Notice of Funding Opportunity
Electric Vehicle Charger Reliability and Accessibility Accelerator
Round 2b
Oregon Department of Transportation

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1. Introduction

1.1. Background

The Bipartisan Infrastructure Law (BIL)—also referred to as the Infrastructure Investment and Jobs Act (IIJA)—was enacted on November 15, 2021 and included the National Electric Vehicle Infrastructure (NEVI) Formula Program. The BIL set aside 10 percent of the NEVI Formula Program for "for grants to States or localities that require additional assistance to strategically deploy electric vehicle charging infrastructure." The Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC-RAA) is funded by the 10 percent set-aside from the NEVI program to focus on repairing or replacing broken or non-operational EV chargers to improve the reliability of existing EV charging infrastructure.

1.2. Overview

The Oregon Department of Transportation (ODOT or Agency) requests responses to this Notice of Funding Opportunity (NOFO). Title 23 CFR Part 680 sets out the minimum standards and requirements for EVC-RAA-funded projects to repair, replace, or upgrade electric vehicle supply equipment (EVSE) and improve charging infrastructure across the state. ODOT will award funds through a competitive selection process for eligible inoperable charging stations or charging stations that do not currently comply with the standards and requirements in 23 CFR Part 680. ODOT expects to award approximately $1.2 million via grants under this NOFO for the repair, replacement, and upgrade of existing charging infrastructure at eligible charging stations.

The EVC-RAA program will leverage ODOT's other efforts to expand options for EV charging in Oregon. Eligible EVSE is located on private land or public property. This NOFO includes requirements for EVSE, installation, and operations and maintenance (O&M), such as:

- A minimum of four networked charging ports at each charging station.
- Average annual uptime of greater than 97% for each charging port.
- Minimum of five years of operations and maintenance of the EVSE.

1.2.1. Changes to EVC-RAA for Round 2b

In the fall of 2025, ODOT implemented the second round of the EVC-RAA program, awarding approximately $4.6 million in funding. To offer increased flexibility and be responsive to Applicant requests, ODOT made changes for Round 2b of EVC-RAA. Namely:

- **Removal of charging station minimum distance requirement from the nearest NEVI station:** In Round 2, proposed charging stations that were not listed in Attachment 7 – Original FHWA List of Charging Stations had to be at least 30 miles from the nearest "NEVI-compliant" charging station to be eligible. For Round 2b, this requirement has been removed.
- **Increased charging station maximum distance from an Alternative Fuel Corridor (AFC):** In Round 2, proposed charging stations that were not listed in Attachment 7 – Original

FHWA List of Charging Stations had to be within 1 mile from an AFC. For Round 2b, charging stations not on the original FHWA list may be within 3 miles of an AFC to be eligible.

- **Additional clarity regarding what qualifies as Site Host permission**: ODOT has added examples of what it will consider as a Site Host agreement to further clarify and increase flexibility regarding this requirement. See section 5.2.3.1 (A) Site Host Agreement for more details.

1.2.2. NOFO Purpose

This NOFO also includes information on the process by which grants will be awarded, funding match levels and requirements, project eligibility, funding priorities, costs eligible for reimbursement, and other information that will help Applicants plan their projects and apply for funding.

This NOFO defines the requirements for the repair, replacement, upgrade, operation, and maintenance of Level 2 and direct-current fast-charging (DCFC) infrastructure for projects funded through the Oregon EVC-RAA program. When deciding between repair or replacement activities, the Applicant must attest that the selected option is the most cost-effective option needed to meet EVC-RAA and 23 CFR Part 680 standards.

EVC-RAA funds will cover up to 80% of eligible project costs, and Applicants will be required to cover a minimum of 20% of eligible project costs as match. All federal funds will be provided on a reimbursement basis.

This NOFO does not require ODOT to award a grant or complete the project, and ODOT reserves the right to make partial awards or cancel the NOFO if it is determined to be in its best interest. Applicants must adhere to all terms of this NOFO. All costs incurred responding to this NOFO will be borne by the Applicant.

1.3. Goals

The goal of this NOFO is to implement federal funding to repair, replace, and upgrade eligible charging stations. ODOT has established the following goals for this grant program:

- Complement concurrent charging infrastructure grant programs to maximize the impact of federal funding.
- Ensure that charging station installations, operations, maintenance, and reporting requirements can be handled by an experienced prime subrecipient that is responsible for complying with all federal requirements attached to this funding outlined in section 4.1.
- Maximize benefits to EV drivers in Oregon by enhancing and maintaining charging station reliability.
- Encourage greater availability of existing charging infrastructure that meets 23 CFR Part

680 standards.

- Increase DC Fast Charging.
- Prioritize charging stations located in Priority Communities.

2. Attachments and Reference Documents

2.1. Attachments

- Attachment 1 – Technical Specifications and Requirements for Operation
- Attachment 2 – Scope of Work and Deliverables
- Attachment 3 – Cost Proposal Form
- Attachment 4 – Sample Grant Agreement
- Attachment 5 – Federal Highway Administration (FHWA) Form 1273
- Attachment 6 – Conflict of Interest and Disclosure Form
- Attachment 7 – Original FHWA List of Charging Stations
- Attachment 8 – Sample Utility Letter.
- Attachment 9 – ODOT Affidavit of Non-Collusion

2.2. Reference Documents

- National Electric Vehicle Infrastructure Standards and Requirements
- FHWA EVC-RAA Notice of Funding Opportunity
- FHWA EVC-RAA Questions & Answers
- ODOT's EVC-RAA Webpage
- Applicant Map for EVC-RAA Round 2

3. Eligibility

3.1. Eligible Applicants

Eligible Applicants are limited to the following entities:

1. Charging Equipment and/or Charging Network Providers for charging stations.
2. EV Service Providers that own and operate charging stations.
3. Electric utility service providers.
4. Public entities with eligible charging stations located on the public entity's property.

The applicant is expected to adhere to federal rules and regulations with minimal oversight by ODOT. The primary Applicant will be responsible for complying with all federal requirements outlined in section 4.1 and all requirements outlined in the Grant Agreement.

3.1.1. Use of Application Preparer

ODOT will allow Application Preparers for Round 2b of EVC-RAA. Application Preparers can attend application webinars, ask questions on behalf of the Applicant, and prepare the application on behalf of the Applicant. However, the Applicant will be required to review, sign, and submit the Application in EVC-RAA Cognito Application Portal. Additionally, the Applicant is still responsible for understanding all components of the application requirements as well as the requirements of becoming a grantee. If awarded, the Applicant will be responsible for fulfilling all the Grantee requirements throughout the planning, construction, operations and maintenance five-year grant period of performance.

3.2. Ineligible Applicants

Ineligible Applicants are those who do not fall into at least one of the four categories of Eligible Applicants above.

For questions about eligibility, contact OREVCRAA@odot.oregon.gov.

3.3. Eligible Charging Stations

ODOT will only consider making grant awards for eligible charging stations. Eligible charging stations fall into two categories: charging stations listed in Attachment 7 – Original FHWA List of Charging Stations and charging stations not listed in Attachment 7. Charging stations from either category must meet the following criteria to be eligible:

1. **Inoperable or non-compliant with 23 CFR Part 680:** Chargers at the stations are inoperable and/or do not meet all requirements of 23 CFR Part 680. **Functioning charging stations are still eligible if the charging station does not meet all requirements for 23 CFR Part 680**.
2. **Located on site:** Chargers must be present at the site (i.e., the site is not eligible if all EVSE has been removed without being replaced).
3. **Publicly accessible:** If located on an EV Alternative Fuel Corridor, the charging station must be accessible to the public and reachable from a public road 24 hours per day, 7 days per week, throughout the year, without a fee. If not located on an EV Alternative Fuel Corridor, the charging station must be available for use and accessible to the public at least as frequently as the business operating hours of the Site Host.

Furthermore, charging stations **not** listed in Attachment 7 must meet the following additional criteria to be eligible:

1. Located in the State of Oregon; and
2. Be a DCFC station (or being upgraded to a DCFC station) located within 3 miles of and designated to serve an AFC.

