

# Community Charging Rebates FAQ



## What is the Community Charging Rebates program?

**Dated: 11/20/2025**

The Community Charging Rebates program (CCR) offers rebates to public and private entities to reduce the cost of purchasing, installing and maintaining qualified Level 2 EV charging equipment at publicly accessible parking locations, workplaces and multifamily housing (MFH) throughout Oregon.

### Key programmatic changes for Round 4

Several programmatic changes are being implemented in Round 4 of the Community Charging Rebates Program, in keeping with the federal grant that funds this Round. These changes include, but are not limited to:

- 1.Data reporting will be required for all projects, with permission granted to ODOT and its consultants to collect data that is transmitted directly from the charging equipment.
- 2.Service Level Agreements or maintenance contracts, and networking will be required for all project sites, and must be paid in advance for five years; extended warranties for up to five years are an eligible expense, if paid in advance.
- 3.A higher rebate level is set for all types of project sites.
- 4.A single entity cannot receive more than \$1 million in rebates among all the rounds of this federally funded project, beginning November 6, 2025, through December 31, 2027 or until all funds are expended.
- 5.The port maximum is removed and the maximum rebate per project site is capped at \$249,000.
- 6.Federal funds compliance and full financial responsibility terms and conditions are incorporated as are termination conditions.

## What are the Round 4 rebate amounts?

Project Type	Charger Type	Maximum Rebate per Port	Level 2 Minimum Port Requirement
Publicly accessible parking, including right-of-way parking	Level 2	\$8,000, up to 80% of eligible project costs	2
Workplace (accessible to all employees)	Level 2	\$8,000, up to 80% of eligible project costs	2
Multifamily housing (accessible to all residents)	Level 2	\$8,000, up to 80% of eligible project costs	4

## How many rebates can I receive?

A single entity cannot receive more than \$1 million in rebates among all the rounds of this federally-funded project, beginning November 6, 2025 through December 31, 2027 or until all funds are expended. ODOT reserves the right to limit rebates to companies owned by or affiliated with the same entity to \$750,000 per funding cycle.

## How is Forth involved?

ODOT has contracted with Forth to conduct on-the-ground outreach to inform and encourage Oregonians to participate in the program, provide technical support and assistance to potential applicants in an effort to expand access. Forth will prioritize efforts in rural and predominantly low-income communities.

## What is a Priority Community?

A priority community is a census block deemed rural or predominantly low-income under this Program, using the United States Environmental Protection Agency's definition. The Program reserves the majority of funds (70%) for projects in priority communities. A searchable map of communities that meet this definition can be found on the Community Charging Rebates program [web page linked here](https://www.oregon.gov/odot/climate/Pages/communitychargingrebates.aspx).

For more details visit: [www.oregon.gov/odot/climate/Pages/communitychargingrebates.aspx](https://www.oregon.gov/odot/climate/Pages/communitychargingrebates.aspx)

## ELIGIBILITY

### Who is eligible to apply for the rebate

To apply for a rebate under the program, eligible applicants must:

- Be a business, nonprofit organization, or state, local or Tribal government entity. Businesses and nonprofits must be licensed to do business in Oregon, with a valid Oregon Business License.
- Be the Site Owner of an eligible location or their Authorized Agent with a Site Verification and Receipt Acknowledgement Form. Third-party organizations may assist Eligible Applicants in the application process, or apply for a rebate on their behalf, but the rebate must go to the entity that incurs project costs.

### What are the eligible locations or site requirements?

A project site must be located on real property in Oregon. **All EV charging stations must be networked.** Eligible applicants must install Level 2 EV charging equipment at one of the following types of sites:

- **Publicly Accessible Parking Site:** A parking site that is available and accessible to the public for a minimum of 60 hours per week and is reasonably expected to be visited by the public during the hours of availability. Examples include, but are not limited to, public or privately operated parking lots and garages, destinations and tourist attractions, retail parking areas, public parks and buildings, hotels, restaurants, transit stations, and right-of-way, curbside or on-street parking.
- **Workplace Site:** A parking site with parking spaces that primarily serve employees or fleet vehicles. Examples include office buildings, manufacturing facilities, universities, schools, hospitals, and other healthcare facilities. EV charging equipment installed at workplace sites under this Program may be restricted to employee use only or open to a broader user group, but employees must be given preferred access to EV charging over customers, contractors, or other visitors onsite to be eligible.
- **Multi-family Housing (MFH) Site:** A parking site with at least five (5) parking spaces that primarily serves a MFH complex with five (5) or more residences, such as apartment buildings, condominiums, and co-ops. Individual residents or tenants who are not the building owner are not Eligible Applicants. EV charging equipment installed at MFH sites under this Program may be restricted to resident use only or open to a broader user group, but they must be commonly accessible and not dedicated solely to individual units. \*Hotels and motels are not multi-family housing sites under this Program but rather considered publicly accessible sites for the purpose of applying for funding, as they typically provide access to charging stations for the general public. However, if a hotel or motel restricts charging access solely to employees and customers, it will be classified as a workplace project instead.

