installing a Level 2 charging station. This program is expected to launch in fall 2022.

## Miscellaneous

### How do e-bikes and other electric micromobility options factor in to the NEVI funding?

The primary focus for NEVI funding is to build out light-duty vehicle charging throughout Oregon.

However, ODOT understands e-bikes and e-scooters are growing in popularity and — like traditional bikes — are the primary travel choice for many Oregonians. ODOT will work with electric micromobility users to understand their needs, and look for opportunities to include e-bike charging outlets on charging stations installed under the NEVI program.

### Where can one learn more information about how to fund and install an EV charger at their business, town, municipality, etc.?

The U.S. Department of Energy [provides information on charging infrastructure procurement and installation.](#)

PlugStar offers [resources on charging equipment, finding an electrician, and other tips.](#)

Oregon-specific resources:

- Go Electric Oregon has a [list of Oregon's incentives and rebates](#) for EV purchase/lease, installing a charger in your home, and more.

- Portland General Electric has a [short PDF checklist](#) for installing a Level 2 EV charger in your home.
- [How to find your utility provider in Oregon.](#)

Are the folks at ODOT behind these NEVI plans EV owners?

Many ODOT employees own electric cars, e-scooters and e-bikes, including many of those working on NEVI implementation.

Our electric co-op is offering some funds to install charging, could we join that funding with the NEVI funding?

Yes; the NEVI program requires a 20% non-federal match and utility incentives are eligible to count toward this match.