

ODOT NEVI FAQ Round 2

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.

Can ODOT provide a clearer definition of when a “weather event concludes”, considering some weather-related events may last several days?

ODOT will provide further information regarding this question by December 12th when it publishes an updated FAQ.

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.

Quantitative 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.