



Oklahoma National Electric Vehicle Infrastructure Plan

FY25 Plan Update — Draft



OKLAHOMA
Transportation



OKLAHOMA
Secretary of Energy &
Environment

2024 NEVI Plan Comment Period

To provide feedback on the 2024 NEVI Plan Update please visit:

<https://tinyurl.com/OK-2024-NEVI-comments>.

All comments accepted from July 24th, 2024 to August 19th, 2024

For more information please go to <https://oklahoma.gov/evok.html> or email evok@odot.org.

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1.0 Introduction

This FY25 Oklahoma NEVI Plan update follows the latest program guidance and streamlined plan update template released by FHWA on June 11, 2024, and is designed to emphasize consistency with Oklahoma’s previously approved plans. Throughout the document, any reference to a plan update (or no update) is to the FY24 Oklahoma NEVI Plan that was approved by FHWA on September 29, 2023 and can be found on FHWA’s website: https://oklahoma.gov/content/dam/ok/en/evok/documents/Oklahoma_NEVI_Plan_09212023.pdf

1.1 Updates from Prior Plan

The FY25 NEVI Plan updates align with ODOT and OSEE’s current work and goals of the program. Actions and meetings conducted between August 1st, 2023, and July 30th, 2024, 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 FY25 Plan from the previously approved FY24 Plan, along with a brief synopsis of the nature of the updates.

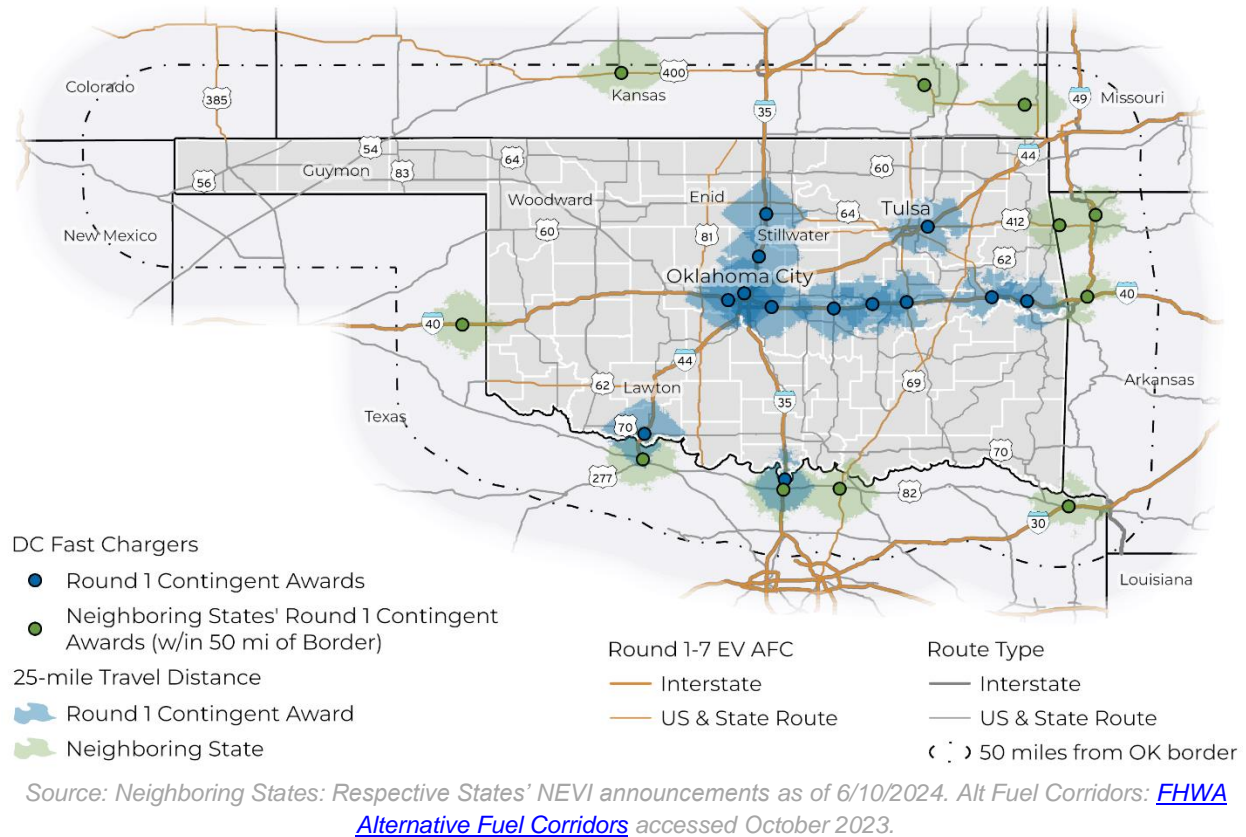
- **Section 1: Introduction**
 - Updated summary of FY25 plan updates.
- **Section 2: State Agency Coordination**
 - Updated map graphic with latest information available.
- **Section 3: Public Engagement**
 - Updated summary table of stakeholder meetings since July 2023. Added Community Engagement Outcomes Report.
 - Added more information about tribal coordination, site-specific engagement, the updated fact sheet, public meetings, utilities, and the Oklahoma NEVI email mailing list.
 - Updated (Disadvantaged Communities) DAC Identified map graphic.
- **Section 4: Plan Vision and Goals**
 - No change.
- **Section 5: Contracting**
 - Updated to include information about ODOT’s solicitation development and release.
- **Section 6: Civil Rights (Previously Section 9)**
 - No Changes.
- **Section 7: Existing and Future Conditions Analysis (Previously Section 6)**
 - Updated map graphics with latest information available.

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- Removed existing sites that were shown to be NEVI compliant in previous versions of the Plan and described the reasoning behind their removal.
 - 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.
 - **Section 8: EV Charging Infrastructure Deployment (Previously Section 7)**
 - Updated map graphics with latest information available.
 - 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.
 - **Section 9: Implementation (Previously Section 8)**
 - Added information on the completion of ODOT contracts for NEVI sites awarded through ODOT's Round 1 RFP process.
 - **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.
 - Removed section about existing workforce development framework and expanded up the new Oklahoma Workforce Commission 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.
 - **Appendices**
 - Added Appendix A with the recommended community outreach list.

2.0 State Agency Coordination

While there have been no changes in coordination with other Oklahoma state agencies, ODOT continues to monitor neighboring states' NEVI deployments, as shown in **Figure 1**.

Figure 1: Neighboring State Alternative Fuel Corridors with NEVI Awarded Chargers



3.0 Public Engagement

There were no changes to the approach since last year's approved plan, but additional meetings and engagement events were held, as detailed in the following sections.

