AMENDMENT NO. 1 TO THE INTERLOCAL AGREEMENT BETWEEN THE CITY OF EVERETT AND PUBLIC UTILITY DISTRICT NO. 1 OF SNOHOMISH COUNTY

This Amendment No. 1 ("Amendment") to the Interlocal Agreement ("Agreement") is made and entered into by and between Public Utility District No. 1 of Snohomish County, a Washington State municipal corporation ("District"), and the City of Everett, a Washington State municipal corporation ("City"). The District and the City are also referred to herein individually as "Party" and collectively as "Parties."

RECITALS

WHEREAS, pursuant to a grant ("Grant") from the Washington State Department of Commerce ("Department of Commerce") and the Interlocal Cooperation Act (RCW Chapter 39.34), on October 29,2021, the District and the City entered into an Interlocal Agreement to partner on the installation of a resonant magnet induction bus charging system at Eclipse Mill Park to enable en-route charging of electric buses.

WHEREAS, the City commenced construction of the resonant magnet induction bus charging system at Eclipse Mill Park and then paused construction upon discovery of methane.

WHEREAS, upon completion of a study to determine the extent of the methane and required project changes necessary to cope with the methane in light of the substantial electrical power needed for resonant magnet induction, the City determined the project was no longer feasible at Eclipse Mill Park.

WHEREAS, the District and the City collaborated to evaluate alternate sites to meet the original intent of the project and consulted with the Department of Commerce to ensure alignment on Grant requirements and goals.

WHEREAS, the District, the City and the Department of Commerce tentatively agreed that College Station at Everett Community College was an appropriate alternative location for the installation of electric vehicle supply equipment in the form of a cabinet charger ("Electric Vehicle Supply Equipment" or "EVSE").

WHEREAS, on October 6, 2025, the District and the Washington State Department of Commerce executed an amendment to the Grant agreement to reflect the installation of EVSE at the alternate site.

NOW, THEREFORE, the District and City agree to amend the Interlocal Agreement as follows (deleted words are stricken through and added words are underlined):

1. Section 1.2 of the Interlocal Agreement is amended as follows:

1.2 Purpose of Agreement. The purpose and intent of this Agreement is to facilitate implementation of the Project. The District shall be primarily responsible for: managing the Grant and the Grant Agreement; acting as the main point of contact on the Grant with the Washington State Department of Commerce; facilitating reimbursement of Everett Transit expenses for Grant-eligible work; and evaluating load management, grid optimization and electric rate strategies regarding the Project for a period of five (5) years. The City shall be responsible for: purchasing and obtaining the EVSE~~resonant magnet induction charging system~~; procuring EVSE installation services; coordinating installation of the EVSE~~resonant magnet induction charging system~~; owning, maintaining and operating the

EVSE~~resonant magnet induction charging system~~ and providing the District access to the system for a period of five (5) years.

2. Section 3.2 and 3.4 of the Interlocal Agreement are amended as follows:

3.2 Right to Control the EVSE. During the duration of this Agreement and/or the five (5) year minimum useful life of the EVSE~~resonant magnet induction charging system~~, the District shall have the right to exercise control at any time of the EVSE~~resonant magnet induction charging system~~ and the right to ensure it is used for the Grant purposes.

3.4 Evaluation of Charging System. The District will, for a period of five (5) years from the time the charging system is first utilized by Everett Transit, evaluate load management and grid optimization strategies compatible with transit service requirements to optimize the electric grid for this and related EV charging technologies. The District will also use this Project to evaluate if current electric rate structures are compatible with en-route ~~induction~~ charging patterns, including a new Time of Day rate for which the City is a pilot participant.

3. Sections 4.1, 4.2, 4.3, 4.6, and 4.7 of the Interlocal Agreement are amended as follows:

4.1 Prior Approvals. The City shall, at its sole cost and expense but with Grant reimbursement from the District as set forth in this Agreement, obtain any and all necessary federal, state or municipal licenses, permits and/or approvals for the installation, maintenance and operation of the EVSE~~resonant magnet induction charging system~~. The District shall cooperate and assist in obtaining all of such licenses, permits and approvals.

4.2 Equipment Purchase and Installation. The City shall, at its sole upfront cost and expense but with Grant reimbursement from the District as set forth in this Agreement, purchase the EVSE~~resonant magnet induction charging system~~ and arrange for its installation at ~~Eclipse Mill Park (formerly the "Riverfront park")~~College Station per the attached Project proposal technical specifications in Exhibit "B."