Note: Charging stations listed in Attachment 7 – Original FHWA List of Charging Stations will be prioritized for funding. See section 6.1.4 Scoring Criteria and Evaluation for more details.

3.3.1. Applicant Responsibility to Determine Eligibility

It is the applicant's responsibility to perform due diligence in confirming the sites selected in the application meet the above criteria. Applicants must confirm the site meets all eligibility requirements in the **EVC-RAA Cognito Application Portal**.

3.4. Ineligible Charging Stations

Ineligible charging stations are those that do not meet the requirements listed in section 3.3.

3.5. Eligible Project Activities

3.5.1. Maximum number of funded charging ports

Under this NOFO, ODOT will award funding for up to 8 charging ports for each awarded charging station. ODOT has the discretion to award fewer ports than proposed in the application if it is in the best interest of the program. Additionally, if the Applicant is proposing more than 4 ports at a DCFC station, every port above 4 must include a permanently attached J3400 (NACS) connector. For example, if an Applicant is seeking funding for 6 DCFC ports at a charging station, at least 2 of the ports must include a permanently attached J3400 (NACS) connector.

3.5.2. Project Scenarios

The type of eligible activities will depend on three factors:

- The existing type of EVSE (Level 1, Level 2, or DCFC) at the charging station; and
- Whether or not the charging station is located along and designed to serve users of an EV Alternative Fuel Corridor.
- Whether the charging station is listed in Attachment 7 – Original FHWA List of Charging Stations

Eligible Project Activities are outlined in the scenarios below.

Scenario 1: Charging station listed in Attachment 7 with Level 2 EVSE only and is located on and designed to serve an EV Alternative Fuel Corridor.

Under this scenario, there are 2 sets of eligible project activities.

1. Option 1: Applicant may repair or replace the Level 2 EVSE with Level 2 EVSE as applicable and add additional Level 2 ports (as needed) to meet the 4-port minimum.
2. Option 2: Applicant may replace all Level 2 EVSE with DCFC EVSE and add additional DCFC ports (as needed) to meet the 4-port minimum.

Scenario 2: Charging station listed in Attachment 7 with Level 2 EVSE only and is **not** located on an EV Alternative Fuel Corridor.

Under this scenario, the applicant must repair or replace the Level 2 EVSE with Level 2 EVSE as applicable and add additional Level 2 ports (as needed) to meet the 4-port minimum.

Scenario 3: Charging station listed in Attachment 7 with DCFC EVSE and is located on and designed to serve an EV Alternative Fuel Corridor.

Under this scenario, the applicant must repair or replace the DCFC EVSE with DCFC EVSE as applicable) and add additional DCFC ports (as needed) to meet the 4-port minimum.

Scenario 4: Charging station listed in Attachment 7 with DCFC EVSE and is **not** located on an EV Alternative Fuel Corridor.

Under this scenario, there are 2 sets of eligible project activities.

1. Option 1: Applicant may repair or replace the DCFC EVSE with DCFC EVSE and add additional DCFC ports (as needed) to meet the 4-port minimum.
2. Option 2: Applicant may repair or replace the DCFC EVSE with DCFC EVSE and add any combination of DCFC and Level 2 ports (as needed) to meet the 4-port minimum.

Scenario 5: Charging station listed in Attachment 7 with Level 1 EVSE or non-networked Level 2 EVSE.

Under this scenario, the applicant must replace EVSE with networked Level 2 EVSE and meet applicable NEVI standards.

Scenario 6: Charging station is **not** listed in Attachment 7 – Original FHWA List of Charging Stations.

Under this scenario, the charging station must be within 3 miles of and designed to serve an AFC in Oregon. The existing infrastructure can have either DCFC EVSE or Level 2 EVSE that will be upgraded to DCFC. Under this scenario, the applicant must repair or replace the EVSE with DCFC EVSE and add additional DCFC ports (as needed) to meet the 4-port minimum.

Scenario 7: The charging station has been fixed or is operational but does not meet all requirements of 23 CFR Part 680 and would require minor physical repair, replacement, or upgrade activities to achieve compliance with all requirements of 23 Part CFR 680.

Scenario 7 is aimed at charging stations that require **minor** repairs, replacements, or upgrades to achieve compliance with all requirements of 23 Part CFR 680.

In general, charging stations that fall into Scenario 7 should already meet the following requirements:

- At least 4 network-connected ports (23 CFR 680.106(b))
- Power delivery of 150 kW for DCFC ports on an AFC or 6 kW for Level 2 ports (23 CFR 680.106(d))

In general, if a charging station does not already meet the above requirements, it would fall to scenarios 1-6.

Examples of Scenario 7 projects include:

1. The charging station meets all 23 CFR Part 680 requirements except for 23 CFR 680.106(c), connector type, and only needs the installation of permanently attached connectors to comply with 23 CFR Part 680 requirements.
2. Charging station meets all 23 CFR Part 680 requirements except for section 23 CFR 680.106(f), payment methods, and only needs the installation of a contactless payment method that accepts major debit and credit cards to comply with 23 CFR Part 680 requirements.
3. The charging station meets all 23 CFR Part 680 requirements except for 23 CFR 680.112, data submittal, and only needs a part swapped out in the existing equipment to comply with 23 CFR Part 680 requirements.

Examples of projects that do not fall under Scenario 7 include:

- Projects that will remove and replace chargers at the charging station.
- Projects that will add chargers to the charging station.

Under this scenario, the applicant is eligible for funding. However, the funding allowance for this scenario will be less than those for other repair or replacement projects. See section 3.7.3 for the funding structure for this scenario. A summary of the eligible activities can be found in the diagram below:

