

DETAILED LIST OF ELIGIBILITY REQUIREMENTS



Eligible Applicants

Applicants must:

1. Be a business, non-profit organization, or state, local or Tribal government entity. Businesses and non-profits must be licensed to do business in Oregon, in good standing, and hold a valid Oregon Business License.
2. 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 EV Charging Equipment Owner.

Note: federal government entities and individuals applying as individuals (not on behalf of an eligible applicant), including individual residents or tenants of a multi-family housing, are not eligible applicants.

Eligible Locations

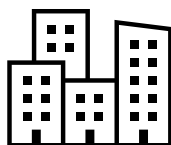
EV chargers must be located on real property within the State of Oregon to be eligible for a rebate. Eligible applicants must install a minimum number of Level 2 charger ports at one of the following types of sites:

1. Publicly accessible parking site



- Examples include public/private lots, tourist destinations, public parks/buildings, retail locations, hotels, restaurants, transit stations, curbside parking.
- Must be available to public a minimum of 60 hours per week.
- Locations cannot be fenced off to public or reserved for the exclusive use of an individual driver or group of drivers.
- Charging equipment must be networked. *

2. Multi-family Housing (MFH) site



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

3. Workplace site

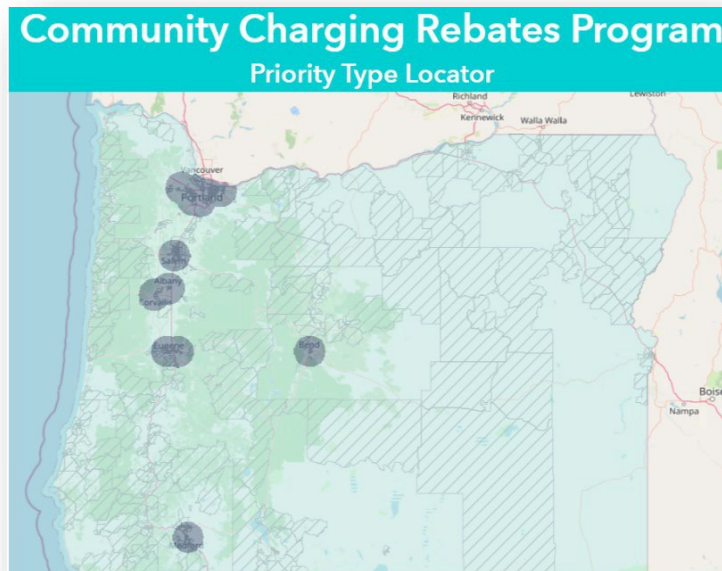


- Examples include office buildings, manufacturing facilities, universities, schools, hospitals, and other healthcare facilities.
- A parking site with parking spaces that primarily serve employees who work at or nearby the location.
- Charging equipment must be networked. *

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

Priority Communities

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



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

The remaining funding (30%) is for projects located anywhere in the state. Once this tranche of funding is spent, applicants of projects located outside a priority community must wait until the next round of funding to apply.

Rebate Levels

Rebate levels vary based on the site type:

Project Type	Charger Type	Maximum Rebate per Port	
		<11.5 kW Charger	≥ 11.5 kW Charger
Publicly accessible parking, including right-of-way parking	Level 2	\$5,250, up to 75% of eligible project costs	\$6,250, Up to 75% of eligible project costs
Workplace - accessible to all employees	Level 2	\$3,500, up to 75% of eligible project costs	
	Level 1	\$750	
Multi-family housing - accessible to all residents	Level 2	\$5,500, up to 75% of eligible project costs	
	Level 1	\$750	

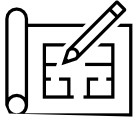


- Workplace and public sites must install a minimum of two (2) Level 2 charging ports per project site and multi-family housing sites must install a minimum of four (4) Level 2 charging ports per project site.
- All project sites, whether public, workplace or MFH sites, may apply for a maximum of twelve (12) Level 2 charging ports per project site. ODOT encourages applicants to combine rebates with federal, state, or local agency/utility incentives to further offset the cost of charging equipment purchase and installation.
- Applicants are not eligible to apply for a rebate on any EV charger that is part of a project site receiving funding from the National EV Infrastructure (NEVI) formula program, the Carbon Reduction Program, or the EV Charger Reliability and Accessibility Accelerator (EVC-RAA).

- All final rebate amounts are determined by the total eligible project costs. As such, rebate amounts will not be the same for every project and final awards may vary from initial Reservation amounts.