4.3 Connection to District System. The City shall, at its upfront sole cost and expense but with Grant reimbursement from the District as set forth in this Agreement, be responsible for the interconnection of the EVSE~~resonant magnet induction charging system~~ to the District's meter and electric utility system.

4.6 Grant Reimbursement and Matching Funds. Upon request from the District, the City will provide documentation of eligible Grant expenses for Project cost reimbursement and matching fund requirements. Eligible Grant expenses must be necessary for and directly connected to the acquisition and installation of the ESVE~~electric vehicle supply equipment (*i.e.*, resonant magnet induction charging system)~~. Examples of Grant eligible expenses include without limitation: EVSE and construction materials; EVSE electrical connectivity; personnel costs for site design, site preparation and installation; load management; and signage. The Grant was awarded on a 10:1 grant to project match basis. The City will be responsible for 49% of the match requirement. Eligible Grant expenses will be reimbursed by Commerce to the District and then to the City as agreed upon milestones are completed per the project budget and scope as described in Exhibit "A."

4.7 Project Cost Overruns. The District received the Grant in an amount not to exceed $728,780 in grant funds to be matched with $72,878 in funds to be provided on a basis of 51% by the District and 49% by the City. If Project costs incurred by the City, including costs associated with construction at

the original Eclipse Mill Park site, exceed $801,658, those excess costs will be the responsibility of the City.

4. The Grant Agreement with the Washington State Department of Commerce that is referenced as Exhibit "A" to the Interlocal Agreement has been amended in accordance with attached Commerce Contract #21-92201-012 Amendment A.

5. Substitute and incorporate attached and revised Exhibit B – Technical Specifications for the Exhibit B – Technical Specifications that was originally attached to and incorporated in the Interlocal Agreement.

6. The Amendment shall be effective upon full execution by the Parties.

7. Except as modified herein, the original Agreement remains in full force and effect.

PUBLIC UTILITY DISTRICT NO. 1
OF SNOHOMISH COUNTY

By: John Haarlow
John Haarlow
CEO/General Manager
Date: 12/02/2025

CITY OF EVERETT

By: _____
Cassie Franklin
Mayor
Date: 12/23/2025

Approved as to Form:

_____

Date: _____

Approved as to Form:

APPROVED AS TO FORM
OFFICE OF THE CITY ATTORNEY
EVERETT

_____

Date: 12/19/2025

APPROVED – MARISA NISHIMURA
Office of the City Clerk
EVERETT

Amendment

Contract Number: 21-92201-012
Amendment Number: A

Washington State Department of Commerce

ENERGY DIVISION
ENERGY PROGRAMS IN COMMUNITIES (EPIC) UNIT
CLEAN ENERGY FUND – ELECTRIFICATION OF TRANSPORTATION SYSTEMS

1. Contractor Public Utility District No. 1 of Snohomish County 2320 California St Everett, WA 98201	**2. Contractor Doing Business As (optional)** N/A
3. Contractor Representative (only if updated)	**4. COMMERCE Representative (only if updated)** Kaitlyn Sledge CEF Program Manager 360-725-5084 epicgrants@commerce.wa.gov PO Box 42525 1011 Plum St SE Olympia, WA 98504-2525

5. Original Contract Amount (and any previous amendments)	**6. Amendment Amount**	**7. New Contract Amount**
$728,780	$0	$728,780

8. Amendment Funding Source	**9. Amendment Start Date**	**10. Amendment End Date**
Federal: **State:** x **Other:** **N/A:**	September 1, 2025	June 30, 2026

11. Federal Funds (as applicable):	**Federal Agency:**	**ALN:**
NA	**NA**	**NA**

12. Amendment Purpose: This amendment extends the contract by 9 months, updates the budget milestones, and updates the site address to meet the needs of a necessary site change. This site change was made due to a methane hazard discovered during the construction phase.

COMMERCE, defined as the Department of Commerce, and the Contractor, as defined above, acknowledge and accept the terms of this Contract As Amended and attachments and have executed this Contract Amendment on the date below to start as of the date and year referenced above. The rights and obligations of both parties to this Contract As Amended are governed by this Contract Amendment and the following other documents incorporated by reference: Contractor Terms and Conditions including Attachment "A" – Scope of Work, Attachment "B" – Budget, Attachment "C" – Reporting, Attachment "D" – Budget Proviso Language, and Attachment "E" – Site List. A copy of this Contract Amendment shall be attached to and made a part of the original Contract between COMMERCE and the Contractor. Any reference in the original Contract to the "Contract" shall mean the "Contract as Amended".