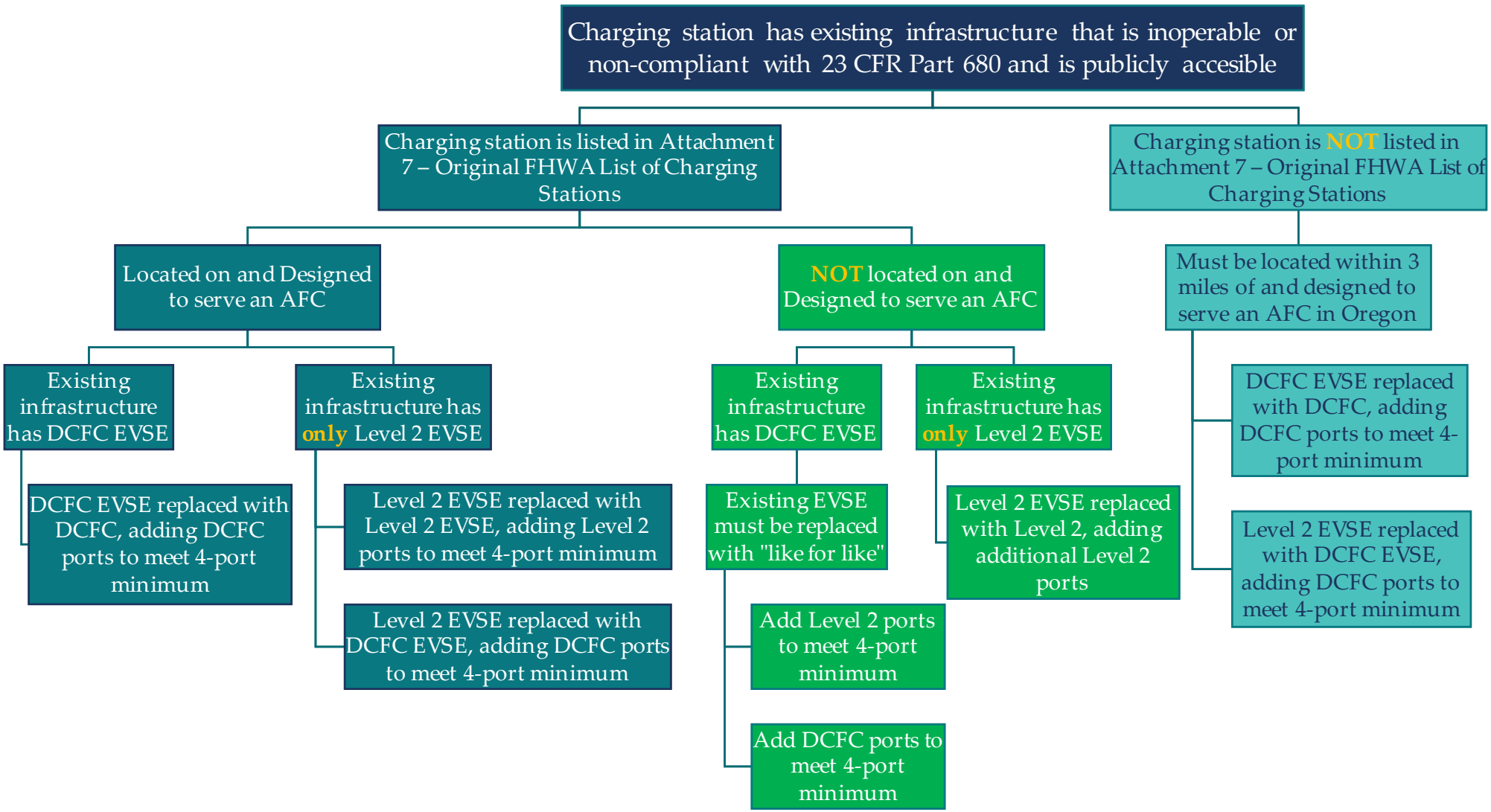

Figure 1: Summary of eligible activities

3.6. Ineligible Project Activities

Ineligible project activities are any activities that are not outlined in section 3.5, do not meet the minimum federal requirements, or do not meet the EVC-RAA Standards & Requirements outlined in Appendix B.

3.7. Funding Mechanisms

3.7.1. Per Port Cost Allowance

EVC-RAA has three funding mechanisms. The first mechanism is a Per Port Cost Allowance which excludes costs for Distributed Energy Resources (DERs). This mechanism only applies to Scenarios 1-6. The Per Port Cost Allowance is the maximum cost that will be considered for reimbursement before the recipient Match Share (20%) is applied. The Per Port Cost Allowance is calculated by multiplying the number of eligible ports by the Per Port Cost Cap for a maximum of 8 ports. The Per Port Cost Cap and Maximum Recipient Reimbursement Amounts are listed in the table below.

Type of Port Proposed	Per Port Cost Cap (up to)	Maximum Charger Reimbursement Amount (after 20% Match Share is applied)
Level 2	$15,000 per port	$12,000 per port
DCFC	$205,000 per port	$164,000 per port
Level 2 upgraded to DCFC[1]	$220,000 per port	$176,000 per port

Table 1: Per Port Cost Cap and Maximum Recipient Reimbursement Amounts

Grantees will be reimbursed (after Match Share is applied) for eligible costs that do not exceed the Per Port Cost Allowance according to the Cost Proposal Form (Attachment 3). Grantees will be reimbursed (after Match Share is applied) for the lesser of the Total Project Costs (excluding DERs) and the Per Port Cost Allowance.

While Applicants can apply for funding up to 8 ports at a charging station, Applicants will be required to indicate in their application if they will continue with the project if offered only a partial award (for example, receiving funding for 4 ports instead of their application proposal for 6 ports).

3.7.2. Distributed Energy Resources (DERs) Cost Allowance

This second EVC-RAA funding mechanism is a Distributed Energy Resources (DER) Allowance. The goal of the DER Allowance is to foster resiliency. Applicants can only propose DERs for charging stations that are upgrading or adding DCFC ports. Applicants can only propose up to 300 kWh of Battery Energy Storage (BESS) at each charging station. Only in combination with BESS, Applicants may also propose other DERs components (e.g. solar arrays, wind) at the charging

[1] Level 2 ports upgraded to DCFC only apply if an applicant is replacing an existing Level 2 port for a DCFC port, adding additional DCFC ports as needed to meet CFR 680 requirements. If the applicant is adding DCFC to a charging station that will continue to retain one or more Level 2 port(s) at the site, the standard DCFC per port cost cap applies.

station if the costs do not exceed the DERs Cost Allowance. **If the applicant proposes DERs at a charging station, Battery Energy Storage must be included.**

The DERs Cost Allowance is the maximum cost for DERs that will be considered for reimbursement before the recipient Match Share is applied. For Round 2, ODOT will reimburse up to 80% of the costs for DERs. Additionally, Applicants will be required to indicate whether they would proceed with the project if they did not receive DERs funding. The DERs Cost Allowance for each site is calculated by multiplying the kWh of Battery Energy Storage proposed by the DERs Per kWh Cost Cap. The DERs Cost Cap is $1000 per kWh.

For example, adding 300 kWh of Battery Energy Storage has a DERs Cost Cap of $300,000 and a Maximum DERs Reimbursement Amount of $240,000. Similarly, adding 250 kWh of Battery Energy Storage has a DERs Cost Cap of $250,000 and a Maximum Recipient Reimbursement Amount of $200,000.

Grantees will be reimbursed (after Match Share is applied) for eligible costs that do not exceed the per site DERs Cost Allowance according to the Cost Proposal Form (Attachment 3). Grantees will be reimbursed (after Match Share is applied) for the lesser of the Total DER Costs per site and the Total DERs Cost Allowance per site.

ODOT reserves the right to not fully fund a project, including circumstances where the proposed Battery Energy Storage is deemed excessive. ODOT may award up to $1.2 million dollars of available funding for DERs activities.

The sum of a project's Per Port Cost Allowance and DERs Cost Allowance is known as the "Project Cost Allowance."

3.7.3. Scenario 7 Funding

The Third funding mechanism is for projects that fall under Scenario 7 outlined in section 3.5.2.

Projects that qualify under Scenario 7 will have a Per Port Cost Cap of $20,000 per port. The total amount of funding to be awarded for Scenario 7 projects for this program will be limited to $1,000,000. See section 6.1.3 for more details. **Note:** Applications for Level 2 charging stations that fall under Scenario 7 may not exceed the Level 2 Per Port Cost Cap listed in section 3.7.1.

3.8. Eligible Costs for Reimbursement

Applicants may apply for reimbursement for up to 80% of the eligible project costs that do not exceed the established Per Port Cost, DER Cost Cap. The Applicant must provide a minimum required match of 20%. There are no State funds available for this project. Eligible costs are expenses deemed to be eligible by 23 Code of Federal Regulations (CFR) Part 680, the EVC-RAA program rules established by the Federal Highway Administration, and 2 CFR Part 200 Subpart E Cost Principles.

To be considered directly related to the operation of EVSE, an item must be: (1) a necessary

component in the station operations; (2) a necessary component to connect the EVSE to the electricity source (or to supply power from the electricity source); (3) enable management of electricity demand or back- up availability (if applicable); (4) provide eligible signage to direct EVs to the charging station; or (5) provide information to EV users about the use of the charging station.

All repairs, replacements, and upgrades to existing charging stations to make them compliant with 23 CFR Part 680 are subject to these cost eligibility requirements.

Examples of eligible costs for reimbursement include:

- Costs for site preparation, permitting, and design.
- Pre-construction costs associated with environmental review and preliminary engineering.
- Costs to purchase, construct/install, test, and implement charging stations.
- Construction costs directly related to a charging station.
- Costs to acquire and install on-site electric service equipment (e.g., power meter, transformer, switchgear, conduit, and wiring).
- Costs for minor grid upgrades, provided the work is necessitated solely by the construction or upgrading of the electric vehicle (EV) charging station and participation in the upgrade does not exceed the allocable cost of the minimum upgrades needed to match the planned power requirements of the EV charging station. A minor grid upgrade is defined as the work necessary to connect an EV charging station to the electric grid distribution network (e.g., extending power lines or upgrading existing power lines several miles).
- Costs to fully replace related equipment (e.g., switchgear, utility distribution equipment, battery storage) that is intrinsically related to the Electric Vehicle Supply Equipment (EVSE) and solely dedicated to the operation of EVSE.
- Distributed energy resources that are intrinsically needed to making the charger operational and solely dedicated to the operations of the EVSE.
- Costs of charger hardware and software.
- Costs for permanently attached NACS connectors.
- Costs to repair, upgrade, and/or replace existing chargers to be NEVI-compliant.
- Costs for service level agreements (SLA) or charger warranties, not to exceed the 5-year period of required operations and maintenance.
- Costs to meet Americans with Disabilities Act of 1990 (ADA) requirements.
- Costs to install signage at the site.
- Costs for workforce development activities, (e.g., Electric Vehicle Infrastructure Training Program (EVITP) certification).
- Costs for property lease and/or easements.