Eligible Project Costs

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



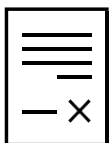
- EV charging equipment.
- EV charging equipment installation costs, including labor and materials.
- Planning and engineering design costs.
- Electric service upgrades, including stub outs, transformer, electric panels, utility service order.
- Project signage.
- Site lighting.
- Local permit costs.
- ADA compliance (curb cuts, path of travel, striping, etc.).
- Network agreement with network provider (up to 3 years, if paid in advance).
- Maintenance contract or a service level agreement, including a parts warranty (up to 5 years, if paid in advance).
- Extended equipment/parts warranties, up to five years.
- Electric micromobility accommodations (e.g., security features for locking bikes, 110V outlet on L2 chargers).

Ineligible costs include EV charging equipment leasing costs (leased equipment is not eligible under this Program), existing equipment purchased, or costs incurred before the Program Effective Date (June 13, 2023), real estate acquisition costs, construction or general maintenance of buildings and parking facilities, administrative costs, electric supply costs, upgrades to utility-owned electrical infrastructure, any project costs offset by other incentive programs.

Eligible Technology

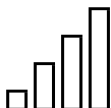
Level 2 charging equipment installed under this Program must be qualified by the Electric Power Research Institute (EPRI) as meeting a set of minimum requirements determined by ODOT. As part of the qualification process, charging equipment vendors provide technical information to EPRI to verify that products meet minimum specifications. EV charging qualifications are updated on a periodic basis. A current list of qualified chargers can be found on the Community Charging Rebate program website [here](#). In addition, charging equipment installed under this program must meet the following requirements:

All Level 2 charging equipment:



- All EV charging equipment must be new and installed for the first time. Previously installed or rebuilt equipment is ineligible. Replacement of broken equipment is eligible, but projects must still follow the minimum port requirements.
- Must be purchased and not leased.
- Must be compliant with SAE J1772 technical 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, enabling higher charging speeds when two cars are plugged in simultaneously. This will enhance customer satisfaction while contributing to future proofing parking lots for increased EV adoption and improved vehicle technologies. Chargers rated at 11.5 kW or higher installed at public sites are eligible for a higher per-port rebate.



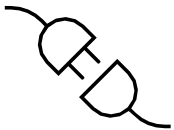
- Must have a minimum two-year warranty, either from the manufacturer, a third party, or the Contractor. ODOT strongly encourages extended warranties.
- Must be network-capable, allowing site hosts to add networking in the future without replacing the entire unit.
- Must be certified by a Nationally Recognized Laboratory Program (NRTL) to UL 2954 standard.
- Be capable of withstanding temperature extremes, with normal operation from -22°F to 104°F (UL 2954).
- Must be suitable for outdoor application and certified with a minimum rating of NEMA 3R or better to withstand extreme weather conditions, including temperature extremes, flooding, heavy rains, and high winds.
- Must be Energy Star certified.

Networked Level 2 charging equipment must include¹:

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

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

- Any equipment must be new. Previously installed, rebuilt or replacement equipment is ineligible.
- Each plug/outlet must be capable of providing a minimum of 1.4 kW output electric power concurrently.
- 110/120-volt outlets must be:
 - National Electrical Manufacturers Association (NEMA) commercial grade outlets that meet National Electric Code (NEC) requirements.
 - A GFCI (ground fault circuit interrupter) outlet with an outlet cover.
 - On a dedicated circuit rated for 20 amps.
 - Placed in a convenient location for plug-in vehicle or micromobility operators to plug in their portable Level 1 EVSE or e-micromobility cordsets.



Technical Assistance

Technical support and assistance to potential and existing rebate Applicants will be provided by Forth, in collaboration with ODOT. If you need technical assistance, contact Forth at: odotchargingrebates@forthmobility.org or (503) 724-8670

Technical assistance provided includes:

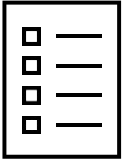
- Answering questions about the rebate eligibility and process.
- Assisting Eligible Applicants with filling out and submitting a Rebate application.
- Providing high-level information about installing, maintaining, and operating eligible Level 2 and Level 1 charging infrastructure.
- Providing high-level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

¹ See Program Guidelines for minimum networking specifications.

- Developing guidance documents, FAQs, and other resources to assist with the application process.
- Frequent budget updates when funding rounds are active, hosted on the CCR webpage.

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

Additional Resources on the [CCR Website](#):



- Program Guidelines
- Required Documents Checklist
- CCR Frequently Asked Questions
- CCR 2-Page Fact Sheet
- EV Charging 101
- Questions to Ask Your Utility Provider
- Ideal Site Hist Locations
- Pre-Installation Application Guide
- Post-Installation Application Guide
- Climate Office Transportation Electrification Webpage

Questions?

Contact communitychargingrebates@odot.oregon.gov



Stay Connected with the Community Charging Rebates program.

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