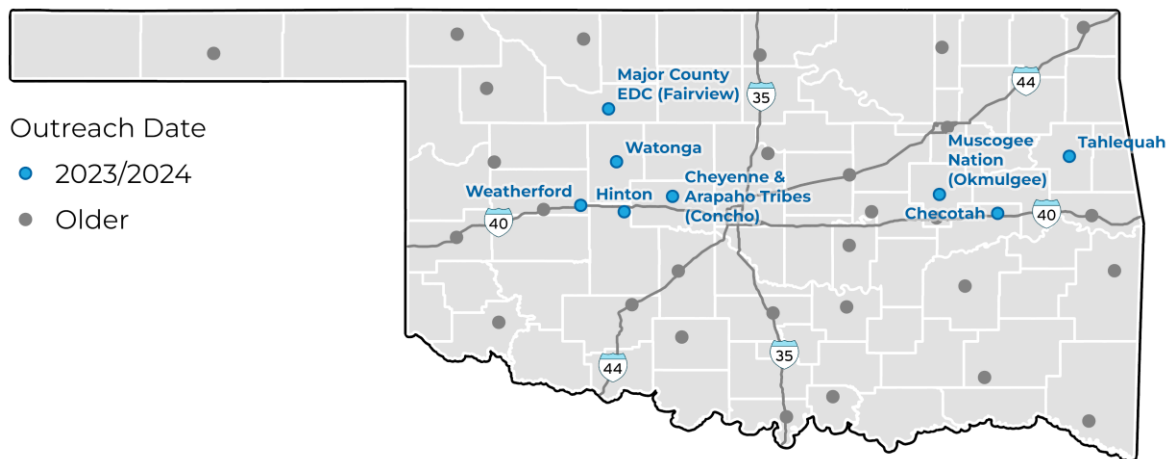
3.1 Community Engagement Outcomes Report

The public engagement process uses strategies such as electronic communication and media relations to inform and involve stakeholders and interested parties. In 2023 - 2024, materials and information had been provided online. In addition, a robust outreach effort has been made to conduct in-person meetings and presentations across the state in smaller communities along the interstates but also in other areas not on AFC corridors. Purposes and outcomes of those meetings are summarized in the following individual sections. 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 2**. 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 A**. An additional table of communities away from the AFC corridors contacted during 2023 - 2024 Plan update can also be found in **Appendix A**.

Figure 2: DAC Communities Identified for Outreach



Source: ODOT

3.2 Tribal Engagement

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. Discussion with Tribes included better ways to identify and pursue grant funding, identifying partner organizations and finding the necessary support for pursuing opportunities. ODOT has an ongoing dialogue with representatives from the Muskogee Nation, Cheyenne and Arapaho Tribes regarding how NEVI can benefit the Tribes and how to best find the locations for charging stations.

Table 1: Summary of Meetings with Tribes

Phase	Organization Type	Agency/ Organization	Meeting Purpose	Meeting Date
Phase III	Planning Partner	Indian Nations Council of Governments (INCOG)	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	3/02/2023
Phase III	Planning Partner	Muscogee Nation	Present and review goals of NEVI and EV charging stations and location development	4/2/2024
Phase III	Planning Partner	Cheyenne & Arapaho	Present and review goals of NEVI and EV charging stations and location development	3/11/2024
Phase III	Planning Partner	ODOT Tribal Advisory Board	Present and review goals of NEVI and EV charging stations and location development	2/20/2024
Phase III	Planning Partner	Tribal Transportation Training Conference	Present and review goals of NEVI and EV charging stations and location development	4/24/2024

Source: Project/ Study Team

3.3 Utility Engagement

The National Association of State Energy Officials (NASEO) was the only additional meeting held this year. Utility companies and associations are wanting to fully understand requirements and regulations for the EV Infrastructure. More detailed discussions have been occurring to understand limitations and specific site requirements and local approval processes.

3.4 Site-Specific Public Engagement

No changes.

3.5 Planning Partners and General Public

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 as well as identify private companies to support investments in EV Infrastructure. Planning partners are also interested in the progress of the program and opportunities to integrate it into other aspects of their planning to build out a robust community network.

In addition, engaging with various organizations and communities has provided opportunities to provide information and education regarding Electric Vehicle Infrastructure. It has helped build awareness and generate interest in electric vehicles. Some groups have asked questions and are looking to understand ways to partner with cities or counties to identify sites and pursue RFPs or other grant funding. ODOT has provided guidance and made connections with appropriate staff to help facilitate better understanding.

Table 2: Summary of Meetings with Planning Partners and General Public

Phase	Organization Type	Agency/ Organization	Meeting Purpose	Meeting Date
Phase II	Planning Partner	Association of Central Oklahoma Governments (ACOG)	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	8/8/2023 12/12/2023 2/13/2024 6/11/2024
Phase III	Planning Partner	Federal Highway Administration	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	2/1/2024 4/12/2024 7/10/2024
Phase III	Planning Partner	RTPOs	Cross-Agency collaboration to support State-Federal-Private Sector EV infrastructure development	
Phase III	General Public/Stakeholder Organization	Major County Economic Development Authority	Review goals of EV Plan and outline engagement and collaboration opportunities.	4/8/2024
Phase III	General Public/Stakeholder Organization	OKC Public Schools Career Expo	Review goals of EV Plan and outline engagement and collaboration opportunities.	2/29/2024-3/01/2024
Phase III	General Public/Stakeholder Organization	Weatherford Kiwanis	Review goals of EV Plan and outline engagement and collaboration opportunities.	10/17/2023
Phase III	General Public/Stakeholder Organization	Fairview Chamber of Commerce	Review goals of EV Plan and outline engagement and collaboration opportunities.	4/8/2024
Phase III	General Public/Stakeholder Organization	EPIC	Review goals of EV Plan and outline engagement and collaboration opportunities.	9/12/2023
Phase III	General Public/Stakeholder Organization	Tahlequah	Review goals of EV Plan and outline engagement and collaboration opportunities.	2/27/2024
Phase III	General Public/Stakeholder Organization	Hinton	Review goals of EV Plan and outline engagement and collaboration opportunities.	9/19/2023

Source: Project/ Study Team

4.0 Plan Vision and Goals

No changes.

5.0 Contracting

Since August 2023, the State has completed the first round of NEVI charging station procurement, issuing a competitive Request for Proposals (RFP), receiving 89 proposal submissions, and ultimately awarding 13 NEVI sites based on the procurement and contracting strategies developed over the previous year. This section discusses the State’s procurement process for the first round of funding in more detail, provides updates on program timeline milestones, the scoring methodology used to determine eligibility of proposed projects, and the final award recipients. The section also relays 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, as well as steps ODOT is taking to ensure EVSE infrastructure deployed through this program complies with all federal and state requirements.

5.1 Status of Contracting Process

ODOT has successfully conducted the first round of its competitive procurement process, including the development of its RFP and sample contract, the release of the Round 1 NEVI RFP on July 10, 2023. ODOT ultimately received 89 NEVI site applications from eligible proposers by the September 8, 2023, deadline, and announced 13 site awards on April 4, 2024. Milestone dates for the 2023 ODOT’s Round 1 NEVI procurement are detailed in **Table 3**.