- Administrative and/or approved indirect costs.
- Other costs listed in the cost proposal form that ODOT in its sole discretion deems eligible.

3.9. Ineligible Costs for Reimbursement

Ineligible costs are expenses deemed to be ineligible by 23 CFR Part 680 and EVC-RAA program rules as well as other applicable federal, state, and local laws. Ineligible costs include, but are not limited to:

- Administrative costs for Task 4 Operations and Maintenance, outlined in Attachment 2: Scope of Work and Deliverables.
- Operations and maintenance costs not included in an SLA or warranty (examples of operations and maintenance costs that would be excluded include cellular network fees, internet services fees, EVSE lease fees, electricity, insurance) for Task 4 Operations and Maintenance, outlined in the Scope of Work and Deliverables.
- Costs for permanently attached CHAdeMO connectors or CHAdeMO adaptors.
- Costs not directly related to the charging of an electric vehicle, except as noted in section 3.8.
- Purchase of real estate.
- Costs incurred prior to a fully executed grant agreement with ODOT.
- Costs for lobbying or for the intervention in State, federal regulatory, or adjudicatory proceedings.
- Costs for construction or general maintenance of building and parking facilities (if not directly related to vehicle charging).
- Costs for major grid upgrades (longer line extensions or upgrades, improvements to offsite power generation, bulk power transmission, or substations).
- Utility service upgrade costs covered by the utility.
- Costs covered by programs or tariff rules of the electric utilities.
- Costs for research projects.
- Distributed energy resources that are not intrinsically needed to make the charger operational or not solely dedicated to the operations of the EVSE.
- Repair costs that would exceed the cost to replace the broken or non-operational equipment with new equipment.
- Costs for replacement projects that could be returned to a reliable operational status with less costly repairs.
- Unapproved Indirect costs.
- Costs to purchase Renewable Energy Credits (REC).

3.10. Match Share:

The Grantee is required to provide at least a 20 percent contribution (Applicant Cost Share) to the eligible project costs that are authorized by an agreement between the Grantee and ODOT.

- Project management costs are excluded from Match Share.
- Match Share expenditures must be documented, reasonable, allowable, and deemed appropriate to allocate to the project as determined by ODOT.
- Ratepayer-funded utility rebates, incentives, or contributions are excluded from Match Share.
- In-kind Match Share from the Grantee is not eligible.

Additionally, while ratepayer-funded utility rebates, incentives, or contributions are excluded from Grantee Match Share, Grantees are required to apply for any applicable rebates and incentives for which the charging station is eligible to lower total project costs as outlined in Attachment 2, Scope of Work and Deliverables.

4. Project Requirements

4.1. Federal Project Requirements

Funding for any agreement resulting from this NOFO will be paid from federal EVC-RAA funds. The Grantee is responsible for adhering to all applicable laws, including but not limited to Title 23 United States Code (Highways), 2 CFR Part 200, 23 CFR Part 680, the Davis-Bacon Act, FHWA Form 1273, the Americans with Disabilities Act of 1990 (ADA), Title VI of the Civil Rights Act of 1964, the National Environmental Policy Act of 1969 (NEPA), and the Build America, Buy America (BABA) Act. In addition to these requirements, the Grantee must comply with all other standards and requirements that may be required by federal, state, and local laws.

EVC-RAA adheres to the strict standard set by 23 CFR Part 680 regarding the interoperability of electric vehicle charging infrastructure; charging network connectivity of electric vehicle charging infrastructure; data submittals; information on publicly available electric vehicle charging infrastructure locations; pricing; real-time availability; and accessibility through mapping.

Applicants are strongly encouraged to review the reference documents identified in section 2.2 of this NOFO prior to submitting their application.

4.2. Public Improvement Projects

Certain charging stations will be considered Public Improvement Projects based on their location on Public Property. A grantee awarded a contract (Grant Agreement) for more than $50,000 that includes a charging station on Public Property must obtain a performance bond and a payment bond, each in an amount equal to or greater than the full contract price, per Oregon Revised Statute (ORS) Chapter 279C.

5. How to Apply

5.1. General Application Requirements

Applicants are responsible for conducting their due diligence, including understanding all terms and conditions of the documents and applicable federal, state, and local laws. It is recommended that Applicants thoroughly review the reference documents listed in section 2.2, Reference Documents. Questions should be submitted to ODOT according to the instructions in section 5.4 of this NOFO.

5.2. Application Contents

5.2.1. Technical Application Form

Applicants must complete each section of the Technical Application Form and provide all required information and documents for each proposed charging station site. The Technical Application Form clearly indicates which information is required per proposed site. Links to information outside of the form will not be reviewed. No macros are allowed. Resumes for key personnel must be uploaded to the form. Resumes shall be limited to two pages per resume. No more than three resumes are permitted per application.

5.2.2. Cost Proposal Form

Applicants must submit a completed Cost Proposal Form (Attachment 3) for each proposed charging station site. Applicants must enter the required information in the Cost Proposal Form and shall not change any formula written within the form. The Cost Proposal Form will calculate the Total Project Costs. Within Attachment 3, each applicant is required to follow the instructions in the attachment and provide the following:

- The Requested Reimbursement percentage for capital costs, excluding battery energy storage, which will not exceed 80% of the applicable per port maximum.
- Requested Reimbursement amount for proposed Distributed Energy Resources (including Battery Energy Storage Systems), which may not exceed 80% of the DERs cost or $1000 per kWh of allowable BESS proposed, whichever is less. Information regarding allowable levels of BESS can be found in section 3.7.2.
- The Project Costs for each cost item, as identified in Attachment 3. Project Costs shall include only items eligible under the EVC-RAA program as defined in section 3.8, Eligible Costs for Reimbursement.

ODOT reserves the right to not fully fund a project.

5.2.3. Required Site Host Permission

ODOT recognizes that Applicants proposing projects at eligible charging stations may have differing agreements with the Site Host at the time of proposal. ODOT is providing three options for required Site Host permission: (A) a Signed Site Host Agreement; (B) a Letter from the Site Host; or (C) Applicant Proof of Site Ownership. For each proposed charging station location, the

Applicant shall clearly indicate which of the three options they are selecting in the Technical Application via the EVC-RAA Cognito Application Portal. Two of the three options are a scorable item, and the Applicant is strongly encouraged to review section 6.1.4 prior to submitting their application. ODOT reserves the right to determine the sufficiency of the letters or other site information and to request additional information prior to award. For each site, either Option A, Option B, or Option C must be uploaded as an attachment to the application.

5.2.3.1. (A) Signed Site Host Agreement

Option A: At time of application, the Applicant shall provide a copy of their signed Site Host Agreement. A Site Host Agreement can take many forms, including but not limited to a lease agreement, network agreement, or other type of agreement between the Applicant and the Site Host. Applicants may contact the EVC-RAA program lead if they have questions regarding the eligibility of their Host Site agreement.

5.2.3.2. (B) Letter from the Site Host

Option B: At the time of application, the Applicant shall provide a signed letter from the site owner. At a minimum, the letter shall demonstrate the following:

- The site will be available to the Applicant for the entire term of the Agreement for the purpose of repairing, upgrading, replacing, constructing, installing, operating, and maintaining an EV charging station in accordance with 23 CFR Part 680 and all applicable laws and regulations.

5.2.3.3. (C) Applicant Proof of Site Ownership

Option C: At the time of application, the Applicant shall provide proof that they are the Site Owner. The Applicant shall include the following:

- Deed to the property

5.2.4. Required Utility Outreach

Applicants are required to demonstrate that they have contacted the applicable utilities for each proposed charging station in their application. ODOT strongly encourages Applicants to engage early with utilities about their proposed projects as utility review may take several weeks to complete. At a minimum, applicants must demonstrate confirmation from each applicable utility provider that the applicant has contacted it regarding the proposed charging station location.