FOR CONTRACTOR	**FOR COMMERCE**
Signed by: John Hoffman 5DB9F09AE34D412... John Hoffman, Chief Customer Officer	Signed by: Jennifer Grove 7BBCEF835154AE... Jennifer Grove, Assistant Director, Energy Division
10/1/2025 | 8:20 AM PDT Date	10/6/2025 | 11:58 AM PDT Date
	APPROVED AS TO FORM ONLY **BY ASSISTANT ATTORNEY GENERAL** **SIGNATURE ON FILE**

Amendment

This Contract is **amended** as follows:

ATTACHMENT A – SCOPE OF WORK

Purpose:
Snohomish Public Utility District (PUD) will partner with Everett Transit (ET) to install an en-route ~~inductive~~ fast cabinet charging station as a demonstration project for the ET service area, and other regional transit agencies and fleets. This project supports strategic objectives of the PUD's Electric Transportation Plan, and the City of Everett's (City) Climate Action Plan.

Project goals include:
1) Successfully install one ~~in-ground inductive~~ fast cabinet electric bus charger to be in service for a minimum of five years and fully utilized by ET buses upon installation;
2) Extend daily electric bus utilization from a current rate of 80% to 100% to equate to diesel-bus utilization; and
3) Evaluate and implement load management strategies compatible with transit service requirements to optimize the electric grid for this and related EV charging technologies.

ET's next purchase of electric buses is planned for ~~2022~~ 2025 and will include ~~nine~~ fourteen buses with cabinet and inductive charging capability, so buses stay in service all day. This proposed project will provide en-route charging capability during bus layovers at ~~Eclipse Mill Park~~ College Station. On any given day two to three ~~inductive charging~~ electric buses ~~would~~ will be assigned to this route, six to seven days a week. This project will serve as a demonstration site for future en-route charging projects in ET and PUD service areas.

The project will be integrated into outreach and education associated with the City of Everett Climate Action Plan and existing PUD educational programming. PUD will partner with ET to install educational signage at the charging site. Through ET's relationship with the Imagine Children's Museum in Everett, lessons will be added on ~~induction charging~~ transit electrification to the museum's EV curriculum.

ET's commitment to expanding its electrified bus fleet and collaborating with the PUD will increase PUD's knowledge of charging infrastructure and drive customer process improvements for both municipal and commercial fleets charging needs. This project will inform other public transit system's electrification expansion while supporting the PUD in meeting charging infrastructure needs.

Specifically, the PUD plans to gain experience from this project to understand:
- Capacity and demand impacts due to en-route fast-charging of buses compared to conventional depot charging. These impacts will be evaluated at the resource, transmission and feeder level of the system.
- Opportunities for load management; and
- If current rate structures are compatible with en-route induction charging patterns, including a new PUD Time of Day rate for which ET is a pilot participant.

The PUD plans to work with ET to deploy the following load management approaches for this project:
- Load shifting away from peak load times.
- Utilizing a Time of Day rate or other rate structure to incentivize load shifting and/or mitigate for excessive demand charges.

Major Components		
Quantity	**Description**	**Site(s) Affected**
1	**~~In-ground inductive~~ Fast cabinet electric bus**	**~~Eclipse Mill Park~~**

	charger	College Station

Description of Miscellaneous Major Cost Items

~~In-ground inductive~~ Fast cabinet electric bus charger consists of ~~a transformer~~ a Power Link tower, power block, and switch gear, ~~charging cabinet, and charging system (pads).~~ Civil work includes significant concrete paving work to route electrical service from an existing transformer to the charger location.

Project Siting

The project will be located at 2108 Tower Street College Station, one of Everett Transit's busiest hubs. In 2024-2025 (August to July), over 1.2 million riders were served by the four College Station routes, roughly 74% of Transit's annual ridership. Importantly College Station is at the center of the Everett Community College campus and within walking distance of the Washington State University Everett campus, serving students and faculty alike. College Station serves and provides vital connections for vulnerable and under-served communities and populations with connections to Providence Medical center, the area's largest hospital, and social service agencies such as the nearby Department of Social and Health Services. College Station also provides a major North-South service link spanning Transit's entire service corridor including as far south as Silver Lake, a regional recreation destination, Everett Mall shopping complex, and the South Everett Park and Ride, linking patrons to King County and beyond. ~~the new Eclipse Mill Park, 3535 Riverfront Boulevard Everett, WA 98201~~ ~~College Station~~ ~~transit stop is The site is adjacent to near a highly impacted community and sensitive waterway, the Snohomish River. 250 income-qualified housing units are planned in the adjacent this community. The Waterfront-Riverfront route serves a highly vulnerable community, with 20% of the population residing within ¼ mile of the route falling below the federal poverty level. The Riverfront site is a former landfill and the site of the historic 1984 Everett tire fire. This innovative charging system aligns with this neighborhoods' environmental and socioeconomic revitalization by powering ET's buses with clean reliable energy. The site was identified as a bus zone during the design phase of the Riverfront development project; it includes an existing bus layover adjacent to Everett Community College and WSU Everett campuses. City staff was informed of the potential for inductive fast cabinet charging and included as an option in the master plan.~~