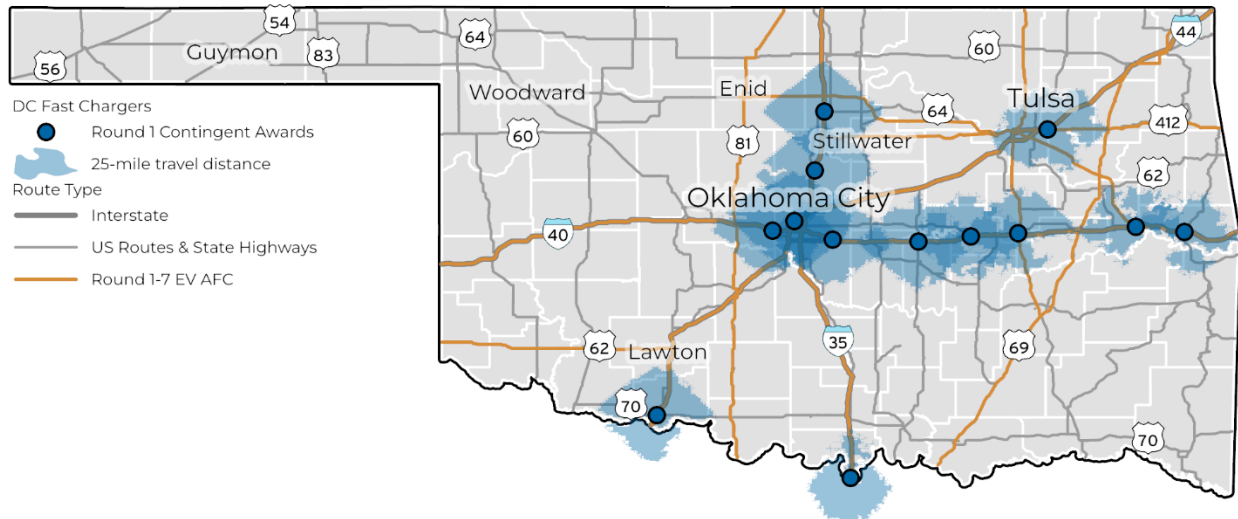
Table 3: 2023 ODOT NEVI Procurement Milestones

2023 Oklahoma NEVI Procurement Milestones	Date
Proposals Open for Submittal	July 10 th , 2023
Informational Webinars for Prospective Proposers	July 31 st , 2023
Deadline for Written Questions	September 15 th , 2023
Final Proposal Submission Deadline	September 8 th , 2023
Proposals Evaluation Window	September – October, 2023
Proposal Award	April 1 st , 2024

Source: Project/ Study Team

ODOT’s Round 1 NEVI emphasized the goal of filling 13 gap segments along locations on the Interstates and EV AFCs. These locations were eligible for funding to maximize participation from EVSE market leaders, allowing for the broadest possible location eligibility and encouraging proposals from sites that would provide maximum coverage along the AFCs. The NEVI Round 1 RFP eligible AFC Interstate and State Highway locations, station gaps, and the 13 recommended project awards are detailed in **Figure 3**.

Figure 3: Oklahoma’s NEVI RFP Round 1 Awarded Project Details



Source: Round 1 Chargers: ODOT. Alt Fuel Corridors: [FHWA Alternative Fuel Corridors](#) accessed October 2023.

Oklahoma has completed one round of RFP, awarding 13 sites from 89 applications. A second round is expected to be released in summer of 2024. These rounds are summarized in **Table 4**.

Table 4: Existing and Upcoming RFPs

Round of Contracting	Number of Proposals or Applications Received	Contract Type	Data Solicitation Released	Date Solicitation Closed	Date of Award
Round 1	89	Design-Build-Operate-Maintain (DBOM)	July 10, 2023	September 8, 2023	April 4, 2024
Round 2 (upcoming)	TBD	Design-Build-Operate-Maintain (DBOM)	TBD	TBD	TBD

Source: Project / Study Team

5.2 Awarded Contracts

ODOT has awarded 13 sites in its first RFP. These sites are summarized in **Table 5**.

Table 5: Round 1 Awards

Round of Contracting	Award Recipient	Contract Type	Location of Charging Station	Award Amount	Estimated Date of Operation
Round 1	Love's Travel Stops & Country Stores, Inc	Design-Build-Operate-Maintain	214 South Hwy-100, Webbers Falls, OK 74470	\$599,000	2025
Round 1	Love's Travel Stops & Country Stores, Inc	Design-Build-Operate-Maintain	800 S. Morgan Rd, Oklahoma City, OK	\$750,000	2025
Round 1	Love's Travel Stops & Country Stores, Inc	Design-Build-Operate-Maintain	11268 Hwy-99, Seminole, OK	\$599,000	2025
Round 1	Love's Travel Stops & Country Stores, Inc	Design-Build-Operate-Maintain	251344 Hwy-70, Randlett, OK	\$599,000	2025
Round 1	Love's Travel Stops & Country Stores, Inc	Design-Build-Operate-Maintain	2805 W Fir St, Perry, OK	\$599,000	2025
Round 1	Love's Travel Stops & Country Stores, Inc	Design-Build-Operate-Maintain	102 W Coplin St, Okemah, OK	\$750,000	2025
Round 1	Love's Travel Stops & Country Stores, Inc	Design-Build-Operate-Maintain	2700 E Hwy-33, Guthrie, OK	\$599,000	2025
Round 1	Love's Travel Stops & Country Stores, Inc	Design-Build-Operate-Maintain	7401 S Choctaw Rd, Choctaw, OK	\$599,000	2025
Round 1	Francis Energy ,LLC	Design-Build-Operate-Maintain	22983 Brown Springs Rd, Thackerville, OK	\$973,098.50	2025

Round of Contracting	Award Recipient	Contract Type	Location of Charging Station	Award Amount	Estimated Date of Operation
Round 1	Francis Energy ,LLC	Design-Build-Operate-Maintain	1621 W Ruth Ave, Sallisaw, OK	\$934,430.14	2025
Round 1	Tesla, Inc	Design-Build-Operate-Maintain	777 W Cherokee St, Catoosa, OK	\$599,999	2025
Round 1	Tesla, Inc	Design-Build-Operate-Maintain	903 E Trudgeon St, Henryetta, OK	\$585,999	2025
Round 1	Tesla, Inc	Design-Build-Operate-Maintain	1700 Belle Isle Blvd, Oklahoma City, OK	\$599,999	2025

Source: Project/ Study Team

5.3 Scoring Methodologies Utilized

The ODOT NEVI Competitive Procurement program was 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)

Proposers were required to prepare and submit a cover letter, a proposal technical narrative (including information on the project, site, and team qualifications), a cost proposal, and other supporting documents. ODOT’s project evaluation criteria were based on the project’s ability to meet key NEVI and ODOT program goals. The Evaluation Criteria were used to award points, score, and rank proposals 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 detailed in **Table 6**.