Confirmation from the utility that the applicant has made contact regarding the proposed charging station location can take the form of a .pdf email from the utility or via Attachment 8: Sample Utility Letter.

5.2.5. Sample Grant Agreement

Attachment 4, Sample Grant Agreement outlines the agreement between the grantee and the Oregon Department of Transportation. The Sample Grant Agreement does not need to be signed

at the time of application, but Applicants must thoroughly review the Sample Grant Agreement. Applicant must notify ODOT **at the time of application** of any agreement terms or conditions that the Applicant wishes to modify in the EVC-RAA Cognito Application Portal. If awarded the project, Applicant and ODOT may negotiate the agreement terms and conditions noted in the Application. Any changes are at the discretion of ODOT.

5.2.6. Affidavit of Non-Collusion

Applicants must complete the Affidavit of Non-Collusion and submit it as part of the application. This shall be uploaded to the EVC-RAA Cognito Application Portal. The Affidavit of Non-Collusion will not be scored but will be part of the non-technical responsiveness check.

5.2.7. Conflicts of Interest

Applicants must provide a list of all entities with which they have relationships that create, or appear to create, a conflict of interest with the work that is contemplated in this NOFO. This list should indicate the name of the entity, the relationship, and a discussion of the conflict. Applicants must complete Attachment 6, Conflict of Interest and Disclosure Form and submit it as part of the application. The Conflict of Interest and Disclosure Form will not be scored but will be part of the non-technical responsiveness check.

5.2.8. FHWA FORM 1273

Applicants must review and sign Attachment 5 Federal Highway Administration Form 1273 (FHWA Form 1273). FHWA Form 1273 checklist is not scored but will be part of the non-technical responsiveness check.

5.3. Application Timeline

The timeline below outlines the activities and corresponding dates that all Applicants must meet. ODOT may update this timeline and will notify participants by posting an addendum on its EVC-RAA webpage. It is the Applicant's responsibility to check for such updates.

Incomplete applications may be disqualified from consideration. ODOT is not responsible for any errors or delays caused by technical difficulties resulting from submitting applications.

ACTIVITY	DATE	TIME	DETAILS
NOFO Advertisement	1/8/2026	9:00am	ODOT EVC-RAA Webpage and by email
Applications Due	2/20/2026	EOD	
Conditional Award Date (Anticipated)	4/30/2026	5:00pm	ODOT EVC-RAA Webpage and by email
Execution of Grant Agreement (anticipated)	10/30/2026	5:00pm	

Table 2: Application Summary

5.4. Questions

Applicants who have any questions regarding this NOFO must submit questions by e-mail only to the Grant Administrator(s):

Contact: Stefenie Griggs, Senior Transportation Electrification Analyst (or the Grant Administrator's designee)

Email: OREVCRAA@odot.oregon.gov

Questions should be sent via email with the following information. Questions that do not identify all the requested information will not be considered:

- NOFO Document Name
- NOFO Document Section Number
- NOFO Document Page Number
- Question

Applicants may not discuss the NOFO with any ODOT staff (except the Grant Administrator or the Grant Administrator's designee) before the application deadline. If this should change, ODOT will clearly communicate the change via email.

ODOT reserves the right to amend this NOFO at any time by addendum. If the addendum is issued after the closing date for receipt of applications, ODOT may, in its sole discretion, allow Applicants to amend their project applications in response to the addendum. Applicants shall acknowledge all addendums in writing, per the instructions included in the addendums. Failure to review and acknowledge all addendums may be grounds for rejection of an application and may be deemed non-responsive.

Any person requiring this NOFO document in an alternative format (such as braille, large print, or in a different language) can receive it at no cost. Please email your request to OREVCRAA@odot.oregon.gov.

Any person requiring special accommodation due to a disability should contact ODOT by email at OREVCRAA@odot.oregon.gov for assistance with this NOFO at least 5 business days prior to the activity or action for which assistance is needed.

5.5. Application Submittal

All applications will be submitted electronically through ODOT's EVC-RAA Cognito Application Portal. Applications must be submitted by **end of day on February 20th, 2026**.

All applicants must submit a current Oregon Secretary of State Business Registry number.

5.6. Application Amendment or Withdrawal

If an applicant wants to withdraw or amend an application prior to the deadline, they must email the Grant Administrator as outlined in section 5.4, Questions.

5.7. ODOT Discretion

ODOT reserves the right to reject any or all applications at any time prior to the execution of an agreement. ODOT is not obligated to fund an application from an Applicant who demonstrated marginal or unsatisfactory performance on previous competitive selections or contracts with ODOT or other state agencies. ODOT reserves the right to verify the information contained in the application. This may include using publicly available information and other outside sources to evaluate the Applicant's performance under other contracts.

5.8. Disqualification of Applications

ODOT may reject or not evaluate applications at its discretion, including for any of the following reasons:

- The Applicant fails to submit the application by the due date and time.
- The Applicant acknowledges that a requirement of the application cannot be met.
- The Applicant materially changes a requirement of this NOFO, or the application is not compliant with the requirements of this NOFO.
- The application limits the rights of ODOT.
- The Applicant fails to include an authorized signature.
- The Applicant presents the information requested by this NOFO in a format inconsistent with the instructions of the NOFO or otherwise fails to comply with the requirements of the NOFO, including but not limited to failing to provide all required information.
- The Applicant provides misleading or inaccurate responses.
- The application includes conditional offers or non-committal language.
- There is insufficient evidence (including evidence submitted by the Applicant) to satisfy ODOT that the Applicant is properly qualified to meet the requirements of this NOFO or the application.

- The proposed project is not in compliance with the applicable state or federal statutes or rules.

5.9. Process for Clarification of Application Information

ODOT reserves the right to contact an Applicant after the submission of an application for the purpose of clarifying the application to ensure mutual understanding. ODOT will not consider information received if the information materially alters the content of the application or alters the type of project the Applicant is proposing. Failure to comply with requests for additional information may result in the rejection of the application as non-compliant.

5.10. Disposition of Applications and Copyrights

All applications become ODOT property and will not be returned to the Applicant at the conclusion of the selection process. Contents of all applications will be in the public domain and open for inspection by interested parties.

The Applicant agrees that ODOT may copy the applications for purposes of facilitating the evaluation of the application or responding to requests for public records. By applying, the Applicant consents to such copying and warrants that such copying will not violate the rights of any third party.

5.11. Public Data

If the Applicant submits information in its response to this NOFO that the Applicant considers as constituting trade secrets under either ORS 192.345 (2) or confidential, proprietary information, or "sensitive business, commercial or financial information" under ORS 367.804(6), and Applicant wishes to protect such information from disclosure either (a) to other Applicants during the grant process or (b) to the public as a public record, Applicant must designate such information in the text of the application by including it within brackets and by including at the bottom of the application page on which they appear with the applicable identifying legend(s):

- This page contains information that constitutes a trade secret under ORS 192.345(2) and is not to be disclosed except in accordance with applicable law.
- This page contains confidential, proprietary information and is not to be disclosed except in accordance with applicable law.
- This page contains Sensitive Business, Commercial or Financial Information and is not to be disclosed except in accordance with applicable law.

The Applicant shall also submit a redacted version of its application, clearly identified as the redacted version, that redacts information that the Applicant considers as constituting "trade secrets" or "confidential, proprietary information," or "Sensitive Business, Commercial, or Financial Information."

6. Evaluation of Applications

6.1. Evaluation Process

ODOT will use the following process to evaluate applications.

6.1.1. Responsiveness Check

All applications will be reviewed for responsiveness (Responsiveness Check) to confirm the application meets the NOFO requirements. The Responsiveness Check is a two-step, pass/fail assessment. The first step is a Non-Technical Responsiveness Check which includes confirming the Applicant has submitted all materials required for an application. At this stage, ODOT may request corrected documentation in the case of an incorrect document upload. Applications that fail the Non-Technical Responsiveness Check will be determined to be non-responsive and will not be evaluated further.

The second step is a Technical Responsiveness Check. Applications that fail the Technical Responsiveness Check will be determined as non-responsive and will not be evaluated further. If an Applicant or application fails to meet one or more of the requirements detailed in the Technical Application Form, it may be determined to be non-responsive.