ATTACHMENT B – BUDGET

All funding is subject to continued legislative authorization and re-appropriation where applicable.

Milestone	Milestone and Task Description	Key Deliverable(s)	Activity Period	Percent of CEF Grant	$ Applicant Match	$ Amount of CEF Grant
A	**Project Development and Confirmation**					
	Contract Agreement with Everett Transit	Executed Interlocal Agreement	Q3 '21	0.0%		$0
	Project Plan	Overview document	Q4 '21	0.3%		$2,500
	Procurement Plan	Report document	Q4 '21	0.3%		$2,500
	Risk Plan	Report document	Q4 '21	0.3%		$2,500
	Load Management Plan	Report document	Q4 '21	0.8%		$5,500
			Activity A Subtotal	**1.8%**	**$8,000**	**$13,000**
B	**Engineering Design**					
	EVSE System	Procurement technical specs	Q3 '23	0.5%		$4,000
	Electrical design	100% design submittal	Q3 '23	4.4%		$32,250
	Project schedule	MS Project Report or similar	Q3 '23	0.6%		$4,500
	Civil design and permitting	100% design submittal	Q3 '23	5.8%		$42,420
			Activity B Subtotal	**11.4%**	**$8,000**	**$83,170**
C	**Contracting & Procurement**					
	Civil work	Copy of award letter and contract	Q4 '25	1.1%		$8,000
	EVSE Supply and Installation	Copy of award letter and contract	Q4 '25	1.1%		$8,000
	EVSE Signage Design & Contract	Copy of contract & design	Q4 '25	0.5%		$4,000
			Activity C Subtotal	**2.7%**	**$8,000**	**$20,000**
D	**Equipment Delivery, Installation & Construction**					
	Site preparation/Civil work	Substantial completion of contract	Q1 '26	~~32.7%~~35.6%		~~$238,500~~ $259,145
	EVSE installation	System delivered and installed	Q1 '26	~~33.2%~~36.0%		~~$242,000~~ $262,645
	EVSE Signage installation	Signage delivered and installed	Q1 '26	1.7%		$12,170

			Activity D Subtotal	~~67.6%~~73.3%	**$16,000**	~~$492,670~~ 533,960
~~E~~	~~**Contingency**~~					
	~~Contingency~~	~~Approved Change Order~~	~~Q2 '26~~	~~5.7%~~		~~$41,290~~
			~~**Activity E Subtotal**~~	~~**5.7%**~~	~~**$4,129**~~	~~**$41,290**~~
~~F~~E	**Systems Integration & Commissioning**					
	EVSE commissioning	Certified SAT report	Q1 '26	2.2%		$15,910
	Load Management technology integration	System integration report	Q1 '26	2.0%		$14,576
			Activity E Subtotal	**4.2%**	**$8,000**	**$30,486**
~~G~~F	**Analytics & Monitoring**					
	Utilization data monitoring	Charger status and usage reports	Q2 '26	2.5%		$18,000
	Maintenance Plan	Operation and Maintenance Training and Manuals	Q2 '26	2.5%		$18,000
	Load Management data analytics	Load Management reports	Q2 '26	1.7%		$12,164
			Activity F Subtotal	**6.6%**	**$24,878**	**$48,164**
			Budget Total	100.0%	$72,878	$728,780

Milestone	Project Activity and Task	Key Deliverable(s)	Deliverable Description
A	**Project Development and Confirmation**		
	Project Plan	Overview document	Executive summary and project plan.
	Procurement Plan	Report document	Report describing the procurement plan.
	Risk Plan	Report document	Report describing the risk management plan.
	Load Management Plan	Overview document	Documentation of load management strategy including applicable technology and methodology to be utilized, and expected data to be collected.