Table 6: 2023 ODOT NEVI Procurement Scoring Methodology

Category	Description	Scoring Values	Points
1. EV Charging Station Gap Coverage (20 points possible)	Location fills EV Charging gap(s) on Oklahoma Interstates and/or AFCs by maximizing equidistant spacing and minimizing the total number of chargers needed to fully build out the system under NEVI Requirements.	Station site >25 miles from gap midpoint	2
		Station site >15 but ≤25 miles from midpoint	6
		Station site >5 but ≤15 miles from midpoint	10
		Station site ≤5 miles from gap midpoint	20
2. Project Site Readiness (20 points possible)	Location has existing or readily upgraded access to sufficient electric power service. Site has a high likelihood of receiving a low-level categorical exclusion environmental clearance through NEPA.	Sites with low environmental impact and low efforts to provide the required electric power service will be awarded higher point values.	up to 20
3. Location Access (15 points possible)	Location is accessible to users and provides wayfinding signage for locating the EV charging stations for drivers.	Higher point values will be awarded to sites that are easy for the public to find and access.	up to 15

Category	Description	Scoring Values	Points
4. Site Host Engagement (10 points possible)	Project has engagement letter from property owner indicating willingness to partner on project	Proof of ownership or legally binding agreement with site host of the proposed project location.	10
		Signed engagement letter	5
5. Amenities (25 points possible)	Project location maximizes the number of amenities accessible on site or within safe walking proximity of the project location.	Point values will be awarded based on proximity of amenities to the site, the type of amenity, availability of the amenity, and site safety enhancements.	up to 25
6. Team Qualifications (40 points possible)	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.	Point values will be awarded based on experience, personnel qualifications, and plan to maintain uptime requirements and site financial viability	up to 40
7. Justice40 & Equity (15 points possible)	Project team maximizes participation of Disadvantaged Business Enterprises and Oklahoma based businesses.	Project located in a federally recognized disadvantaged community.	5
		Project located within federally recognized tribal lands	5
		Project includes the participation of Oklahoma based DBEs	5
8. Project Future Proofing (25 points possible)	Project incorporates design features that facilitate the needs of future EV motorists and commercial fleet operators.	Point values will be awarded based on site's ability to accommodate commercial fleet vehicles and future expansion needs, such as addition of NACS ports, greater number of ports, and higher power levels.	Up to 25
9. Project Non-Federal Match (10 points possible)	Project maximizes non-federal match provided.	21% - 30% non-federal matching costs	1
		31% - 40% non-federal matching costs	3
		41% - 50% non-federal matching costs	5
		≥ 51% non-federal matching costs	10
10. Project Cost Effectiveness (10 points possible)	Project minimizes requested Federal Project cost-share requested.	Federal share request: \$1M – \$1.2M	1
		Federal share request: \$800k - \$1M	3
		Federal share request: \$600k - \$8	5
		Federal share request: \$600k or less	10
MAXIMUM POSSIBLE POINTS			190

Source: Project/ Study Team

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 chose not to require NACS ports as part of its 2023 NEVI procurement. ODOT included proposal evaluation criteria to consider NACS connectors as part of "Future Proofing" elements of NEVI funded charging station proposals, and as such, evaluated proposals more highly if they included NACS ports in their design.

5.4 Plan for Compliance with Federal Requirements

ODOT will ensure contractors adhere to compliance requirements for federal and state laws. ODOT incorporated compliance requirements and review processes throughout all aspects of program administration. This includes providing a detailed sample contract with terms and provisions outlined to stipulate compliance with all state and federal statutes pertaining to the NEVI Formula Program for public review.

Table 7 details the ODOT plan for compliance with regards to 23 U.S.C., all applicable requirements under 2 CFR 200, 23 CFR 680, and all state specific requirements.

Table 7: ODOT NEVI Plan for Compliance

Compliance Category	Plan For Compliance
Federal Law Compliance (23 U.S.C. and all applicable requirements of 2 CFR 200)	ODOT's NEVI Procurement process and Award Contract ensures compliance with all Federal laws involving the use of FHWA funding for highway construction projects. ODOT's Planning, Local Programs, Legal, and Environmental Division staff provided expertise in the development and review of procurement and contract documents to ensure compliance. FHWA-OK was consulted throughout the process providing reviews and confirming compliance.
NEVI Standards & Requirements (23 CFR 680)	ODOT's Procurement process and Award Contract ensures compliance with 23 CFR 680 and incorporates all aspects of the final NEVI Rules in the required submission materials, proposal evaluation, and final Award Contracts.
OK Law Compliance	ODOT's Procurement and Award Contract to all contract Awardees, utilizes ODOT's state approved contract language. Oklahoma specific compliance rules and measures are also incorporated into the Awards Contract.
Additional Requirements	The program requirements include stipulations that build upon NEVI Program requirements. ODOT NEVI Program requirements will be included in Award Contracts signed by each selected Awardee.

Source: Project/ Study Team

6.0 Civil Rights (Previously Section 9)

No changes.

7.0 Existing and Future Conditions Analysis (Previously Section 6)

ODOT is monitoring the existing conditions within the state. The most significant change has been in direction from the Joint Office regarding existing CCS 4x150kW+ chargers not being considered creditable for full buildout without significant commitments from the charging operator.

7.1 Alternative Fuel Corridor (AFC) Designations

No changes.

7.2 Existing Charging Stations

Oklahoma has a large network of high-power DCFCs that were built out prior to the NEVI program. While these stations meet proximity, power level, and port requirements, they do not currently meet all the requirements of 23 CFR 680. Oklahoma has decided to open its Round 2 procurement to cover areas that had previously been considered compliant. If any existing stations would like to be counted towards full buildout, they would have to participate in the Round 2 procurement. These existing stations are shown in **Table 8**.

Table 8: Existing DC Fast Charging Stations

ID*	Route	Location	Number of Charging Ports (#CCS Ports, kW)	Charger Network	Meets Requirements 23 CFR 680**	Intended to Count Towards Buildout
4	I-35	Walmart 129 1715 N. Commerce Ardmore, OK 73401	2x 150 2x 350	Electrify America	TBD	N
136	I-35	Walmart 277 501 SW 19TH St Moore, OK 73160	1x 150 3x 350	Electrify America	TBD	N
139	I-35	Casey's Blackwell 4415 W Doolin Ave Blackwell, OK 74631	1x 150 3x 350	Electrify America	TBD	N
154	I-35	Flying J 701 2450 Cooper Dr Ardmore, OK 73401	4x 175	EVgo	TBD	N
138	I-40	Walmart 392 1349 E Eagle Rd Weatherford, OK 73096	1x 150 3x 350	Electrify America	TBD	N
152	I-40	Love's Erick 901 N Sheb Wooley Ave Erick, Oklahoma, 73645	1x 50 1x 150 2x 350	Electrify America	TBD	N
135	I-44 and US-60	Walmart 50 268 S. 7th St Vinita, OK 74301	2x 150 2x 350	Electrify America	TBD	N
137	I-44	Walmart 324 105 W. Hwy 16 Bristow, OK 74010	1x 150 3x 350	Electrify America	TBD	N
27936 6	SH-51	Target T2422 1150 E Hillside Dr Broken Arrow, OK 74012	4x 350	Electric America	TBD	N

*These IDs correspond with each charger location in ODOT's geodatabase.

Source: U.S. Department of Energy, [Alternative Fuels Data Center](#), as of 4/17/2024. Additional chargers verified on [Plugshare](#) 4/17/2024.

8.0 EV Charging Infrastructure Deployment (Previously Section 7)

As described in prior sections, ODOT announced the first round of awards in April of 2024, amounting to over \$8 million distributed to three private partners to build 13 sites.

8.1 Stations Under Construction and Planned Charging Stations

No NEVI funded EV charging stations are currently under construction in Oklahoma. However, as detailed in the contracting section above, ODOT has awarded 13 sites during their Round 1 procurement in 2023. At the time of this plan update, all awarded sites are still in the planning phase, but construction is expected to start for some sites in the second half of 2024. Those stations in the planning phase are summarized in **Table 9**.