6.1.2. Scoring Process

To evaluate technical applications, ODOT will establish a Review Committee made up of no fewer than three State Agency representatives with transportation electrification expertise. Applications that pass the Responsiveness Check will be evaluated and scored individually by each Review Committee member according to the scoring criteria and point maximums provided in the tables below.

ODOT is prioritizing the original charging Stations identified by FHWA for funding, noted in Attachment 7 – Original FHWA List of Eligible Charging Stations.

6.1.3. Restrictions

ODOT is imposing the following restrictions:

- Given the availability of the Community Charging Rebates program for Level 2 charging stations, the program will prioritize DCFC. As such, the maximum amount ODOT will award for Level 2 stations is $1,000,000 for both Round 1 and Round 2 of EVC-RAA.*
- The total amount of funding to be awarded for Scenario 7 projects for this program will be limited to $1,000,000.*
- Another objective of this program is to support multiple grantees. As such, ODOT has the discretion to reduce the number of funded projects if one grantee reaches 70% of the total funding available.

*** Note**: This restriction only applies if the program is oversubscribed. If there is funding remaining

after the cap has been reached and all other applications that meet the qualifications have been funded, then ODOT will consider the remaining applications.

The funding restrictions imposed for this NOFO are summarized in the table below.

Funding Scenario	Funding Restriction
Scenario 7 proposals	Up to $1,000,000
Single Grantee	Up to 70% of the total funding available
DERs proposals	Up to $1.2 million
Level 2 proposals	Up to $1,000,000
# of ports at a single charging station	Up to 8 ports
kWh of BESS at a single charging station	Up to 300 kWh

Table 3: Summary of Funding Restrictions

6.1.4. Scoring Criteria and Evaluation

Applicants will receive two types of scores. The first score will be for Applicant Qualifications. The second score will be specific to the site proposal(s). The two scores will then be combined to create the Total Score. Projects will be ranked based on their Total Scores. In the rare case where two Applicants apply for the same site and receive the same Total Score, then the applicant with the lowest cost proposal will be awarded the site.

Applicant Qualifications Scoring Criteria	Maximum Points Possible: 75
A. Project Team Qualifications, Experience, and Approach	**50 (67%)**
Applicant Background and Experience: Describe the Applicant Key Personnel and Experience in Section 1 "Applicant Background and Experience" of the Technical Application via the EVC-RAA Cognito Application Portal.	**10**
Approach to project management: Describe the approach to project management in Section 2 "Project Management" of the Technical Application via the EVC-RAA Cognito Application Portal.	**5**
Prior experience with EVSE: Provide prior EVSE experience in Section 3 "Prior Experience and Performance" of the Technical Application via the EVC-RAA Cognito Application Portal. • 10 Points for 11+ projects • 6 Points for 5-10 projects • 2 Point for 1-4 projects	**10**

Past EVSE reliability: Provide prior EVSE system performance in Section 3 "Prior Experience and Performance" of the Technical Application via the **EVC-RAA Cognito Application Portal.** The average uptime of all projects provided will be calculated. Points will be awarded as follows: • 10 points for 97%+ average • 6 points for 93-96% average • 2 points for 85%-93% average • 0 points for below 85% average or no prior experience	**10**
Experience with Federal Requirements: Indicate your experience complying with the federal requirements outlined in Section 4 "Experience with Federal Requirements" of the Technical Application (**EVC-RAA Cognito Application Portal).**	**15**
B. Approach and Understanding of Requested Services	**25 (33%)**
Approach to operations and maintenance: Describe your firm's approach to O&M for EVC-RAA in Section 5 "Operations, Maintenance, and ADA Accessibility Standards" of the Technical Application via the **EVC-RAA Cognito Application Portal**, including at a minimum: • Plan to achieve an uptime of 97% or greater • Planned response times for minor and major outages • Plan for addressing weather-related events (e.g., snow removal, wildfires).	**10**
ADA Accessibility standards for charging stations: Describe your firm's approach to ensuring compliance with the applicable provisions of the Americans with Disabilities Act (ADA) and how you plan to incorporate the U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations in Section 5 "Operations, Maintenance, and ADA Accessibility Standards" of the Technical Application via the **EVC-RAA Cognito Application Portal.**	**5**
Approach to workforce development: Describe your firm's approach to workforce development for this program in Section 6 "Workforce, Cybersecurity, and Data Management" of the Technical Application via the **EVC-RAA Cognito Application Portal**, including technical training and education and approach to complying with the qualified technician requirement of 23 CFR 680.106(j).	**5**

Approach to cybersecurity: Describe your firm's approach to cybersecurity in Section 6 "Workforce, Cybersecurity, and Data Management" of the Technical Application via the **EVC-RAA Cognito Application Portal**, including at a minimum: • protection measures for data storage, management, transactions, and transmittals.	**5**

Table 4: Applicant Qualifications Scoring Criteria

Site Scoring Criteria	Maximum Points Possible: 100
C. Location and Charging Station Characteristics	**85 (85%)**
DCFC Station Listed in Attachment 7 "Original FHWA List of Eligible Charging Stations": Existing DCFC-only stations or charging stations that will be upgraded to DCFC-only that are on the original FHWA list.	**30**
Level 2 or "Mixed-use" Charging Station Listed in Attachment 7 "Original FHWA List of Eligible Charging Stations": Level 2 or "mixed-use" charging stations that are on the original FHWA list.	**25**
DCFC Stations in Strategic Corridor Locations: The orange polygons representing Strategic NEVI Corridor Locations are the result of a comprehensive statewide analysis of all eleven electric vehicle alternative fuel corridors in Oregon. Orange polygons in the Applicant Map for EVC-RAA Round 2 indicate locations where a NEVI-compliant station would benefit ODOT in achieving fully built-out determination for the corresponding corridor. DCFC stations proposed within orange polygons in "Strategic NEVI Corridor Locations" will receive points if they meet the following additional requirements: • Located within one mile from the on/off ramp of the AFC. • Publicly accessible 24/7 **Note: A DCFC station will only receive points for either being located in a strategic corridor location OR on an AFC listed below, not both. Applicants will receive the greater of the 2 scores.**	**20**

DCFC Stations located within 3 miles of and designed to serve an EV Alternative Fuel Corridor (AFC): Several eligible charging stations are located on and designed to serve AFCs. In order to receive points for being on an AFC, charging stations must meet the following criteria: • Be within 3 miles of the AFC • Be DCFC or will be upgraded to DCFC ODOT's EV Alternative Fuel Corridors are defined in Definitions and Acronyms (Appendix A). AFCs that will be considered for points are as follows: • U.S. Highway 95 • U.S Highway 42 • Interstate 5 (north of milepost 183). • U.S. Highway 26 • U.S. Highway 101 • Interstate 405 • Interstate 84 • Interstate 82 • U.S. Highway 20 • U.S. Highway 97 **Note: A DCFC station will only receive points for either being on an AFC listed above OR located in a strategic corridor location (found in the Applicant Map for EVC-RAA Round 2), not both. Applicants will receive the greater of the 2 scores.**	**10**
Located in Priority Community: Charging station is in a designated Priority community, as defined by Oregon's Community Charging Rebate Program**.**	**10**
Proposal for Scenario 7: Project is categorized as Scenario 7 as defined in 3.6.2. Project Scenarios.	**7**
Signed Site Host Agreement: Applicant provides a signed site host agreement as defined in section 5.2.3.1 at the time of application. **Note: Applicants will only receive points for either having a signed Site Host Agreement or being the Site Owner, not both.**	**10**

Applicant Proof of Site Ownership: Applicant demonstrates that they are the Site Owner as defined in section 5.2.3.3 at the time of application. **Note: Applicants will only receive points for either having a signed Site Host Agreement or being the Site Owner, not both.**	**10**
Proposed Charging Station includes Battery Energy Storage System To support grid resiliency, charging stations that include Battery Energy Storage will receive points.	**5**
NACS (J3400) connectors: Project proposes NACS (J3400) permanently attached connectors for the charging station.	**3**