Amendment

B	**Engineering Design**		
	EVSE System	Procurement technical specs	Final equipment technical specifications for procurement of EVSE supplies and installation services.
	Electrical design	100% design submittal	Letter of Confirmation to (sub)contractor that design efforts are complete or sufficient for issuing "For Construction" drawing package.
	Project schedule	MS Project Report or similar	MS Project Report or similar report detailing anticipated project schedule.
	Civil design and permitting	100% design submittal	Letter of Confirmation to (sub)contractor that design efforts are complete or sufficient for issuing "For Construction" drawing package.
C	**Contracting & Procurement**		
	Civil work	Copy of award letter and contract	Contract award letter, contract summary and Notice to Proceed.
	EVSE Supply and Installation	Copy of award letter and contract	Contract award letter, contract summary and Notice to Proceed.
	EVSE Signage Design & Contract	Copy of contract & design	Copy of proposed signage design and printing invoice and/or contract
D	**Equipment Delivery, Installation & Construction**		
	Site preparation/Civil work	Substantial completion of contract	Project construction schedule status update and Letter of Confirmation to (sub)contractor stating site preparation and civil work is "substantially complete".
	EVSE installation	System delivered and installed	Project construction schedule, Bill-of-material and delivery dates with status memo.
	EVSE Signage installation	Signage delivered and installed	Photos of installed signage and summary report.
	Change Order	Change order management plan	COMP will include roles, authority, approval and communication plans.

~~E~~	~~**Contingency**~~	-	-
-	~~Contingency~~	~~Approved Change Order~~	~~Grantee will submit a change order approved by themselves. The total cost from contingency and justification must be included. Change must be approved by Commerce to be eligible for funding. Upon approval, Commerce will issue payment for up to 90.9% of the cost of the change order, up to $41,290.~~
~~F~~ E	**Systems Integration & Commissioning**		
	EVSE commissioning	Certified SAT report	Letter of Confirmation to (sub)contractor EVSE System Acceptance Test complete with copy of Certified Acceptance Test.
	Load Management technology integration	System integration report	Report confirming that load management technology integration is complete.
~~G~~ F	**Analytics & Monitoring**		
	Utilization data monitoring	Charger status and usage reports	Vendor to provide cloud based portal for data access and reporting, aggregated usage data from first six months' use submitted to Commerce.
	Maintenance Plan	Operation and Maintenance Training and Manuals	Vendor to provide training and manuals for operation and maintenance.
	Load Management data analytics	Load Management reports	Report summarizing load management impact.

Amendment

ATTACHMENT E – SITE LIST

List of Sites (Attachment to the Contract)

Site #	Site Name	Site Address	City	Zip
1	~~Electric Bus En-Route Induction Charging Demonstration Project~~ College Station	~~3535 Riverfront Boulevard~~ 2108 Tower Street	Everett	98201

ALL OTHER TERMS AND CONDITIONS OF THIS CONTRACT REMAIN IN FULL FORCE AND EFFECT.

Exhibit B

ChargePoint® Express Plus

A flexible DC fast charging platform that grows with you.

Express Plus Specifications

Express Plus Power Module

Express Plus Power Module Output	
Max Output Power	40 kW
Max Output Current	100 A
Power Conversion Efficiency	Up to 96%
Power Factor	0.99 at full load

Express Plus Power Module Specifications	
Power Module Dimensions	430 mm (H) x 130 mm (W) x 760 mm (L) (1 ft 5 in x 5 ft x 2 ft 6 in)
Power Module Weight	45 kg (98.5 lb)
Power Module Cooling	Liquid Cooled Technology
Harmonics	iTHD < 5% (Complies with IEEE 519)

Express Plus Power Block

Express Plus Power Block Input	
Input Rating	3-phase, 400-480Y VAC, 310-260 A 50/60 Hz (200 kW) Optional: 3-phase, 400-480Y VAC, 255-210 A 50/60 Hz (160 kW)
Wiring	L1, L2, L3, Earth
Short Circuit Current Rating	65 kA

Express Plus Power Block Output	
Max Output Power	200 kW Optional: 160 kW
Output Voltage, Charging	100 to 1000 VDC
Max Current per Output	250 A, 300 A, 350 A, 500 A
Number of Stations Served	One Power Block can serve up to 2 Power Link stations. Additional Power Blocks can be added to serve more stations or increase power output.
Max Power Modules per Power Block	5

Express Plus Power Block Specifications	
Power Block Dimensions	2191 mm (H) x 988 mm (W) x 1039 mm (L) (7 ft 3 in x 3 ft 3 in x 3 ft 5 in)
Power Block Weight	455 kg (1000 lb) without Power Modules
Power Block Enclosure Rating	Type 3R, IP56, IK10