All premises must be well-lit, secure and in compliance with all federal, state and municipal laws, ordinances, rules, codes, standards and regulations. Each charging station must be located in a parking space that is designated for electric vehicles only and marked with the appropriate signage. Note: MFH sites installing EV charging in areas other than shared parking spaces may receive an exemption to the signage requirement.

### Site requirements:

- Charging equipment installed at all sites must be “networked” for a minimum of 5 years.
- Networked projects must maintain a minimum of five years of network subscription and be capable of tracking and reporting charger usage data.
- A maintenance contract or Service Level Agreement for a minimum of 5 years is required for all charging projects, with a party qualified to service and repair the equipment and networked operations.
- Applicants must identify the party responsible for ongoing maintenance and repair of the charging station(s) prior to reimbursement.

## What could make me ineligible to apply?

- A project is ineligible for this rebate program if the proposed location serves exclusively fleet vehicles or is primarily used as an individual residential home, even if a home-based business is operated out of the residence.
- Vacation rental properties listed through organizations such as AirBnb or VRBO are not eligible for the Program.
- Ineligible applicants include federal government entities and individuals applying as individuals (not on behalf of an eligible applicant), including individual residents or tenants of Multi-Family Housing (MFH).

**Costs incurred before May 1st, 2025 are not eligible for reimbursement.**

## APPLICATION

### When can I apply?

Funding will be disbursed in several rounds over multiple years. Round 4 of the Program will provide \$3 million in federally-funded rebates, and will accept applications until the Program End Date of March 31st, 2026, or until funds are fully allocated, whichever comes first. The rebate is a first-come, first-served reimbursable incentive, hence early applications are encouraged.

### How do I apply?

**Applicants have two options when applying for a rebate under this program:**

- **Pre-installation:** Applicants can reserve funding prior to equipment installation. and reserve funding, pending verification of a pre-installation application. Installation and activation must be completed, and final documents provided within 300 days of the Reservation Date (the date an applicant receives notice that funding has been reserved); otherwise, applications will be canceled and reserved funding will be reallocated.
- **Post-installation:** Applicants can apply for the rebate after eligible charging equipment is installed and activated. Eligible costs cannot be incurred until after the Program Effective Date (May 1st, 2025). Charging equipment with an Installation Date prior to May 1st, 2025, are not eligible for Round 4 of this Program.

With either application path, there are a number of documents required to verify eligibility. ODOT reviews and confirms receipt and completeness of the application and all required documents, approving reservation of funds and/or payment.

### What is the deadline to apply?

Applicants must apply for Round 4 rebates before the Program End Date of March 31st, 2026, or until funds are fully allocated, whichever comes first.

### What happens if a Post-installation rebate application is incomplete?

If an application or its required documents are determined to be incomplete or illegible, the Applicant will be notified of the error and shall have ten (10) calendar days to correct any errors. If errors are not corrected in this timeframe, the application will be canceled, and the reserved funds will be reallocated.

## FUNDING

### Can I reserve funding in advance?

Yes! Eligible Applicants may apply for the rebate and reserve funding prior to project installation or apply for the rebate as long as costs were incurred after May 1st, 2025.

For pre-installation applications, installation must be completed and final documents provided within 300 days of receiving notice that funding has been reserved, otherwise, the application will be canceled and reserved funding will be reallocated.

For pre-installation applicants, reserved funding is calculated based on port counts multiplied by the base rebate amount. Once installation and activation occur, final rebate levels are awarded based on the lesser of the reserved amount or 80% of eligible project costs. **Note: this may result in final rebates that are less than the amount of reserved funding.**

### How will I know if the rebate is reserved?

Once your application has been submitted, ODOT will review your application to ensure it meets all eligibility requirements. Once this review is complete, you will receive a **“Funding Reserved” email** confirming that funds have been reserved for your application and **providing a Reservation Date**. Applicants have 300 days from this date to install and activate charging equipment and complete the application process.

