


ODOT EV Charging Infrastructure Program Guide

ODOT runs four programs that fund EV charging infrastructure projects in Oregon. Use this guide to determine which program best fits your EV charging project. If you need help or have questions, email the ODOT Public Affairs Specialist, [Matt Noble](#).

	Carbon Reduction Program - Small Urban and Rural	Community Charging Rebates Program	National Electric Vehicle Infrastructure Program	Electric Vehicle Charging Reliability and Accessibility Accelerator program
Charger Type	Level 2 or DC Fast Charging.	Level 1 or Level 2.	DC Fast Charging.	Level 2 and DC Fast Charging.
Best For	Large EV charging projects over \$300,000.	Smaller projects, where users typically stay for longer periods of time.	Developing DC fast charging locations along alternative fuel corridors ⁱ .	Repairing and replacing pre-selected broken EV chargers.
Eligible Locations	Publicly accessible or private fleet charging.	Multi-family housing; workplaces ⁱⁱ ; publicly accessible parking.	Stations must be located within 1 mile of an interstate exit or highway intersection along EV alternative fuel corridors.	Select locations of broken EV chargers, per FHWA, 10/2023 ⁱⁱⁱ .
Eligible Applicants	Public agencies are eligible to apply to ODOT for funding. They must represent Small urban and rural areas of the state with less than 200,000 people.	Site host, authorized agent ^{iv} , or third party.	Must be pre-qualified through a competitive Request for Qualification Process	EVSPs that offer network services, or own/operate eligible sites; approved applicants ^v ; and utilities providing service to eligible sites.
Funding Amount per Project	No funding cap (limits by area may apply); 10.27% match required. ODOT will deliver the projects for most small urban and rural agencies that are awarded funding.	\$3,500-\$5,500 per port or 75% of eligible costs.	No funding cap. Required 20% private match of eligible total project costs.	To be determined.
Total Funding	\$4 million per year. Next call in 2026.	\$7 million	\$52 million	\$10 million

ODOT EV Charging Infrastructure Program Guide

Application Timeline	To be determined.	Round 2 closed on July 3, 2024. Round 3 will launch in 2024.	Round 1 was released on June 13, 2024, and is due on Aug. 21, 2024 by 5:00p.m.	To be determined.
ODOT contact	Rye.baerg@odot.oregon.gov	Communitychargingrebates@odot.oregon.gov	ORNEVI@odot.oregon.gov	OREVCRAA@odot.oregon.gov
Website	CRP Webpage	CCR Webpage	NEVI Webpage	EVCRAA Webpage

Last Updated 9/3/24

ⁱ EV alternative fuel corridors are roads approved by the federal government on which states may use federal NEVI funding to build EV charging stations. Oregon has 11 roads designated as an EV alternative fuel corridor: Interstates 5, 82, 84, 205 and 405; US Highways 20, 26, 95, 97 and 101; and OR Highway 42. ODOT may propose additional roads for designation over the next five years

ⁱⁱ A project is ineligible for this Program if the proposed location serves exclusively fleet vehicles or primarily as an individual residential home, even if a home-based business or a home office is present.

ⁱⁱⁱ According to the FHWA guidelines updated in October 2023, locations of broken electric vehicle (EV) chargers are eligible for consideration under the EVCRAA program. To view the eligible chargers, click [here](#). This list may contain sites no longer eligible if fixed, restricted access, etc.

^{iv} An eligible program applicant that is the EV charging equipment owner but not the real property owner. An Authorized Agent is authorized by the Site Owner to install EV charging equipment at the project site, incurs project costs and is the rebate recipient.

^v Approved applicants are those in [ODOT's Pre-Qualified Applicant Pool for Transportation Electrification Infrastructure Projects](#).