Express Plus Power Link 2000

Express Plus Power Link Output	
Max Output Power per Connector	Up to 500 kW, dependent on cable amperage and Power Block configuration
Output Voltage, Charging	100 to 1000 VDC
CCS1 Max Output Current	Option 1: 250 A continuous with Power Blocks Option 2: 350 A continuous with Power Blocks Option 3: 500 A continuous liquid cooled cable with Power Blocks
CCS2 Max Output Current*	Option 1: 250 A continuous with Power Blocks Option 2: 300 A continuous with Power Blocks Option 3: 500 A continuous liquid cooled cable with Power Blocks
CHAdeMO Max Output Current*	North American and Europe: 200 A continuous with Power Blocks

* Availability may vary

Express Plus Power Link Specifications	
Station Dimensions	See Diagrams below
Station Footprint	See Diagrams below
Station Weight	Approximately 209 kg (459 lb). Refer to Site Design Guide for more details.
Number of Connectors*	Up to 2 connectors per station. Simultaneous or sequential charging.
Supported Connector Types	CHAdeMO, CCS1 (SAE J1772™ Combo), CCS2 (IEC 61851-23)
Cable Length	Standard 4.5 m (15 ft) with Cable Management Kit (CMK)** Optional 7.6m (25ft) with cable management
Station Enclosure Rating	Type 3R, IP56, IK10 (Except credit card chip reader)
Locking Holster	Optional for Pedestal stations
Mounting Type	Ground, Overhead (Non-Liquid Cooled Cable Only), Wall (Non-Liquid Cooled Cable Only)

* *Horizontal reach to typical vehicle charging port: 3.76 m (12 ft 4 in)

Express Plus Specifications

Functional Interfaces	
Indicators	Multicolor LEDs
LCD Display	Optional: Full color 203 mm (8 in) interactive display with full motion video, UV protection, gesture touch controls, and multi-language support
Authentication	RFID: ISO 15693, ISO 14443, NEMA EVSE 1.2-2015 (UR) Tap to Charge (NFC on Apple & Android) Contactless credit card Remote: Mobile and in vehicle (If supported by vehicle) ISO 15118-2, Plug&Charge Optional: Credit card chip reader

Connectivity Features	
Local Area Network	2.4 GHz and 5 GHz WiFi (802.11 b/g/n)
Wide Area Network	4G LTE
Supported Communication Protocols	OCPP 2.0.1
Service and Maintenance	Remote system monitoring, diagnostic, and proactive maintenance

Safety Ratings & Protocol	
Vehicle Communication	CHAdeMO: JEVS G104 over CAN CCS1: SAE J1772 over PLC CCS2: IEC 61851-23, ISO 15118
Plug-Out Detection	Power terminated per JEVS G104 (CHAdeMO), SAE J2931 (CCS1) and IEC 61851-23 (CCS2)
Safety Compliance	cUL and UL listed. Complies with UL 2202, UL 2231-1, UL 2231-2 CE and UKCA marked. Complies with IEC 61851-1 and IEC 61851-23 (In progress)
Surge Protection	Tested to IEC 61000-4-5, Level 5 (6 kV @ 3,000 A)
EMC Compliance	North America: FCC part 15 Class B Europe: EN55011, EN55022, and IEC61000-6-3 Class B

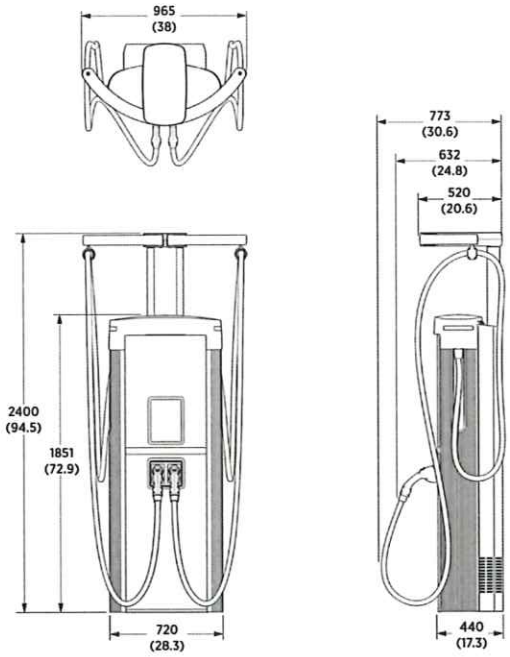
Generic Specifications	
Operational Altitude	< 3,000 m (9,800 ft)
Operating Temperature	-40°C to 50°C (-40°F to 122°F) with derating
Storage Temperature	-40°C to 70°C (-40°F to 158°F)
Operating Humidity	Up to 95% at 50°C (122°F) non-condensing
Metering	Eichrecht (In progress)
Buy America	Buy America (FTA & FHWA) options available upon request