Table 9: Planned Stations

ID	Route	Location	Number of Ports	Estimated Year Operational	Estimated Cost	Funding Sources	New or Upgrade
20	I-40	214 South Hwy-100, Webbers Falls, OK	4	2025	\$1.3 million	FY22 / FY23	New
21	I-40	800 S. Morgan Rd, Oklahoma City, OK	4	2025	\$1.4 million	FY22 / FY23	New
22	I-40	11268 Hwy-99, Seminole, OK	4	2025	\$1.4 million	FY22 / FY23	New
24	I-44	251344 Hwy-70, Randlett, OK	4	2025	\$1.4 million	FY22 / FY23	New
25	I-35	2805 W Fir St, Perry, OK	4	2025	\$1.4 million	FY22 / FY23	New
26	I-40	102 W Coplin St, Okemah, OK	4	2025	\$1.4 million	FY22 / FY23	New
29	I-35	2700 E Hwy-33, Guthrie, OK	4	2025	\$1.3 million	FY22 / FY23	New
31	I-40	7401 S Choctaw Rd, Choctaw, OK	4	2025	\$1.3 million	FY22 / FY23	New
59	I-35	22983 Brown Springs Rd, Thackerville, OK	4	2025	\$1.2 million	FY22 / FY23	New
64	I-40	1621 W Ruth Ave, Sallisaw, OK	4	2025	\$1.2 million	FY22 / FY23	New
77	I-44	777 W Cherokee St, Catoosa, OK	7 (20)	2025	\$0.9 million	FY22 / FY23	New
78	I-40	903 E Trudgeon St, Henryetta, OK	5 (8)	2025	\$0.9 million	FY22 / FY23	New
81	I-44	1700 Belle Isle Blvd, Oklahoma City, OK	7 (12)	2025	\$1.3 million	FY22 / FY23	New

Source: Project/ Study Team

Rows with parenthesis in the number of ports: The first number represents the number of ports funded with program funds. The number in parenthesis represents the total number of ports to be installed.

8.2 Planning Towards a Fully Built Out Determination

Oklahoma has no complete AFCs that currently meet the FHWA AFC and NEVI compliant standards. **Table 10** summarizes the minimum number of chargers needed for Oklahoma to be fully built out to cover the 11 currently designated AFCs. For US and State Highways, 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 first assumed that the average cost to build a new NEVI-compliant site would range from \$900,000 to \$1.4 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, although based on bids received in the first procurement round, that figure looks to be conservative.

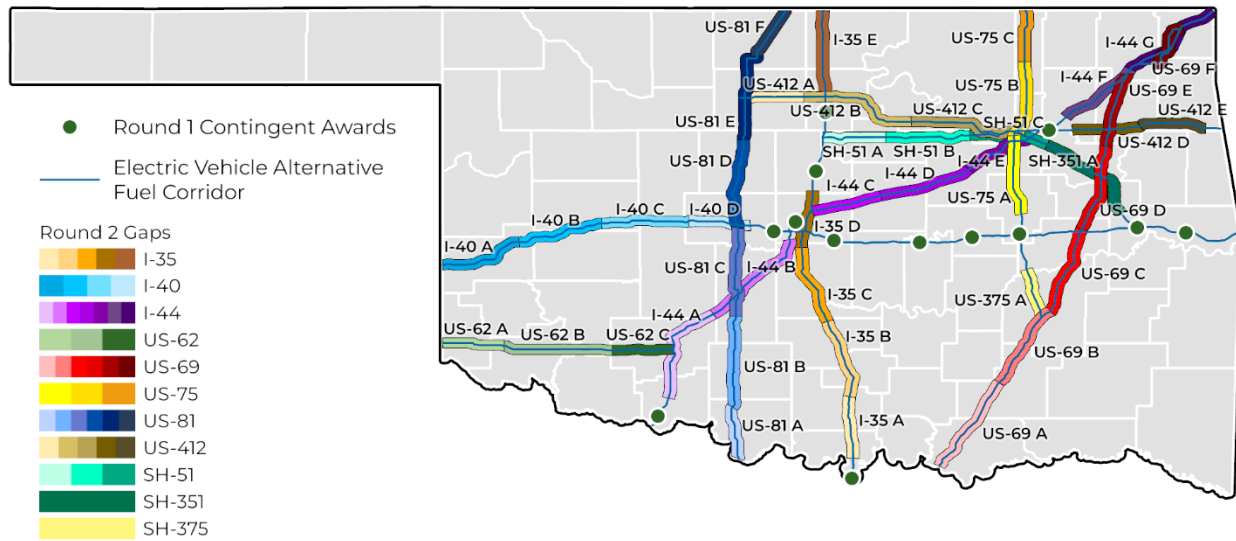
Table 10: Existing EV AFCs – Remaining Minimum Proposed Charging Locations Details

Route	# Round 1 Awarded Sites	Groups of Chargers (that fill Gaps)	Minimum Build-out \$	Notes
I-35	3	5	\$5,000,000	-
I-40	7	4	\$4,000,000	-
I-44	3	7	\$7,000,000	Portions of H.E. Bailey, Turner, & Will Rogers Turnpikes
US-62	0	3	\$3,000,000	-
US-69	0	6	\$6,000,000	-
US-75	0	3	\$3,000,000	-
US-81	0	6	\$6,000,000	-
US-412	0	5	\$5,000,000	Includes the US-412 portion awarded in AFC Round 6. Portions of the Cherokee & Cimarron Turnpikes
SH-51	0	3	\$3,000,000	-
SH-351	0	1	\$1,000,000	Portions of the Muskogee Turnpike
SH-375	0	1	\$1,000,000	Portions of the Indian Nation Turnpike
11 AFCs	13	44	\$44,000,000	-

Source: Project/Study Team

ODOT has already awarded 13 sites and plans to award enough to achieve “Fully Built Out” status on all of its AFCs during the 2024 procurement. **Figure 4** shows all of the zones that will be included in the Round 2 procurement, and **Table 11** shows Oklahoma’s current status toward fully built out certification.

Figure 4: Round 2 Procurement Gaps



Source: ODOT/Project Team

Table 11: Fully Built Out Status

How many stations are still needed to achieve Fully Built Out status (based on the State's EV AFCs as of the date of this update's submission)?	Up to 44
Provide the estimated month/year to achieve Fully Built Out status:	If all awards are successful in 2024, ODOT is hopeful that construction would be complete by end of 2026.

Source: ODOT

8.3 EV Charging Infrastructure Deployment After Build Out

ODOT has begun preliminary planning for deployment of EVSE infrastructure beyond its FHWA designated AFCs after the state receives “fully built out” certification from the USDOT. The following provides a high-level overview of the various data sets, analyses, and public feedback ODOT plans to use to strategically deploy NEVI compliant EVSE infrastructure throughout Oklahoma with remaining Formula Program funds after fully building out its AFCs.

Data Sets and Analyses:

- **Needs Analyses:** Prioritize Disadvantaged Communities (DACs) based on measures from census, economic, and environmental data. Prioritize remote communities using data on community disadvantage, distance from urban areas, and current charging station availability.
- **Traffic Analyses:** Identify Routes of Significance that are high travel corridors using traffic studies that show average annual daily traffic volumes (AADT) and other travel

demand details. Identify to fill gaps in EV infrastructure, focusing on non-AFC routes used for long-distance travel.

