



Oklahoma National Electric Vehicle Infrastructure Plan

FY22 - FY26 Plan
September 2025



OKLAHOMA
Transportation



OKLAHOMA
Secretary of Energy &
Environment

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1.0 Introduction

Oklahoma's fiscal year (FY)22 - FY26 National Electric Vehicle Infrastructure (NEVI) Plan serves as the primary framework for the Oklahoma Department of Transportation (ODOT) and the Oklahoma Secretary of Energy and Environment (OSEE) to administer NEVI funds and fulfill their role in developing the state's portion of the national electric vehicle (EV) charging network as directed by the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58. This network will include EV charging corridors and areas across the State that improve economic and community development. The detailed NEVI funding allocations for each federal fiscal year are presented in **Table 1**.

Table 1: Oklahoma NEVI Five-Year Funding

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
\$9,812,934	\$14,120,923	\$14,121,021	\$14,121,032	\$14,121,062	\$66,296,972

The Oklahoma FY22 - FY26 NEVI Plan includes the following statutory and regulatory requirements as addressed in the published [NEVI Interim Final Guidance](#):

- Chapter 2.0 - A description of how the State intends to use NEVI funds for each fiscal year. The Plan should cover all unobligated funding for fiscal years 2022-2026.
- Chapter 3.0 - A Community Engagement Outcomes Report, per [23 CFR 680.112\(d\)](#).
- Chapter 4.0 - A description of physical and cybersecurity strategies, per [23 CFR 680.106\(h\)](#).

2.0 NEVI Funds Strategy

Oklahoma is allocated \$66 million over five years through the NEVI program to create an EV charging network across the state. Funds are initially planned to be used to deploy EV charging stations to cover 1,954 miles of Oklahoma's Federal Highway Administration (FHWA) Designated EV Alternative Fuel Corridors (AFCs). Oklahoma released one round of NEVI funding for the EV AFCs focusing on gaps on I-35, I-40, and I-44. Oklahoma received 89 proposals and awarded 13 sites to cover parts of those three interstates, representing \$8,787,525.64 in NEVI funding. **Table 2** includes the details on Oklahoma's Round 1 of NEVI Funding.

Table 2: Awarded Oklahoma NEVI Round 1 Funding

	Number of Proposals Received	Number of Awarded	Award Amount	Date Solicitation Released	Date Solicitation Closed	Date of Award
Round 1	89	13	\$8,787,525.64	August 4, 2023	October 6, 2023	April 1, 2024

Oklahoma plans to use the remaining \$57,509,446.36 in NEVI funding on three focus areas: 1.) remaining AFCs, 2.) community charging (non-AFCs), and 3.) administration oversight. To streamline the awarding and development process, priority is planned for charging locations

where the station owner also serves as the site host. **Table 3** outlines the funding allocations for the three focus areas, and the following subsections discuss those focus areas in more detail.

Table 3: Oklahoma NEVI Remaining Funding Allocation

Awarded Round 1 (AFC)	Focus Area #1: Remaining AFCs	Focus Area #2: Community Charging	Focus Area #3: Administration Oversight	Total
\$8,787,525.64	\$33,228,800.00	\$14,336,100.56	\$9,944,545.80	\$66,296,972.00

Focus Area #1: Remaining AFCs

Following NEVI guidance to complete the buildout of Oklahoma’s designated EV AFCs, ODOT plans to allocate \$33,228,800 and initiate a Request for Proposals (RFP), modeled after the successful approach used in Round 1. This focus area is intended to target EV AFCs that currently lack sufficient Direct Current Fast Charger (DCFC) infrastructure. The primary objective is to close remaining EV charging gaps along key EV AFCs (I-35, I-40, I-44, SH-51, SH-351, SH-375, US-62, US-69, US-75, US-81, and US-412) to ensure a comprehensive and reliable fast-charging network across the state.

ODOT is also working to establish a more flexible definition of a “fully built out” EV AFC, recognizing optimum charging locations may vary based on vehicle trip patterns, population density, nearby amenities, and regional demand. This adaptive approach, as planned, enables Oklahoma to better serve the traveling public effectively, while maximizing the impact of NEVI funds.

If any funds remain unused after the EV AFCs are certified fully built out by FHWA, those funds will be reallocated to support Focus Area #2, ensuring the most effective use of NEVI resources.

Focus Area #2: Community Charging

In response to extensive public engagement and feedback, Oklahoma plans to dedicate \$14,336,100.56 in remaining NEVI funding after EV AFC full build out to expanding community-based EV charging infrastructure. This focus area aims to improve access to charging in locations where Oklahomans live, work, and gather, especially in areas lacking existing EV charging infrastructure.