Energy Management Features	
Dynamic Power Management	Allows a fixed maximum power output per station or lets the system dynamically manage the power distribution per station
Remote Energy Management	Manage output power via the ChargePoint Admin Portal, API, and Open ADR 2.0b VEN

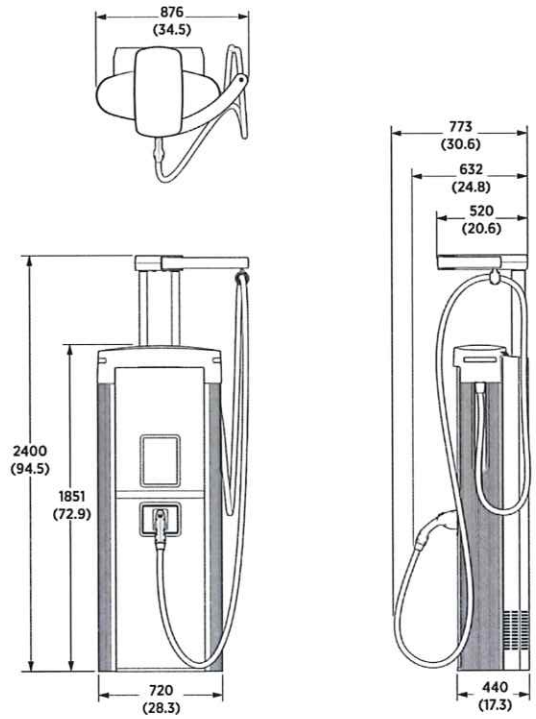
Architectural Drawings

Note: Images are not to scale. Measurements appear in metric units (mm), followed by imperial equivalents(inches).

Express Plus Power Link 2000, with liquid cooled cable, dual connectors

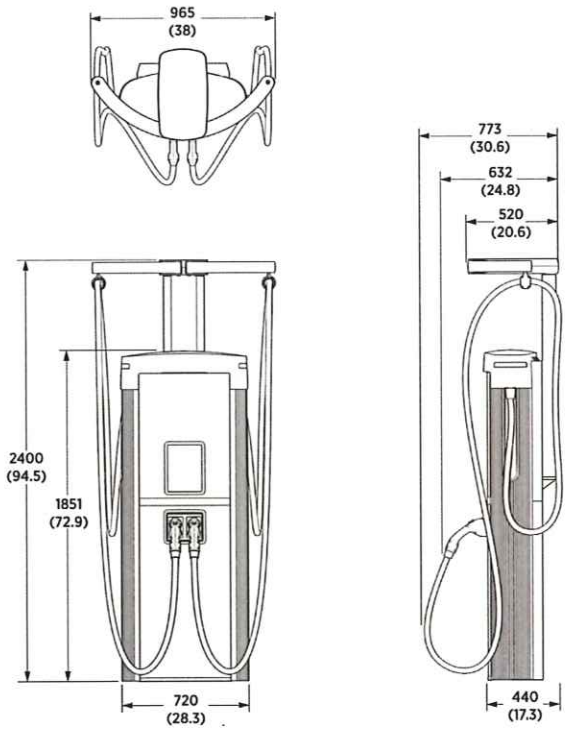


Express Plus Power Link 2000, with liquid cooled cable, single connector

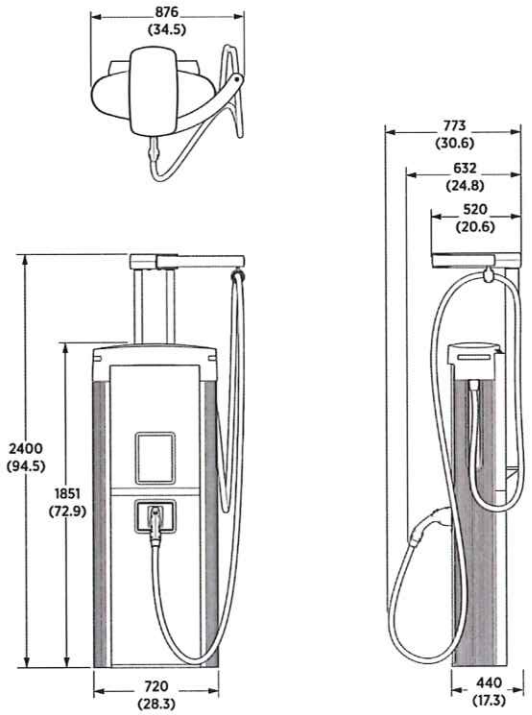


Note: Images are not to scale. Measurements appear in metric units (mm), followed by imperial equivalents(inches).