- **Economic Analyses:** Identify commercial corridors and routes of economic significance using economic data on commercial activities, workplaces, employment density, and other data to target areas with high economic activity in the state.
- **Destination Analyses:** Target popular travel destinations lacking EV infrastructure, considering visitor volumes, geographic locations, and whether destinations are open year-round or more seasonally.

Leveraging data analyses including but not limited to those above, ODOT will develop preliminary priority areas for EVSE infrastructure deployment beyond the AFCs utilizing remaining NEVI Formula Program Funding. ODOT will seek public and stakeholder feedback on these priorities, seeking to emphasize a community-led approach in shaping post-AFC charging station deployment. This feedback process is expected to involve:

Public and Planner Feedback:

- **Stakeholder Engagement:** Continuous engagement with communities and planning organizations to refine the priorities and locations for new charging stations. Public input is crucial in validating the ODOT's initial priorities and adjusting them based on community needs.
- **Direct Community Involvement:** Targeted engagement sessions with rural, tribal, and underserved communities to ensure their unique needs and preferences are incorporated into the planning and implementation process. This will help in making charging stations more accessible and beneficial to all communities.
- **Transportation Planners:** ODOT will actively seek input from Municipal Planning Organizations (MPOs) and Rural Transportation Planning Organizations (RTPOs) on specific variables and factors used in its planning efforts. This includes refining potential priority locations for new EV chargers based on feedback from statewide stakeholders.

With planning, public input, and further priority refinement, ODOT ultimately plans to develop and release competitive RFPs to solicit partners to design, build, own, operate, maintain, and report on the NEVI compliant EVSE charging infrastructure build with remaining NEVI Formula Funds. The RFP process will be informed by ODOT's experiences issuing RFPs for the full build out phase of the AFCs, and is expected to continue to include:

Competitive RFP Process:

- **Wide Priority Location Eligibility:** ODOT plans to continue to allow wide geographic eligibility, allowing the broadest set of market players to participate in the program by proposing locations that best meet ODOT and NEVI program goals.
- **Reimbursement with Cost Share:** ODOT plans to continue to structure the program as a cost reimbursement program that requires a minimum of 20% non-federal match and maximizes the amount of charging ports that can be funded per federal dollar spent.

Scoring Criteria:

ODOT plans to continue to competitive score proposals, providing a best value selection based on evaluation criteria that include project cost, team qualifications, and project quality.

9.0 Implementation (Previously Section 8)

ODOT has reviewed the final NEVI Standards and Requirements (23 CFR 680) and developed contracts for awarded Round 1 sites in full compliance with all federal NEVI program requirements.

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 will be a critical part of this process. Current guidance is to use the Climate and Economic Justice Screening Tool (CEJST)¹ to identify 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 day². 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 Disadvantaged Communities (DACs) in the State

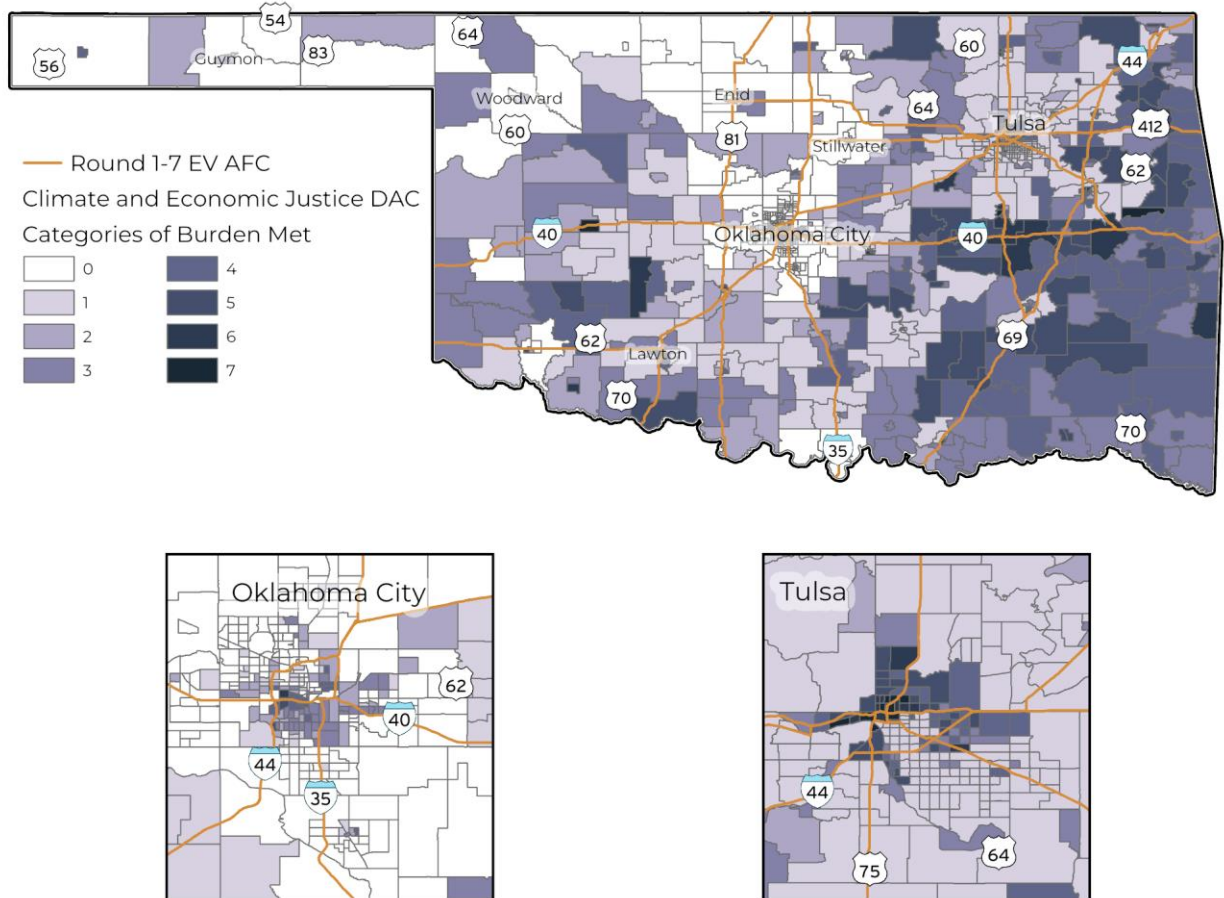
As shown in **Figure 5**, ODOT is now using Census Tract level data from CEJST to identify DACs. CEJST uses a complex methodology with eight categories of burden, and if any one of those thresholds is met then the tract is considered disadvantaged. Federally Recognized Tribes also act as an overlay layer, activating the “disadvantaged” designation. A large portion

¹ Climate and Economic Justice Screening Tool. <https://toolkit.climate.gov/tool/climate-and-economic-justice-screening-tool>

² (2020). *Affordability of Household Transportation Fuel Costs by Region and Socioeconomic Factors*. Argonne National Laboratory. <https://publications.anl.gov/anlpubs/2021/01/165141.pdf>