### What if I completed an EV charger installation before the program launch date?

The goal of the program is to incentivize the installation of new EV charging in Oregon. Installations that have been completed prior to May 1st, 2025 are not eligible to receive rebates. In addition, any costs incurred prior to May 1st, 2025 are not eligible. Costs incurred after program launch date (November 6th, 2025) and prior to a project's Reservation Date are incurred at the applicant's own risk (i.e., application may be determined ineligible, or funds may not be available at the time of application). A project's Reservation Date is defined as the date funds are reserved for the application, confirmed by a “Funding Reserved” email notification sent to the applicant.

### What can the funding be used for?

**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 (e.g., site survey, site layout, etc.).
- Electric service upgrades, including stub outs, transformer, electric panels, utility service order.
- Project signage.
- Local permit costs.
- Site lighting.
- ADA compliance (e.g., design, curb cuts, path of travel, striping, etc.).
- Network agreement with network provider (must be paid up front for 5 years of coverage).
- Operations and maintenance contract or service level agreement (SLA), including equipment and network operations (must be paid up front for 5 years coverage).
- Extended equipment/parts warranties (warranties must be paid up front, limited to a maximum of 5 years of coverage).
- Electric micromobility accommodations (e.g., features enabling electric micromobility devices to securely lock to the charger, 110V outlet on L2 chargers).

**Ineligible costs include** EV charging equipment leasing costs (leased equipment is not eligible under this Program); real estate acquisition costs; construction or general maintenance of buildings and parking facilities; disposal and/or removal of existing on-site EV charging equipment and installation materials; administrative costs; electric supply costs; upgrades to utility- owned electrical infrastructure; any project costs offset by other incentive programs; and any costs incurred prior to the Program Effective Date (May 1st, 2025).

## DOCUMENTATION

### What supporting documents are required for pre-installation to reserve funding?

- Completed online application form (Part 1: Pre-installation).

- Site Verification and Recipient Acknowledgement Form [provided on ODOT website here](#).
- Copy of one (1) independent itemized project quote from equipment providers/installers for installation of charging equipment.

## What documents are required to receive the rebate payment post-installation?

- Completed online application form (Part 2: Post-installation).
- Copy of Permit(s): A scan of the final electrical inspection or a letter from the authority having jurisdiction (AHJ) stating that no building permit is required. For unique circumstances, additional documentation (e.g., minor permit label) can be provided and will be reviewed.
- Current IRS W-9 form, signed and dated within the last year.
- The following photos, including:
  - Installed site photo: Photo of the charging equipment installed at the site that clearly shows the required onsite signage or pavement markings.
  - Serial number photo: required for each unit.
  - Customer support number photo, showing location on or near charging equipment.
  - Pricing display photo, clearly showing pricing per unit of sale and location on or near charging equipment (required for projects that charge a fee for charging).
- Network service agreement and proof of upfront payment for five (5) years of network services.
- Maintenance contract or service level agreement (SLA) and proof of payment for five (5) years of maintenance services.
- Copy of paid invoice for equipment. The invoice should include the purchase date, vendor information (name, company, contact information), total cost, and an itemization of charges.
- Copy of paid invoice for all installation costs. The invoice should include the installation date, installer information (name, company, contact information), itemization of eligible costs, credits, discounts, and incentives received, if applicable.
- The following photos, including:
  - Installed site photo: Photo of the charging equipment installed at the site that clearly shows the required onsite signage or pavement markings.
  - Customer support number photo, showing location on or near charging equipment.
  - Pricing display photo, clearly showing pricing per unit of sale and location on or near charging equipment (required for projects that charge a fee for charging).

## I uploaded all required documents. When will I receive my rebate check?

Once installations are complete and all required documents have been uploaded, ODOT will review your application and accompanying documents. If necessary, ODOT will follow up with you for missing or incomplete information. If all documents are complete, your application will be approved. ODOT will issue rebate checks within 45 business days of application approval contingent on available funding.

## ELIGIBLE TECHNOLOGY

### What are the level 2 EV Charger requirements?

Level 2 charging equipment installed under this Program must be qualified by the Electric Power Research Institute (EPRI) as meeting a set of minimum requirements determined by ODOT. Detailed specifications are outlined in the [Program Guidelines](#).

Some basic requirements for level 2 charging equipment include:

- All EV charging equipment must be new. Previously installed or rebuilt equipment is ineligible. Replacement of broken equipment is eligible but projects must still follow the minimum port requirements.

