

DETAILED LIST OF ELIGIBILITY REQUIREMENTS



Eligible Applicants

Applicants must:

1. Be a business, non-profit organization or state, local or Tribal government entity.
2. Be the site owner of an eligible location or their authorized agent with a site agreement in place.

Note: federal government entities, Investor Owned Utilities (IOUs) and individuals applying as individuals are not eligible for the program at this time.

Eligible Locations

A project site must be located within the State of Oregon to be eligible for a rebate. Eligible applicants must install Level 1 (MFH only) or Level 2 EV charging equipment at one of the following types of sites:

1. Publicly accessible parking site



- Examples include: public/private lots, tourist destinations, public parks/buildings, retail locations, hotels, restaurants, transit stations, curbside parking
- Must be available to public a minimum of 9 hours/day, 7 days/week
- Locations cannot be fenced off to public or reserved for the exclusive use of an individual driver or group of drivers
- Charging equipment must be networked*

2. Multi-family Housing (MFH) site



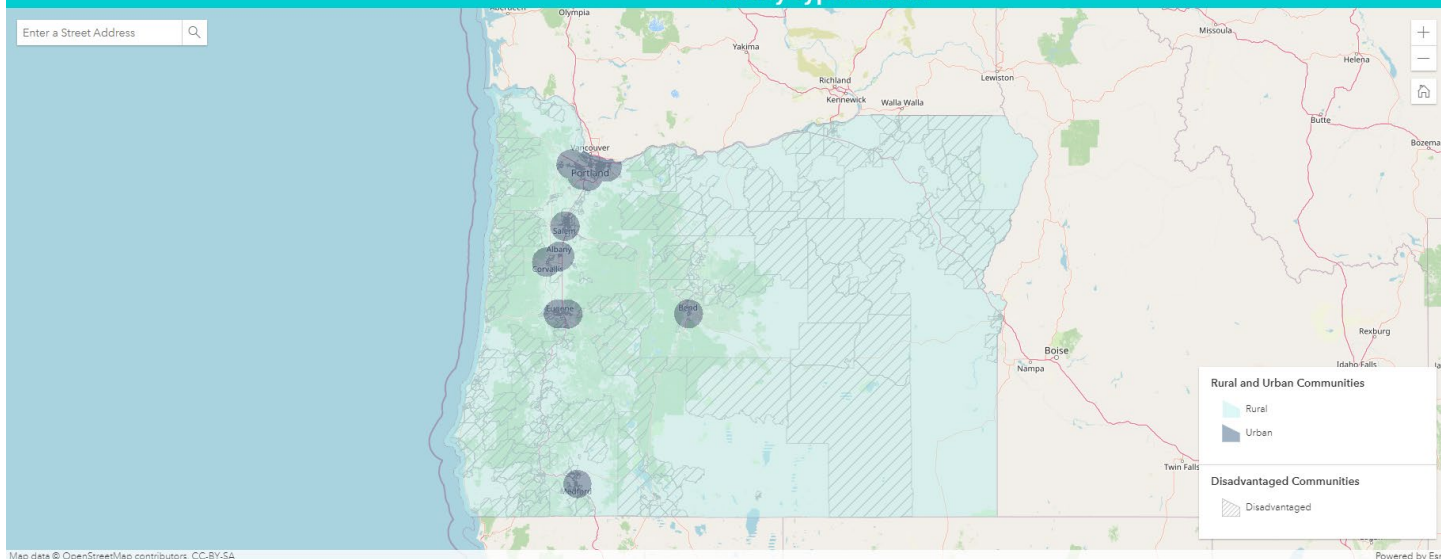
- Examples include apartment buildings, townhouses, condominiums or co-ops
- Must have 5 or more units and at least 5 parking spaces
- Can be restricted to resident use only or broader group (but not individual tenants)
- Charging equipment can be networked or non-networked

**“networked” refers to a combination of charging station components and software that allow for, through an internet connection or cell data, centralized management, administration, communication, diagnostics and data collection.*

Priority Communities

Seventy percent (70%) of rebate funds are reserved for projects located within priority communities, defined as disadvantaged and rural communities. ODOT is using its statewide equity map to determine disadvantaged communities and the Office of Rural Health’s designation as non-urban to determine rural communities.

To determine if your project is located in a priority community, type in the project address on our searchable Priority Type Locator map [here](#).



The remaining funding (30%) is for projects located anywhere in the state. Once this tranche of funding is spent, applicants of projects located outside a priority community will be put on a waitlist for the next round of funding.

