

ODOT NEVI Round 2 Updated FAQ

I see that eligible applicants are limited to electric vehicle service providers. Are there any restrictions on the types of entities that can be considered an electric vehicle service provider? For example, are nonprofit organizations, local governments, state governments, schools, colleges, universities, Tribes, Tribal organizations, or other types of entities eligible to apply if they can own, operate, and maintain charging stations and can deliver the project with minimal oversight?

ODOT received several comments and questions related to Applicant eligibility. In response, ODOT revised the eligible Applicant criteria. For further details, please refer to section 3.1 of the NOFO.

The timeline for finalizing a site host agreement for the selected sites under negotiation must not “exceed 180 days beyond the date the application is submitted.” Does this 180-day countdown begin on the planned application due date, or the actual date the applicant submits their proposal?

ODOT recognizes that there was confusion between what information ODOT requires at time of application, and what information we require at time of contract execution. In response, ODOT revised section 6.2.3 of the NOFO to clarify what is required at time of application, and section 8.2 refers to what information is required at time of contract execution should an Applicant be selected for an award.

Electricity demand charges are listed as an eligible cost for reimbursement, but the NOFO notes they may be subject to review and approval prior to reimbursement and may only be eligible in limited situations. What criteria constitutes a “limited situation” and what documentation is required to demonstrate eligibility for this reimbursement?

Please refer to section 3.2 of the NOFO for revised information on demand charges. In addition, ODOT requests that in section 2.1 of the application, the Applicant includes their plan for managing utility costs, including strategies for minimizing or mitigating demand charges.

What qualitative or quantitative measures will the review committee use to weight the viability and effectiveness of a proposed site that deviates from the traditional NEVI rules, particularly if the proposed site is on one of ODOT's own identified strategic locations, which may not meet the previous requirements?

Justification (Quantitative):

ODOT acknowledges that some proposed sites may not meet the previous NEVI requirements due to factors like grid constraints, limited site host availability, or cost barriers. In these cases, the NOFO outlines a flexible but rigorous evaluation framework. Applicants must:

- Clearly explain the reason for the deviation from previous NEVI requirements
- Demonstrate that the proposed site is the most viable option in the surrounding area
- Show how the site will *effectively serve AFC travelers*, even if it falls outside the previous thresholds identified in the NOFO.

The application form provides room for Applicants to respond to each of these points.

Qualitative Scoring Criteria:

Each proposed site is scored out of 150 points according to the criteria in section 7.1.2 of the NOFO.

Has ODOT retained the Letter of Credit requirement previously included in Round 1?

No, the Letter of Credit requirement was removed for Round 2 of the NEVI program, and that change will be reflected in an updated Sample Grant Agreement no later than December 12th.

Are Battery Energy Storage Systems eligible for reimbursement?

Yes, ODOT has added them to the list of eligible reimbursements. However, per NEVI program guidance, Applicants must demonstrate how the inclusion of Battery Energy Storage Systems will result in an overall lower cost to the consumer.

In reference to the NOFO, Is it a requirement that Oregon labor shall be employed to perform at least eighty percent (80%) of the work of this project?

No, ODOT's NEVI program is not subject to this requirement.

In reference to the NOFO, Will ODOT please confirm this project is subject to Davis Bacon Prevailing Wages?

Yes, as described in Title 23 CFR 680.118, NEVI funded projects are subject to Davis Bacon Prevailing Wage Requirements.

In reference to the NOFO, Will ODOT please confirm this project is subject to Oregon Prevailing Wages?

OR PWR requirements apply only when a specific project site receives more than \$750,000 in public funds. The determination is made on a per-site basis, not on the total amount of a grant award. For example:

- If a single grant agreement covers five separate sites with a total award of \$3 million, each site is evaluated independently.
- If none of the five sites receives more than \$750,000 in public funds, then none are subject to OR PWR.
- If two of the five sites receive more than \$750,000 in public funds, only those two sites are subject to OR PWR, but the remaining three are not.

Will ODOT consider a second round of FAQs?

Please send additional questions to ORNEVI@odot.oregon.gov. We will respond within one week of when you submitted the comment or question.

If ODOT is giving priority to corridor submissions, what is the likelihood that individual applicants will be awarded?

ODOT's goal in offering flexibility from its prior "corridor only" approach is grounded in the reality that the corridors included in Round 2 are extremely long and require between seven and nine charging stations to be considered fully built out.

ODOT strongly encourages individual applicants to apply for funding regardless of the number of sites proposed. ODOT will first review full corridor proposals to determine if any meet the minimum threshold of 85% of the total points available for that corridor. **This is an incredibly high bar**, and it ensures that only exceptionally strong full corridor proposals are prioritized. Given the size of the corridors included in Round 2, it's highly possible that no full corridor proposals are submitted. If no full corridor proposals are submitted, or if no full corridor proposals meet the 85% requirement, ODOT will then evaluate all remaining eligible applications, including individual site proposals and partial corridor proposals.

Will ODOT consider awarding funding for stations on corridors that were previously part of Round 1?

No, this Round of funding is specifically focused on I-84, U.S. 20, U.S. 26, U.S. 97, and U.S. 101. However, ODOT may issue additional funding opportunities in the future which focus on corridors that were part of previous rounds.

Considering the limitation of 3 resumes per application, what roles would ODOT like to see?