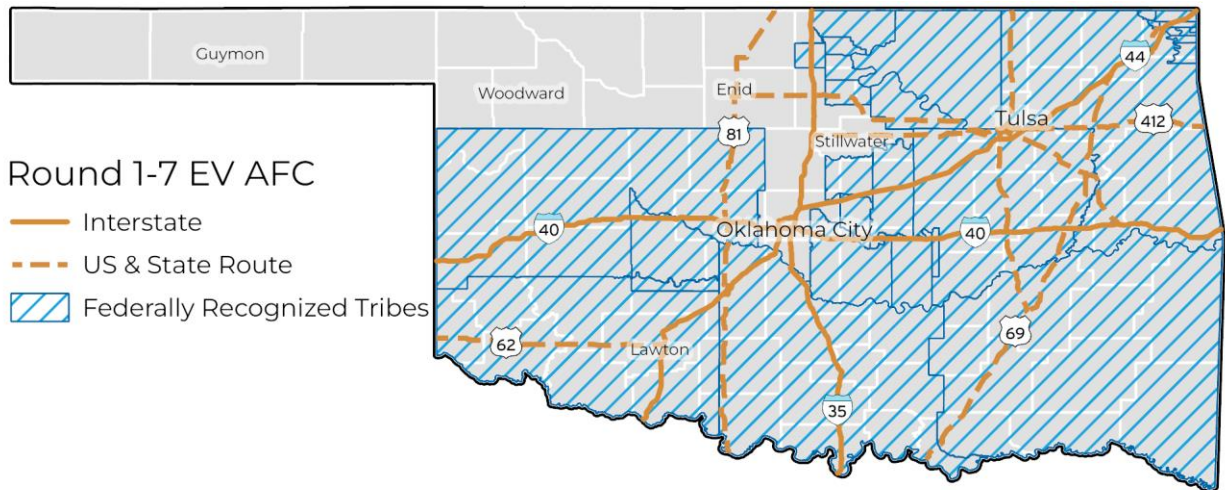
of the land within the state within the boundaries of Federally Recognized Tribes, as seen in **Figure 6** and identified in the CEJST. ODOT is in communication with Tribes about their charging needs and will continue to incorporate their feedback as the NEVI program rolls out and into annual updates, as well as maintaining a close relationship with Tribal partners in the state.

Figure 5: CEJST Categories of Burden



Source: [Climate and Economic Justice Screening Tool](#)

Figure 6: Federally Recognized Tribes in Oklahoma



Source: [BIA Tract Viewer](#) (updated 2019, accessed July 2024)

ODOT has a robust public engagement process that is being 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 7** describes the phased approach ODOT is taking to incorporate diverse viewpoints and demographics into the planning and implementation:

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 7: Equity-Based Outreach Strategy



Source: Project/ Study Team

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. The survey³ ODOT provided was for anyone who attended a community event and provided information to help the ODOT NEVI team adapt their message and outreach approach. Key findings from the survey from fall of 2023 were:

- Participants view NEVI as a program where government is financing, building, and operating charging stations.
- Participants were not familiar with current EV charging infrastructure.
- Overall, one of the biggest concerns of Oklahomans is that EVs are not powerful enough for farm work and pulling trailers.
- Most Oklahomans have no plans to ever own an EV unless it is mandated.
- Oklahomans clearly prefer having EV chargers at their home, and cost of charging is more important than location when deciding where to charge.
- The majority of Oklahomans have one or two vehicles at home.
- Only 60 respondents currently have an EV or hybrid.
- Oklahomans perceive the top three benefits of having an EV are a reduction in emissions, ability to charge at home, and charging is likely less expensive than gasoline.
- Lack of charging stations and EV purchase price are the two biggest barriers Oklahomans reported.

As a result of the survey, the ODOT team adapted their messaging to spend more time on education regarding EVs and benefits.

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.

³ <https://www.surveymonkey.com/r/NEVIOK>

Table 12: Initial Community Based Organization

Name	Location	Website
YWCA OKC	OKC	https://www.ywcaokc.org/
YWCA Tulsa	Tulsa	https://www.ywcatulsa.org/
Oklahoma Native Assets Coalition Inc.	OKC	https://oknativeassets.org/
Urban League of Greater OKC	OKC	https://urbanleagueok.org/
Bartlesville Regional United Way	Bartlesville	https://www.bartlesvilleuw.org/
Catholic Charities of the Archdiocese of OKC	OKC	https://www.catholiccharitiesok.org/
OKC Community Foundation	OKC	https://www.occf.org/
Grand Nation Inc.	Vinita	https://www.nativeknot.com/Religious-Grantmaking-And-Other-/Other-Social-Advocacy-Organizati/Grand-Nation-Inc.html
Oklahoma Sustainability Network	OKC	https://www.oksustainability.org/
Sustainable Tulsa Inc.	Tulsa	https://sustainabletulsainc.org/
Oklahoma Center for Community and Justice Inc.	Tulsa	http://www.occjok.org/
Norman Pride Inc.	Norman	http://www.normanokpride.org/
Up With Trees Inc.	Tulsa	http://www.upwithtrees.org/
Compatible Lands Foundation Inc.	Tulsa	http://www.compatiblelands.org/
Oklahomans for Equality Inc.	Tulsa	http://www.okeq.org/
OKC Beautiful Inc.	OKC	http://www.okcbeautiful.com/
Oklahoma Women's Coalition Inc.	OKC	http://www.okwc.org/
Oklahoma Women in Technology	Edmond	https://okwomenintech.org/
OKC Black Justice Fund	OKC	https://blackjusticefund.org/
NE OKC Renaissance	OKC	https://www.neokcr.org/
Guymon Community Enrichment Foundation	Guymon	https://guymoncef.org/
Chahta Foundation	Durant	https://chahtafoundation.com/
American Indian Chamber of Commerce of Oklahoma	Statewide	https://aiccok.org/
Oklahoma Small Business Development Center	Statewide	https://www.oksbdc.org/
Oklahoma City Black Chamber of Commerce	OKC	https://okcblackchamber.org/
Greater Oklahoma City Hispanic Chamber of Commerce	OKC	https://www.okchispanicchamber.org/
Oklahoma Association of Electric Cooperatives	Statewide	https://oaec.coop/
Southwest Oklahoma Community Action Group	Southwest Oklahoma	https://www.socag.org/
Chickasha Economic Development Council	Chickasha	https://www.chickashaedc.com/
Big Five Community Action Services	Alva	https://www.bigfive.org/

Name	Location	Website
NEO Community Action	Northwest Oklahoma	https://www.neocaa.org/
Ada Regional United Way	Southeast Oklahoma	https://adaunitedway.org/
Oklahoma Tribal Transportation Council	Statewide	n/a

Source: Project/ Study Team

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

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	CEJST 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
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: Project/ Study Team

Since none of the Round 1 awarded charging sites are operational, these benefits have not yet been assessed. However, baselines for each benefit will be calculated using data available at the time the NEVI program started. Specific goals related to each of the benefits have not yet been developed but will align with Governor Stitt’s goals related to advanced mobility⁴, EV adoption and EV charging infrastructure deployment as part of Senate Bill 502⁵ (Oklahoma Electric Vehicle Charging Act), and workforce and economic development⁶. Community engagement outreach will continue during the NEVI program to help validate the receipt of benefits.

⁴ <https://oklahoma.gov/ocast/about-ocast/news/governors-stitt--hutchinson-partner-to-create-super-region-for-a.html>

⁵ “Senate Bill 502.” Oklahoma State Legislature, 2023, webserver1.lsb.state.ok.us/cf_pdf/2023-24%20ENR/SB/SB212%20ENR.PDF.