Express Plus Power Link 2000, with non-liquid cooled cables, dual connectors

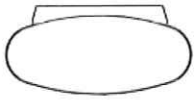


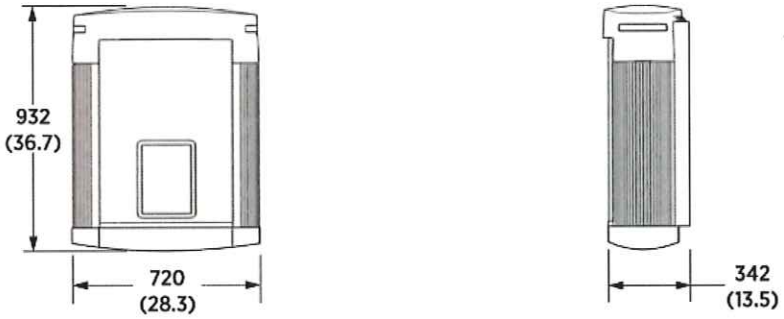
Express Plus Power Link 2000, with non-liquid cooled cables, single connector



Note: Images are not to scale. Measurements appear in metric units (mm), followed by imperial equivalents(inches).

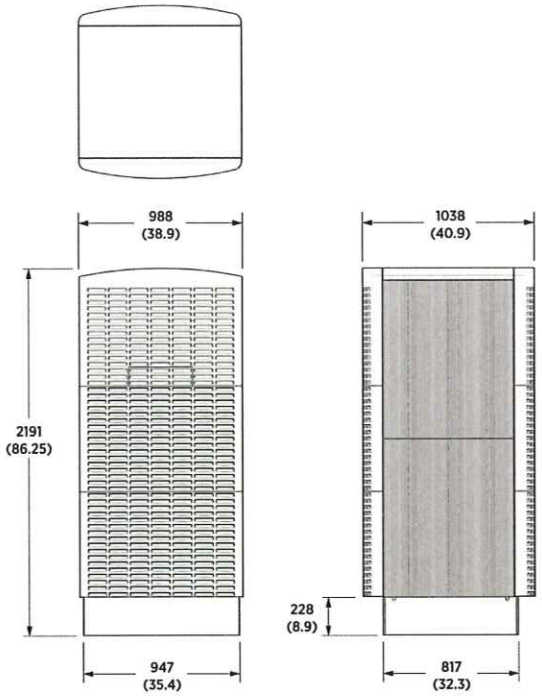
Express Plus Overhead Mounting Option



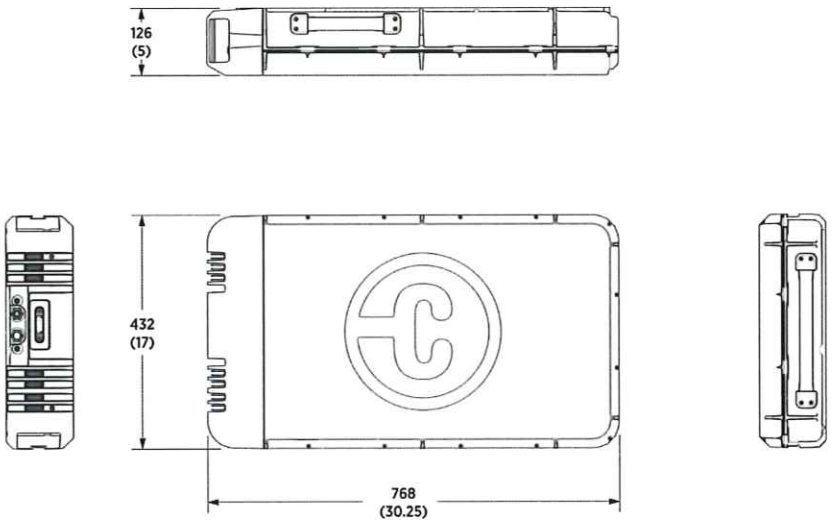


Note: Images are not to scale. Measurements appear in metric units (mm), followed by imperial equivalents(inches).

Express Plus Power Block



Express Plus Power Module



72-002845-01r2

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Transit PUD Grant ILA_SD

Final Audit Report 2025-12-23

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