ODOT Recognizes that many applicants will have large, multidisciplinary teams, and the three-resume limit is intended to streamline the review process while still allowing applicants to highlight key personnel. We recommend that applicants prioritize resumes that best demonstrate the team's ability to successfully deliver NEVI-compliant charging infrastructure over the period of performance. While the choice is ultimately yours, the following roles are especially important to highlight:

- Project Manager: the person responsible for the overall execution of the project and that is responsible for coordinating with ODOT over the period of performance.
- Technical Lead or Engineer: Someone with direct experience in design, permitting, utility coordination, and with experience navigating projects to completion.
- O&M Lead: Someone with direct experience and that will be responsible for long-term station performance, including uptime, customer service, and data reporting.

If the applicant does not plan on requesting any reimbursement for operation and maintenance costs, what should they put in that section of the cost proposal form?

If the applicant is not requesting reimbursement for O&M over the period of the performance, they should put zero in this section, and put a note that says the applicant is not requesting reimbursement for O&M.

In the Cognito Application portal, applicants cannot move forward without filling out the required information on each page. Is it possible to adjust the Cognito settings to allow a preview of the full application?

Unfortunately, this is a limitation of the Cognito settings. However, ODOT can provide a PDF of the form for preview upon request. Please email requests to ORNEVI@odot.oregon.gov.

For a full corridor application, can ODOT please clarify the number of sites it is requesting for U.S. 101?

ODOT is seeking at least seven NEVI compliant DC Fast Charging stations along U.S. 101. Please keep in mind that the locations included in the map are illustrative. Applicants are not required to propose stations in those locations, and no additional points will be awarded for stations which correspond to these locations.

Is there any flexibility in the requirement for each DCFC charging port to have a continuous power delivery rating of at least 150 kW? Specifically, can the chargers be scalable, provided that each port is ultimately capable of delivering of at least 150 kW? In other words, can we adjust our service size accordingly?

The Power Level requirements for NEVI are determined by federal regulation in Title 23 CFR 680. Specifically, Title 23 CFR 680.106(d) discusses power level and continuous power delivery rating. ODOT encourages applicants to review Title 23 CFR 680 prior to applying for funding. Title 23 CFR 680 is incorporated as a reference document in the NOFO.

Can we procure DCFC Chargers with two different connector heads that are capable of charging only one vehicle at a time, with each port delivering 62.5 kW?

No, chargers that deliver only 62.5 kW per port do not comply with the NEVI standards under Title 23 CFR 680. To be eligible for NEVI funding, each DCFC port must deliver at least 150kW continuously, regardless of whether the charger has multiple connectors.

Are we permitted to leverage the PGE Partner Program to subsidize costs in conjunction with this grant as matching?

Ratepayer funded rebates and incentives are not eligible for Grantee Match Share. Additionally, any other federally funded incentives are not eligible for Match Share as federal funds can only be used to cover up to 80% of the project's costs.

Are costs associated with a solar carport eligible under this grant if it serves as an EV Charger shelter?

Yes, provided that the shelter provided meets the criteria outlined in section 7.1.2 regarding EV Charger Shelter.

Will the grant cover costs for additional security cable devices?

Yes, costs associated with protecting and/or securing the EVSE are generally considered reimbursable.

Understanding that the requirement for NEVI stations to be located 50 miles apart and within one mile of the corridor were removed, can Applicants apply for DCFC charging that is far away from the corridor? Can you define what “along the corridor” means?

While federal guidance no longer mandates specific spacing requirements for NEVI-funded stations, ODOT remains committed to building a connected and reliable charging network across Oregon. For that reason, ODOT strongly encourages applicants to propose station locations that align with the previous NEVI siting standards — within one mile of the corridor and spaced approximately 50 miles apart.

In general, ODOT defines “along the corridor” as being within approximately three miles of the nearest interstate exit or highway intersection for the designated Alternative Fuel Corridor. If a proposed site is located beyond three miles, applicants should provide a strong justification for how the site will still effectively serve corridor traffic.

Additionally, ODOT generally does not fund two charging stations located within 30 miles or less of each other along the same corridor. This policy helps ensure that funding supports broad geographic coverage and avoids clustering stations too closely together, which could limit the overall reach of the network.

However, ODOT does allow applicants to deviate from these standards, as outlined in Section 4.2 of the NOFO. If a proposed site falls outside the typical corridor proximity or spacing guidelines, applicants must clearly explain the reason for the deviation in the Cognito Application Form and demonstrate that the site is the most viable option to serve corridor travelers.

Can grant funds be used to update Level 2 Chargers to DCFC Chargers?

Yes, federal funds can be used to update level 2 chargers to DCFC chargers, provided that the upgraded equipment fully meets all requirements outlined in Title 23 CFR 680.

The application states that administrative costs to manage the program over the 5-year O&M period is ineligible. What are allowable administrative and indirect costs?

For more information on Indirect Costs, please consult section 8.2.5 of the Sample Grant Agreement.

The application states that variable operating and maintenance costs, including costs for electricity, insurance, and other recurrent business costs such as staffing are ineligible. The City plans to hire for the installation of the EV chargers. However, we intend to use internal staff to perform ongoing operations and maintenance activities, such as regular inspections and repairs. Does this mean that internal staff time related to the operations and maintenance of EV chargers cannot be charged to the grant?

In general, variable costs such as staff time for O&M are not considered reimbursable. Fixed operations and maintenance costs (e.g., pre-purchased warranties, service level agreements) are allowed. Please refer to section 3.2 of the NOFO for more information on cost eligibility.

Attachment 1 requires that the site includes at least one parking space that factors in the U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations. Please confirm if costs associated with following the U.S. Access Board's Design Recommendation is an allowable cost?

Yes, these costs are considered reimbursable.

The definition of period of performance is related to the 5 years of O&M. What is the required time to make charging stations operational?

The scope of work and deliverables (Attachment 2) outlines general timelines for each project phase. The grantee should include a proposed project schedule for each site they propose in the Cognito Application Form.