- Charging stations must be purchased – not leased.
- Each port must offer a connector that is compliant with either the SAE J1772 or SAE J3400 technical standard.
- Each port must be Nationally Recognized Testing Laboratory (NRTL) to UL 2594 standard.
- Must be rated at a minimum of 7.2 kW output electric power.
  - **Note:** ODOT strongly encourages any dual port stations installed under this Program to be rated at 9.6 kW or higher. This will enhance customer satisfaction while contributing to the future proofing of parking lots for increased EV adoption and improved vehicle technologies.
- ODOT strongly encourages extended warranties.

## **MULTIFAMILY HOUSING**

### **What qualifies as multifamily housing (MFH)**

Apartments, condominiums, co-ops, and townhouses. To apply for the rebate, the location must have five (5) or more residences, with a minimum of five (5) parking spaces. Motels and hotels are considered public locations, not MFH sites. MFH chargers must be networked.

### **Who can apply for the rebate for a MFH project?**

The property owner, property manager, or Homeowners Association can apply. All authorized agents or third parties must demonstrate permission from the property owner.

## **WORKPLACE**

### **What qualifies as a workplace?**

A parking site with parking spaces that primarily serve employees who work at or nearby the location. Examples include office buildings, manufacturing facilities, universities, schools, hospitals, and other healthcare facilities. EV charging equipment installed at workplace sites under this Program may be restricted to employee use only or open to a broader user group, but employees must be given preferred access to EV charging over customers, contractors, or other visitors onsite to be eligible. Workplace chargers must be networked.

### **Who can apply for the rebate for a workplace project?**

The property owner or property manager can apply. All authorized agents or third parties must demonstrate permission from the property owner.

### **Who can I contact if I have questions?**

Email your questions to: [ODOTchargingrebates@forthmobility.org](mailto:ODOTchargingrebates@forthmobility.org)

## **FAQs from previous Rounds**

### **Q: Can rebate funds be sent directly to contractors/installers?**

**A:** Applicants must be the site owner of an eligible location or their Authorized Agent with a Site Verification and Recipient Acknowledgment Form. Third-party organizations may assist Eligible Applicants in the application process, or apply for a rebate on their behalf, but the rebate must go to the entity that incurs project costs.

### **Q: What additional incentives or funding can we apply for to get more out of ODOT or similar programs?**

**A:** Check with DEQ or your local utility for additional incentives or grants. If an applicant is applying for both an ODOT rebate and an additional incentive or grant, the Applicant must note this in ODOT's rebate application and notify the appropriate alternate program of dual participation. In addition, applicants must apply for other incentives first, prior to applying for ODOT's rebate. Any incentives or grants received from other sources will

reduce the project's calculation of Eligible Project Costs, which is used in calculating the rebate payment. An applicant may not profit from any ODOT incentives.

**Q: Can our project quotes or expected cost change throughout the installation/shipping process?**

**A:** Yes. The rebate assumes costs will change. Please update ODOT with these changes via email. However, depending on funding availability, if project costs increase, the reserved amount for the rebate may not be able to be increased.

**Q: What does a level 2 charger cost, usually?**

**A:** Level 2 chargers typically cost between \$2,000 and \$10,000 per port, with installation adding \$8,000 to \$15,000, depending on factors like trenching, grid tie-ins, and site conditions. Installer rates vary, and necessary electrical upgrades can increase costs further. Total cost can range from \$10,000 to \$25,000 per Level 2 charger.

**Q: Can we switch contractors/providers before/during installation?**

**A:** Yes, as long as the chargers are [approved by EPRI](#). If installation contractors/providers change before/during installation, with higher quotes for the cost of work, depending on funding availability, the reserved amount for the rebate may not be able to be increased.

**Q: An email was received confirming funding is reserved. Is there anything else we need to do to confirm our funds?**

**A:** No.

**Q: Is there a source for recommended EV priority signage?**

**A:** Each charging station must be in a parking space that is designated for electric vehicles only and marked with the appropriate "EV Charging Only" signage. There is no single recommended online store for electric vehicle signage. More information on signage can be found in the Round 4 Guidelines on pages 14-15. Below are examples of acceptable "EV Charging Only" signage.

**Q: Can I withdraw an application from a previous round to apply for Round 4?**

**A:** Community Charging Rebate funds are awarded on a first-come, first-served basis with 70% of funding going to Priority Communities. If you have received funding from a previous round, ODOT recommends that you utilize the funding already reserved for you. There is no guarantee that you will be re-awarded funds if you reapply after withdrawing your previous application as these funds are first come- first served.