D. Cost Proposal	15 (15%)
Extra Match & Surplus Project Cost Allowance: Applicants can receive points for their cost proposal by offering match share that exceeds the minimum 20% **OR** submitting a cost proposal wherein the Total Project Costs (cell C65 in the Cost Proposal Form) are less than the sum of the Per Port Cost Allowance and DERs Cost Allowance (also known as the Project Cost Allowance, cell C64) for the project. Applicants will receive points based on percentage increments that are above/below the two categories. For example, if an applicant provides 30% Match Share (10% above the required minimum 20%), the applicant would receive 5 points. Similarly, if an applicant submitted a cost proposal for a 4 DCFC ports and no DERs, they would have a Per Port Cost Allowance of up to $820,000.00. If the Applicant's Total Project Costs were $779,000, the applicant would receive 5 points since their Total Project Costs came in at 5% less than the Per Port Cost Allowance + DERs Cost Allowance (Project Cost Allowance). Points will be awarded as follows: • 5 points = at least 30% match **OR** Total Project Costs that are at least 5% less than the Project Cost Allowance • 10 points = at least 40% match **OR** Total Project Costs that are at least 10% less than the Project Cost Allowance • 15 points = at least 50% match **OR** Total Project Costs that are at least 15% less than the Project Cost Allowance	**15**

Table 5: Site Scoring Criteria

6.1.5. Score Tabulation

The maximum Total Score for any project is 175 points (75 points for the Applicant Qualifications and 100 points for Site Scoring). The Review Committee will finalize all award recommendations.

6.1.6. Award

ODOT will notify the successful Applicant via email and will post the intent to award on our EVC-RAA webpage. A Notice of Intent to award an Agreement may be awarded to a responsive

application that has been approved by the Review Committee.

6.2. Application Irregularities and Clarifications

ODOT has the authority to reject any or all applications and to waive or allow corrections of any minor irregularities or non-material omissions. ODOT can request clarifications from Applicants and the answers must be provided in the format detailed and by the deadline provided by ODOT Applicant's answers and clarifications will become part of the application.

7. Award

7.1. Pre-Agreement Activities

The Applicant shall participate in the following pre-agreement activities after the Notice of Intent to Award has been provided to the Applicant.

7.1.1. Pre-Agreement Risk Assessment

The Applicant must work with the Grant Administrator to complete a pre-agreement risk assessment prior to executing the Agreement. This includes, but is not limited to, Applicant's experience managing federally funded grants, legal assessment and status, accounting systems and internal controls, financial assessment, and monitoring/audit findings. Risk assessments are valid for 12 months, so repeat Grantees do not require an additional risk assessment if one has been performed within the last 12 months. The program manager will use the results of the pre- award risk assessment to determine the appropriate level of monitoring. Any additional monitoring requirements will be added to the Scope of Work and Deliverables before execution of the Agreement.

7.1.2. Financial Review Documents

ODOT may require that a Grantee undergo a financial review after a grant award is made of $25,000 or more. This financial review may include a review of IRS forms, or certified financial audits.

7.2. Execution of Agreement

After the pre-agreement activities have been completed, the program manager will send the Agreement to the Applicant. The Applicant shall sign the Agreement within 15 calendar days of receipt of the Agreement. At the time of execution of the Agreement, the Applicant shall provide the following documents:

- Signed Host Site Agreements
    - The Signed Host Site Agreements shall include all information required in section 5.2.3.1.
- Signed Letter or Email from the Utility
    - The signed letter or email from the utility shall confirm that the utility has received the proposed site information and required load for the charging station.

- Proof of registration with the Secretary of State to do business in Oregon.
- Any additional certificates or documents deemed necessary by ODOT.

NOTE: ODOT will not reimburse Applicant for any costs incurred prior to the Notice to Proceed.

Once the Applicant has provided the required documents outlined above, ODOT will sign the Agreement. If the Applicant does not sign the Agreement and provide the required documents in a timely manner, ODOT may rescind the award.

8. Post Award

8.1. Reimbursement Mechanism

Grantees will be eligible to submit invoices for reimbursement in accordance with the following requirements.

8.1.1. Payment

Upon completion of the construction phase, Grantee will submit three Milestone Reimbursement Requests for payment. Grantee shall submit separate Reimbursement Requests for each site. The Grantee must be in compliance with the Scope of Work and Deliverables outlined in Attachment 2. The Reimbursement Request must itemize all expenses for which reimbursement is claimed. The State will pay Grantee after Grantee presents an itemized Reimbursement Request for the Project work actually performed and the State's Authorized Representative accepts the Project work performed.

8.1.2. Retainage

ODOT will retain 10 percent of the Reimbursement Request. This will serve as the retainage during the Operations and Maintenance phase.

During the five-year Operation and Maintenance phase, ODOT will confirm that the Grantee has met the 97% uptime as required in Appendix B, EVC-RAA Standards & Requirements. ODOT will review the data submitted for Task 4 of the Scope of Work and Deliverables to confirm that Grantee has met the required uptime.

During the five-year O&M period, ODOT will annually reimburse 20% of the total retainage only if, for the preceding 12-month period, the Applicant maintained an average uptime of 97% or higher based on the data provided in Task 4 of the Scope of Work and Deliverables. By way of example, if an Applicant maintains a 97% or higher uptime for three of the five years during the five-year O&M period, ODOT will disburse a total of 60% of the retainage held (20% installment x 3 years). ODOT shall retain and use for program purposes all retainage for any year(s) during the O&M period that the Applicant fails to meet the 97% uptime requirement, and the Applicant relinquishes any claim to the same.

8.2. Reserved.

Appendix A: Definitions and Acronyms

Alternative Fuel Corridor (AFC) and EV Alternative Fuel Corridor: National EV charging and hydrogen, propane, and natural gas fueling corridors designated by FHWA. In Oregon, the following are Federal Highway Administration-Approved EV Alternative Fuel Corridors:

- Interstates 5, 84, 205, 405 and 82
- US Highways 97, 101, 20, 26, 95 and OR Highway 42

Applicant: The eligible entity and/or authorized representative of the eligible entity who has signed and is submitting the signed application and who will be responsible, if subsequently identified as the grantee, to ensure proper performance of the agreement.

Applicant Cost Share: See Match Share.

Bipartisan Infrastructure Law: A public investment of $350 billion in highway programs, including directing states to establish a nationwide network of 500,000 charging stations by 2030.

CHAdeMO: A type of protocol for a charging connector interface between an EV and a charger. It specifies the physical, electrical, and communication requirements of the connector and mating vehicle inlet for direct-current (DC) fast charging. It is an abbreviation of "charge de move", equivalent to "charge for moving."

Charger: A device with one or more charging ports and connectors for charging EVs. Also referred to as Electric Vehicle Supply Equipment (EVSE).

Charging Network: A collection of chargers located on one or more properties that are connected via digital communications to manage the facilitation of payment, electrical charging, and transfer data requests.

Charging Network Provider: The entity that operates the digital communication network that remotely manages the chargers. Charging network providers may also serve as charging station operators and/or manufacture chargers.

Charging Port: The system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time.

Charging Station: The area in the immediate vicinity of a group of chargers and includes the chargers, supporting equipment, parking areas adjacent to the chargers, and lanes for vehicle ingress and egress. A charging station could comprise only part of the property on which it is located.

Combined Charging System (CCS): A standard connector interface that allows Direct Current Fast Chargers to connect to, communicate with, and charge EVs.

Connector: The device that attaches an EV to a charging port to transfer electricity.

Contactless Payment Method: A secure method for consumers to purchase services using a debit card, credit card, smartcard, mobile application, or another payment device by using radio frequency identification (RFID) technology and near-field communication (NFC).

Direct Current Fast Charging (DCFC): A charger that enables rapid charging by delivering direct-current (DC) electricity directly to an EV's battery.

Electric Vehicle (EV): A motor vehicle that is either partially or fully powered on electric power received from an external power source. For the purposes of the NEVI program, this definition does not include golf carts, electric bicycles, or other micromobility devices.

Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART): A database created by the Joint Office of Energy and Transportation to facilitate the standardization and collection of the data submittals required under 23 CFR 680.112.

Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC-RAA): A federal program to provide up to $100 million in funding to repair and replace non-operational EV charging infrastructure nationally. Oregon received $10 million of funding in the first round. This round of funding will focus on improving the reliability of the current network by repairing or replacing existing EV charging infrastructure.

Electric Vehicle Infrastructure Training Program (EVITP): A comprehensive training program for the installation of electric vehicle supply equipment.

Electric Vehicle Service Provider (EVSP): The entity responsible for operation and maintenance of one or more networked or non-networked charging stations.

Electric Vehicle Supply Equipment: See Charger.

Eligible Applicant: Eligible applicants are charging equipment and/or network providers for eligible charging stations; EV Service Providers that own and operate eligible charging stations; pre-qualified applicants who have been determined through ODOT's competitive Request for Qualifications (RFQ) for ZEV charging and fueling infrastructure; utility service providers to eligible charging stations; and public entities with broken eligible EV chargers located on public land/public right-of-way.

Eligible Charging Station: Eligible charging stations are those that have been identified by ODOT in Attachment 7, List of Eligible Charging Stations. Charging stations must meet further eligibility criteria to be awarded funding. Eligible charging stations are located at an eligible site, as illustrated in Attachment 7.

Eligible Site: See eligible charging station.

Grantee: The applicant who, upon awarding of a contract and execution of the Grant Agreement, will be responsible for managing the awarded contract and the party to whom payment will be made.

Grant Agreement: The agreement between the grantee and the Oregon Department of Transportation.

In-Kind Match: In-Kind matching refers to the valuation of non-cash contributions provided by a third party. For the purposes of EVC-RAA, Site Hosts are the only entity eligible to provide in-kind match share.

J-1772 Connector: A North American standard for electrical connectors for electric vehicles maintained by SAE International under the formal title "SAE Surface Vehicle Recommended Practice J1772, SAE Electric Vehicle Conductive Charge Coupler." Also known as a SAE J1772 J plug or Type 1 connector.

Match: See match share.

Match Share: The Grantee's required contribution to the total eligible project cost which shall be a minimum of 20 percent.

National Electric Vehicle Infrastructure Program (NEVI): Provides formula funding to states for the construction of Charging Stations and the installation, operation, and maintenance of DCFC Chargers that are reliable, convenient, affordable, and equitable.

North American Charging Standard (NACS/SAE J3400): A type of protocol for a charging connector interface between an EV and a charger. It specifies the physical, electrical, and communication requirements of the connector and mating vehicle inlet for direct-current (DC) fast charging. The North American Charging Standard is being standardized as SAE J3400. It has commonly been referred to as the Tesla connector.

NEVI-Compliant: Electric vehicle supply equipment meeting all minimum standards and requirements for the NEVI program outlined in Title 23 CFR 680. Also referred to as "CFR 680 compliant." For the purposes of this program, a "NEVI-compliant" charging station includes planned charging stations with obligated federal funding that will comply with all components of 23 CFR Part 680 (such as the charging stations funded in Round 1 of Oregon's NEVI and EVC-RAA programs) and are located on and designed to serve AFCs. These are the only confirmed "NEVI-compliant" charging stations planned in Oregon that will meet all requirements of 23 CFR Part 680 (including the third-party data sharing requirements in 23 CFR 680.116 (c)) at this time. "NEVI-compliant" charging stations are designated as green pins in the Applicant Map for EVC-RAA Round 2.

Open Charge Point Interface (OCPI): An open-source communication protocol that governs the communication among multiple charging networks, other communication networks, and software applications to provide information and services for EV drivers.

Open Charge Point Protocol (OCPP): An open-source communication protocol that governs the communication between chargers and the charging networks that remotely manage the chargers.

Operations and Maintenance (O&M): The five-year period included in the Term of Agreement, beginning immediately after the EV Charging Station is operational and open to the public.

Plug and Charge: A method of initiating charging, whereby an EV charging customer plugs a connector into their vehicle and their identity is authenticated through digital certificates defined by ISO-15118, a charging session initiates, and a payment is transacted automatically, without any other customer actions required at the point of use.

Power Sharing: The process of dynamically limiting the charging power output of individual charging ports at a charging station to ensure that the sum total power output to all EVs concurrently charging remains below a maximum power threshold. This is also called automated load management, and sometimes referred to as demand side management.

Priority Community: As defined by Oregon's Community Charging Rebate Program, priority communities include those designated as rural and/or disadvantaged. Map of Priority Communities.

Repair Project: A project that includes hardware and labor costs up to, but excluding, full replacement of EV chargers and intrinsically related equipment necessary to ensure that broken or non-operational chargers (i) resume a fully operational status for at least 5 years, (ii) function as intended by the manufacturer, and (iii) comply with 23 CFR 680.

Replace Project: A project that includes hardware, permitting, and labor costs necessary to remove broken or non-operational EV chargers from service and, at the same location, install new chargers that (i) remain operational for at least 5 years, (ii) function as intended by the manufacturer, and (iii) comply with 23 CFR 680. Broken or non-operational equipment replaced through this program cannot be redeployed through any other federally funded program and must be either recycled or scrapped

Site Host Agreement: A legal contract between the owner of the real property (Site) and the Grantee that makes the site available to the Grantee for the entire length of the Agreement for the purpose of repairing, upgrading, replacing, constructing, installing, operating, and maintaining an EV charging station in accordance with 23 CFR 680 and all applicable laws and regulations and describes the legal obligations of each party.

Site Host: The owner of the land on which the charging station will be built.

Technical Application: Refers to the contents of sections 1 – 7 of the **EVC-RAA Cognito Application Portal**

Upgrade Project: Upgrade projects include upgrading broken hardware or functional hardware as necessary to meet 23 CFR 680. For example, replacing a DCFC power module to provide at least 150kW per port on an EV Alternative Fuel Corridor; adding additional ports to the charging station to meet the 4-port minimum; and providing minor utility upgrades in accordance with the minimum power level requirements outlined in 23 CFR 680.

Appendix B: EVC-RAA Standards & Requirements

There are key distinctions in the standards and requirements for EVC-RAA and NEVI Formula funds. These key differences for EVSE are highlighted below and must be followed to ensure compliance. If an application does not propose to meet minimum EVC-RAA standards and requirements, it will not be eligible to be evaluated within the merit-based selection process.

Alternative Fuel Corridors

There are different requirements for charging stations located along and designed to serve users of Alternative Fuel Corridors and charging stations not located along and not designed to serve users of Alternative Fuel Corridors.

In Oregon, the following are Federal Highway Administration-Approved EV Alternative Fuel Corridors:

- Interstates 5, 84, 205, 405 and 82.
- US Highways 97, 101, 20, 26, 95.
- OR Highway 42.

Power level

The power level required for each individual port at a charging station will depend on three factors:

- The type of ports already existing at the charging station.
- The type of additional ports being added to the charging station (as applicable).
- Whether or not the charging station is located along and designed to serve users of an Alternative Fuel Corridor.

Level 2 Charging Ports

All level 2 charging ports must have a continuous power delivery rating of at least 6 kW and the charging station must be capable of providing at least 6 kW per port simultaneously across all AC ports regardless of whether the charging station is located on an Alternative Fuel Corridor or not.

DCFC Charging Ports

All DCFC charging ports that are located on and designed to serve users of an EV Alternative Fuel Corridor must have a continuous power delivery rating of at least 150 kilowatts (kW).

For DCFC ports not located on an EV Alternative Fuel Corridor, the power level requirements will vary depending on the existing infrastructure.

- For repairing and replacing existing DCFC ports, the power level must not exceed the previously established power level.*
- For DCFC ports that are added to establish a 4-port minimum at a site, the power level can be up to 150 kW.
- For example, if a charging station has 2 existing DCFC ports, each with a power delivery rating of 50 kW, the replacement DCFC ports must also have a power delivery rating of 50 kW.* If 2 ports are added to this charging station to meet the 4-port minimum, both ports can have a power level of up to 150 kW.

*ODOT will consider applications for non-AFC ports that exceed the previously established power levels on a case-by-case basis. Applicants must demonstrate that they are not seeking the full per port cost allowance for those ports under this circumstance.