While corridor-focused infrastructure is essential for enabling long-distance travel and interstate connectivity, community charging complements this by supporting local and regional mobility. It also helps residents confidently transition to EVs for daily use by integrating charging into familiar, everyday environments.

Potential installation sites include public libraries, recreation centers, and public parking lots in multi-family residential areas with varying number of ports and power levels. To guide site selection, ODOT plans to consider factors such as communities with populations over 3,500,

areas experiencing population growth of 10% or more, data on community needs, and non-AFC corridors with high trip volumes, although the exact criteria are still under development.

Focus Area #3: Administrative Oversight

To ensure the effective and transparent use of NEVI funds, Oklahoma plans to allocate \$9,944,545.80 to administrative oversight. This funding is planned to support critical activities such as:

- Construction Management
- Consultant Services
- Contract Administration
- Program Monitoring and Reporting

Lessons learned from Round 1 highlighted the importance of robust administrative support in maintaining project timelines, ensuring regulatory compliance, and coordinating with key public and private stakeholders. By investing in administration oversight, Oklahoma aims to uphold high standards of accountability, efficiency, and performance throughout the NEVI lifecycle including compliance with NEVI Standards and Requirements (23 CFR 680). A well-resourced administrative framework ensures that every dollar is strategically invested, projects are delivered on schedule and within scope, and decisions are guided by accurate, real-time data. It also enables the state to track key performance indicators, maintain transparency with the public and partners, ensure consistent reporting to federal agencies, streamline permitting and contracting processes, and proactively address implementation challenges.

3.0 Public Engagement

The Oklahoma NEVI team has been meeting communities where they are, listening to local voices and discussing what EV charging could mean for towns, businesses and daily life through community outreach.

From rotary clubs in Altus to chambers in Miami, conversations revealed both excitement and skepticism, underscoring the importance of keeping Oklahomans engaged as part of the process. Beyond these meetings, the NEVI team also supported a statewide survey to capture broader public opinion and helped host workshops to engage key stakeholders.

Figure 1 summarizes the public engagement Activities between 2022 and 2025.

Stakeholders

ODOT has connected with a broad mix of local leaders, civic groups, and economic development authorities. Groups engaged include: Altus Rotary Club, Blackwell Economic Development & Industrial Authority, Boley Chamber of Commerce, Claremore Rotary Club, Durant Lions Club, Elk City Kiwanis Club, McAlester Rotary Club, Muskogee Rotary Club, North Enid Lions Club, Northeast Oklahoma City Renaissance, North Oklahoma Development Association (NORTPO Policy Board), Stillwater Oklahoma State University (OSU) Transportation, Stillwater Rotary Club, Terence Crutcher Foundation, Vinita Industrial Development Authority, Duncan Rotary Club, and Miami Chamber of Commerce.

Workshops

Workshops were also held to engage Oklahoma's business and community leaders in shaping how NEVI investments support enterprise and local growth. The workshops educated the participants on the program and gathered feedback on the NEVI work, communication efforts and the future of transportation in the state. Examples of feedback from community meetings are included in **Table 4**.

Figure 1: Summary of Public Engagement

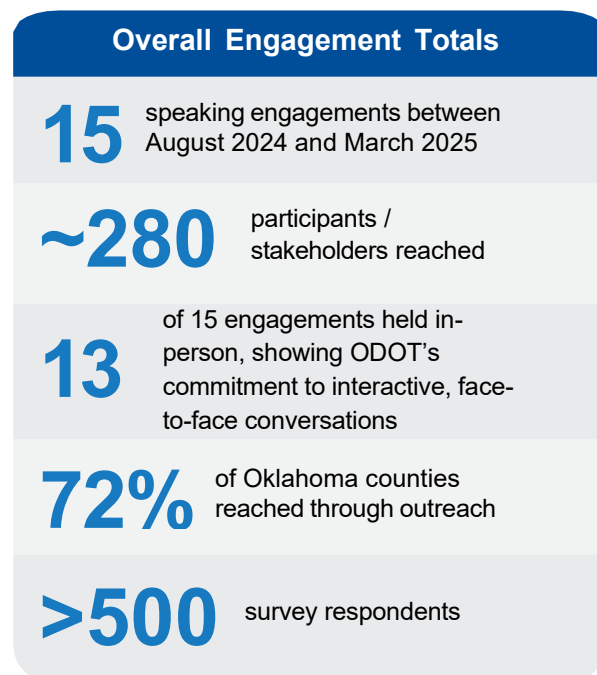


Table 4: Community Meeting Feedback Examples

Muskogee Rotary Club Aug. 29, 2024	The group was positive and requested chargers, pointing to local demand with the city.
Vinita Industrial Development Authority Sept. 17, 2024	The outlook was strong and positive, concurring with ODOT plans.
McAlester Rotary Nov. 5, 2024	Rotary members showed skepticism but were also interested in keeping Main Street strong with reliable charging.
Durant Lions Club Nov. 7, 2024	The group was very positive and interested in EV charging to boost local business.
OSU Parking Services Nov. 8, 2024	Leaders emphasized enterprise and competition, expressing interest in Level II chargers across the OSU campus and a possible proposal in round two.