Rebate Levels

Rebate levels vary based on the site type:

Project Type	Charger Type	Maximum Rebate per Port (Min. 2 ports/site)
Publicly accessible parking, including right-of-way parking	Level 2	\$4,250, up to 75% of eligible project costs
Multi-family housing (can be private)	Level 2	\$5,500, up to 75% of eligible project costs
Multi-family housing (can be private)	Level 1	\$750



- A minimum of 2 ports per project site is required
- A maximum of 8 ports per project site will be reimbursed
- ODOT encourages applicants to combine rebates with federal, state, or local agency/utility incentives to further offset the cost of charging equipment purchase and installation

Note:

All final rebate amounts are determined by the total eligible project costs. As such, rebate amounts will not be the same for every project.

Eligible Project Costs

The following equipment and costs are eligible for rebate funds under this Program:



- EV charging equipment
- EV charging equipment installation costs, including labor and materials



- Planning and engineering design costs
- Electric service upgrades, including stub outs, transformer, electric panels, utility service order
- Project signage
- Site lighting
- ADA compliance (curb cuts, path of travel, striping, etc.)
- Network agreement with network provider (up to 3 years, if paid in advance)
- Maintenance contract, including a parts warranty and service level agreement (up to 5 years, if paid in advance)

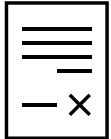
Ineligible costs include: EV charging equipment leasing costs (leased equipment is not eligible under this Program), real estate acquisition costs, extended warranties, construction or general maintenance of buildings and parking facilities, local permit costs, administrative costs, electric supply costs, any project costs offset by other incentive programs, and any costs incurred prior to the program launch.

Eligible Technology

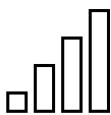
Level 2 charging equipment installed under this Program must be qualified by either Portland General Electric (PGE) or Pacific Power (PAC). As part of the utility qualification process, charging equipment and network services vendors provide technical information to the utilities and verify that products meet minimum specifications. EV charging qualifications are updated on a periodic basis. A current list of qualified chargers can be found [here](#).

In addition, charging equipment installed under this program must meet the following requirements:

All Level 2 charging equipment:



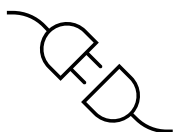
- All EV charging equipment must be new. Previously installed or rebuilt equipment and replacement stations are ineligible, as well as those funded entirely by third parties (those other than the Site Owner or Authorized Agent).
- Charging stations must be purchased and not leased.
- Each port must offer a SAE J1772 compatible connector.
- EVSE must be capable of providing a minimum of 7.2 kW output electric power at each port, concurrently.
- All stations must have a minimum five-year warranty (either from the manufacturer, a third party, or the Contractor).
- All non-networked charging stations must be network-capable, allowing site hosts to add networking in the future without replacing the entire unit



Networked Level 2 charging equipment must include:

- Interoperability
- Consumer Access, Payment and Pricing Transparency
- Customer Service Support

Level 1 charging installed under this Program (multi-family housing sites only) may include wall or pedestal mounted charging equipment or a standard 110/120 volt outlet, and must meet the following requirements:



- Any equipment must be new. Previously installed, rebuilt or replacement equipment is ineligible.
- Each plug/outlet must be capable of providing a minimum of 1.4 kW output electric power concurrently.
- 110/120 volt outlets must be:

- National Electrical Manufacturers Association (NEMA) commercial grade outlets that meet National Electric Code (NEC) requirements
- A GFCI (ground fault circuit interrupter) outlet with an outlet cover
- On a dedicated circuit rated for 20 amps
- Placed in a convenient location for plug-in vehicle or micromobility operators to plug in their portable Level 1 EVSE or e-micromobility cordsets

Technical Assistance

Technical support and assistance to potential and existing rebate Applicants will be provided by Forth, in collaboration with ODOT.

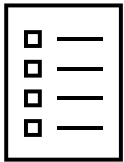
If you need technical assistance, contact Forth at: odotchargingrebates@forthmobility.org

Technical assistance provided includes:

- Answering questions about the Rebate
- Assisting applicants with filling out and submitting a Rebate application
- Providing high-level information about installing, maintaining and operating eligible Level 2 and Level 1 charging infrastructure
- Providing high-level guidance regarding EV chargers that follow ODOT's minimum standards and requirements
- Providing information about other resources related to Applicant's project, such as that pertaining to the Oregon Clean Vehicle Rebate Program or Clean Fuels Program

Forth will follow up with Applicants within three (3) business days of receiving an inquiry.

Additional Resources



- Required Documents Checklist
- CCR Frequently Asked Questions
- CCR 2-Page Fact Sheet
- EV Charging 101
- Climate Office Transportation Electrification Webpage

Questions?



Contact communitychargingrebates@odot.oregon.gov

Stay Connected with the Community Charging Rebates program.

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