⁶ <https://oklahoma.gov/content/dam/ok/en/workforce/documents/gcwed/GCWED-Strategic-Plan.pdf>

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 final standards, ODOT will continue to follow requirements regarding the BABA Act by incorporating them into their contracting and procurement process.

In April of 2023 the EV manufacturer Canoo purchased a site Oklahoma City for a new electric vehicle assembly line facility, bringing auto manufacturing back to Oklahoma for the first time in 17 years. In December of 2023, three made-in-Oklahoma vehicles were received by the State, including the Department of Transportation, which received an electric vehicle for their fleet. The state has agreed to purchase up to 1,000 more vehicles over the span of five years.⁷

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 Developing a Qualified Workforce

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.

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

⁷ [State receives first made-in-Oklahoma electric vehicles from Canoo](#)

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.

11.2 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 final standards 23 CFR 680. Currently, there are 29 EVITP certified electric contractors that operate in Oklahoma.⁸ However, only the 13 with registered addresses in the state are shown in **Figure 8** Error! Reference source not found., 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.

Figure 8: EVITP Certified Electricians in Oklahoma



Source: <https://evitp.org/oklahoma>. Date Accessed: June 2024

⁸ Electric Vehicle Infrastructure Training Program (EVITP) for Oklahoma. [EVITP](https://evitp.org)

In compliance with [23 CFR 680.106\(j\)](#) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining EVSE must receive certification from the EVITP that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, if and when such programs are approved. These qualified workforce requirements will be enforced through ODOT's NEVI contracting and procurement strategies.

11.3 Workforce Development Framework

Oklahoma Works is Oklahoma's workforce development initiative, housed within the Oklahoma Employment Security Commission (OESC), 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 need⁹.



Within OESC is the Oklahoma Workforce Commission.

The Oklahoma Workforce Commission directs the State's workforce development strategy and administer and oversee funding allocated by the legislature for workforce development initiatives. The Commission comprises of nine business leaders appointed by the governor and legislative leaders and are with tasked with coordinating and funding programs designed to create more skilled workers. Officials from relevant state and local agencies, departments, educational institutions, boards, and commissions participate in the Commission's process in an advisory capacity. The OESC coordinates the administration of all WIOA funding and programming with the Oklahoma Workforce Commissions to maximize the efficiency and effectiveness of Oklahoma's workforce development efforts.

In May 2024 [Senate Bill 1447](#) was signed into law to create the Creating Oklahoma's Modern Plan for Economic Transformation and Effectiveness (COMPETE) Act. The COMPETE Act will create two new divisions within the Oklahoma Department of Commerce, the Division on Economic Development, Growth, and Expansion (OkEDGE) and the Division on Community Outreach and Revitalization Enterprise (CORE). OkEDGE will serve as the state's leading entity in matters pertaining to economic development, with a focus on recruiting companies to either expand or start in Oklahoma, as well as retaining companies that already exist in Oklahoma. CORE will focus on the long-term development of local communities to increase competitiveness and enhance economic opportunities.

11.4 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

⁹ Workforce Innovation and Opportunity Act (WIOA). <https://oklahomaworks.gov/wioa-2/>

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%

11.5 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

No changes.

13.0 Program Evaluation

ODOT’s NEVI Formula Program is designed to collaborate with both local and national EV industry vendors and site-hosts who receive funding through ODOT’s competitive RFP rounds. These third-party partners are responsible for the installation, ownership, operation, and maintenance of NEVI-compliant chargers. Consequently, the program’s evaluation will primarily focus on ensuring that all funded parties adhere to the minimum NEVI program compliance and reporting standards as outlined in the final NEVI requirements (23 CFR 680). Specifically, awardees of NEVI funding must meet EVSE standards related to interoperability, networking, communication, data collection, and reporting, and they must submit quarterly and annual data to the USDOT. ODOT’s goal is for all awarded parties to report directly into the federal EV-ChART data and reporting platform. This ensures that essential data is collected and reported at both the state and national levels, facilitating effective program evaluation that is accessible to ODOT and the public. ODOT will seek to utilize EVSE report information for program evaluation.

14.0 Discretionary Exceptions

None identified during preparation for Round 2 Procurement.

Appendix A: Disadvantaged Communities (DAC) Outreach Table

Table A1: DAC Outreach Table, FY23

Corridor/Area	Location/Community	Organization
Phase I		
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
Phase II		
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
		Watonga Chamber of Commerce
	Altus	YMCA

Corridor/Area	Location/Community	Organization
Southwest Oklahoma		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
	Idabel	Little Dixie Community Action Agency
		City of Idabel

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		
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

The following communities and organizations were part of the 2023-2024 outreach efforts. Some of these could not accommodate our requests due to timing or similar obstacles, with most interested in resuming talks in 2024. Most of this outreach was focused on the interstate corridors, but the 2024 outreach focus included corridors away from the interstates.

Table A2: DAC Outreach Table, FY24

Community or Civic Organization Contacted	
Lawton/Ft. Sill Chamber of Commerce	City of Checotah, OK
Guymon Chamber of Commerce	*Checotah Chamber of Commerce
Hinton Chamber of Commerce	City of Muskogee, OK
*City of Hinton, OK	City of Chickasha, OK
Weatherford Rotary Club	Chickasha Chamber of Commerce
*Weatherford Kiwanis Club	*City of Watonga, OK
City of Weatherford, OK	City of Fairview, OK
Clinton Chamber of Commerce	*Sulphur Chamber of Commerce
Elk City Chamber of Commerce	City of Sulphur, OK
City of Elk City	City of Idabell, OK
Ponca City Chamber of Commerce	City of Marietta, OK
City of Ponca City	City of Pauls Valley, OK
City of Tonkawa	Pauls Valley Chamber of Commerce
City of Blackwell	City of Okemah, OK
Stillwater Chamber of Commerce	City of Vinita, OK
Miami Chamber of Commerce	Vinita Chamber of Commerce
City of Miami, OK	City of Woodward, OK
City of Altus, OK	Ki Bois Community Action Foundation
Altus Chamber of Commerce	United Way of Central Oklahoma
City of Elgin, OK	Oklahoma Transit Association
City of Sayer, OK	City of Hugo, OK
City of Bartlesville, OK	City of Durant, OK
Bartlesville Chamber of Commerce	City of Henryetta, OK
*City of McAlester	City of Sapulpa, OK
McAlester Chamber of Commerce	City of Duncan, OK
McAlester Economic Development	City of Marlow, OK
Weatherford Chamber of Commerce	*City of Okmulgee, OK
Caddo Nation of Oklahoma	Town of Boley, OK
*Muscogee Nation of Oklahoma	Langston University
Ft. Sill Apache Tribe	Southwestern Oklahoma State University
Cheyenne & Arapaho Tribes	Caddo Kiowa Technology Center
<i>*Communities or organizations with asterisks hosted events.</i>	

2024 NEVI Plan Comment Period

To provide feedback on the 2024 NEVI Plan Update please visit:

<https://tinyurl.com/OK-2024-NEVI-comments>.

All comments accepted from July 24th, 2024 to August 19th, 2024

For more information please go to

<https://oklahoma.gov/evok.html> or email evok@odot.org.