Community Survey

Beyond in-person meetings, the Oklahoma NEVI team also supported a statewide survey and collected comments from the NEVI website to hear directly from Oklahomans. More than 500 people responded to the survey, and the results were clear: the biggest barriers are still a lack of charging stations and the cost, especially in rural areas where long drives make dependable infrastructure essential. From September 2023 through December 2024, the survey was available on the Oklahoma NEVI website and distributed to attendees at community speaking engagements. Most respondents preferred home charging, valuing the freedom it provides. While EV skepticism remains, many also recognized the savings and practical benefits EV charging can bring to their community. Overall, the survey shows that any plan for Oklahoma must be built on strong standards, shaped by local voices and focused on building infrastructure to keep business moving forward.

Looking Forward

ODOT's commitment to public involvement continues. Information on EV charging stations is in high demand, with communities reaching out to request presentations and speaking opportunities. Community members can comment and receive NEVI information by visiting the website at www.oklahoma.gov/evok.

How ODOT Responded

Throughout the engagement process, ODOT has used feedback to refine its approach to communication with communities, the public and EV industry stakeholders. Refinements have included adjusting presentation materials, adding FAQs to anticipate common questions, collecting a list of interested stakeholders for updates, and implementing a tool to track public sentiment based on comments received. Public input also helped shape ODOT's NEVI Round 1 funding process and was critical to the development of this FY22-FY26 NEVI Plan.

4.0 Physical Security & Cybersecurity

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

During ODOT's NEVI Round 1 funding, proposals were scored based on safety criteria such as the availability of on-site attendants, overhead lighting, video surveillance, and proximity to fire hydrants to ensure the physical security of the site. ODOT plans to continue these practices in future funding rounds to help ensure the physical security of all NEVI funded EV charging sites.

Oklahoma recently designated cybersecurity as a topic of interest in its State of Oklahoma Transportation Modernization Initiative.¹ ODOT and Oklahoma Turnpike Authority (OTA), in coordination with Office of Management & Enterprise Services (OMES), are working together to create a consolidated Information Technology Office that will have cybersecurity as a major function of the operation within these agencies. This new Information Technology (IT) Office and cybersecurity function will help highlight the importance and need for cybersecurity services within the agencies and will assist in the creation of physical security, cybersecurity, and privacy requirements for NEVI. If additional resources are needed, the State of Oklahoma's Cyber Command.² an agency that is responsible for advancing a statewide approach to cybersecurity, will make its Compliance and Privacy Teams available to the project team. Data Privacy continues to be an item of interest, not only in Oklahoma, but nationally.

ODOT's Round 1 NEVI Awards and future funding rounds will seek to award competitive contracts to third-party vendors for the purchase, installation, operations, maintenance, and data collection of NEVI funded EV chargers. Therefore, physical security, cybersecurity, and privacy risks will be the responsibility of these third-party vendors. Physical and cybersecurity responsibilities and their associated requirements will comply with 23 CFR 680 and will be outlined in procurement documents and ODOT contracts with vendors. Each third-party vendor that is awarded a NEVI funded contract will be required to participate in a privacy impact assessment and submit an annual physical security and cybersecurity plan that addresses, at a minimum, the following:

- Data collection methodologies and how updates over the contract period will be shared with the project team
- Physical security measures (locks, protection of payment hardware, video surveillance, etc.)

¹ 'State of Oklahoma Transportation Modernization Initiative
<https://oklahoma.gov/odot/about-us/transportation-modernization0.html>

² *Cyber Command*. Oklahoma Office of Management and Enterprise Services.
<https://oklahoma.gov/omes/services/information-services/cybercommand.html>

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- Software, including security software, update methodology (timing and how it affects users)
 - Security and privacy breach notification requirements and timelines – for both the project team and the EV charger user
 - Annual assessment of compliance with the cybersecurity plan
 - Compliance with any local, state, and federal law as it relates to cybersecurity or privacy
 - Subcontractor requirements to follow the physical security and cybersecurity plan

The selected third-party vendors will be required to share data with ODOT and the Joint Office of Energy and Transportation through their Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART) for performance measurement and future plan development. All data will be de-identified before it is shared to reduce privacy risks.