



Illinois NEVI Round 2 Engagement Session

October 10, 2024



Housekeeping

Please review the following meeting procedures and expectations

- The webinar is being recorded.
- All participants are muted and off camera.
- All participants can submit questions via the Q&A chat feature.
- All Q&As received during the call or via email will be summarized and published on the [IDOT Drive Electric website](#).
- A copy of the presentation will be distributed to today's participants and published on the [IDOT Drive Electric website](#).



The information presented in this webinar is subject to change based on FHWA NEVI Guidelines and Rulemaking updates. Final NOFO and Contractual Language will provide final guidelines.

This presentation contains interactive questions!

To get started, please join the Menti poll with one of the two options below. Scan the QR code with your mobile device or join by web by entering the code.

Join by QR code



Join on the Web

Join at: www.menti.com

Code: 4852 6459



Questions are interspersed throughout the presentation and will appear on your mobile device or webpage when we reach them in the deck.



Please answer all five survey questions.
You may submit more than one answer to the word cloud questions.

Agenda

1. Introductions
2. Illinois NEVI Phase 1 Overview
3. Illinois NEVI Round 1 Recap
 - I. Award Decisions
 - II. Application Lessons Learned
4. Illinois NEVI Round 2 Introduction
 - I. Planned Changes
 - II. Target Zones
 - III. Activities Schedule
5. Available Resources Overview
6. Q&A Session
7. Next Steps & Reminders





INTRODUCTIONS



Introductions



Elizabeth Irvin

Deputy Director, Office of Planning & Programming, IDOT



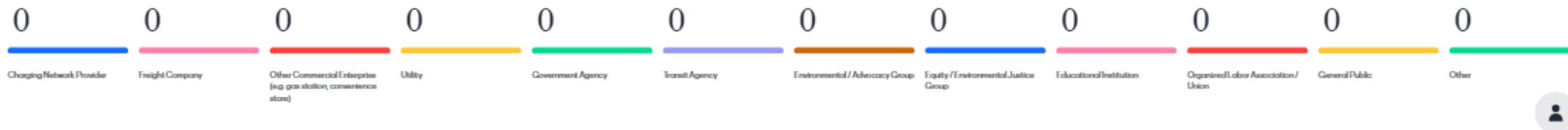
Maddy Farrington

Senior Consultant, IDOT NEVI Implementation Team, Guidehouse



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What type of organization or company do you represent?





ILLINOIS NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PHASE 1 OVERVIEW

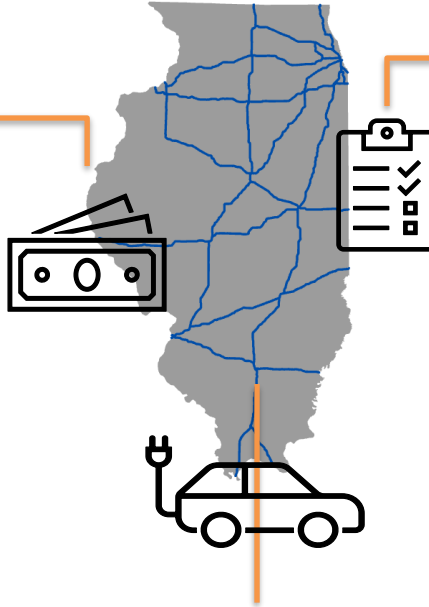


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What is the National Electric Vehicle Infrastructure (NEVI) Program?

The NEVI Program provides funding to states to strategically deploy EV charging stations to establish an interconnected national network

\$148 million over the next 5 years in NEVI funding has been allocated to the **State of Illinois** to support the turn-key deployment, reliability, and sustainability of state EV infrastructure network, first prioritizing stations along the interstate highway system.



Basic NEVI requirements are detailed in **23 Code of Federal Regulations (CFR) Part 680**.

The State will use a portion of this funding which is expected to be up to **\$50 million** to complete the **build-out of its Alternative Fuel Corridors (AFCs)**.

Phase 1 Funding Information

Up to \$50 million in grant funding is available for Phase 1 of the Illinois NEVI Program to build out the state's Alternative Fuel Corridors (AFCs)

Anticipated Number of Awards

IDOT issued 37 conditional awards in Round 1 and expects up to 20 additional awards in Round 2 to achieve full AFC build-out. IDOT expects one award per location with no minimum or maximum award size.

Availability of Funds and Reimbursement

\$25.3M was awarded in Round 1 of Phase 1. Appx. \$24M Phase 1 funds remain to be awarded in Round 2. The grantee is responsible for incurring 100% of upfront costs and then is reimbursed up to 80% of eligible costs.



Awarding Sites Per Applicant

Applicants must apply for at least one of the eligible locations and may apply for multiple eligible locations. Applicants may not submit more than one application per eligible location.

Anticipated Start Dates and Grant Period

The grantee may begin incurring costs and invoicing IDOT once a grant agreement is executed between the grantee and IDOT. IDOT will not reimburse costs incurred prior to the execution of a grant agreement.

Eligible Applicants

Prior to developing an application, confirm applicant eligibility

Applicants are eligible if they meet the following requirements:



- Agree to conform to the guidelines in the NEVI Final Rule (23 CFR 680).
- Agree to the terms and conditions set forth by IDOT.
- Be the deed holder of the site OR submit a completed Form 6: Letter from Site Host and Attachment D: Site Ownership Documentation.
- Be Grant Accountability and Transparency Act (GATA) registered and pre-qualified through the GATA Grantee Portal.*



Teaming Partnerships:

- Teaming partnerships are permitted; however, the application should be submitted by the primary applicant responsible for the full performance of the grant agreement.
- Public sector entities may not own the charging station but may agree to be site hosts as part of the project team.

**Local Public Agencies are exempt from GATA registration and pre-qualification requirements*

Mandatory Federal Application Requirements

Prior to developing an application, confirm ability to meet application requirements

- Mandatory federal application criteria, detailed in Section 3 and 3.1 of the NOFO, covers the NEVI Standards and Requirements ([23 CFR 680](#)) as well as the [NEVI Formula Program Guidance](#).
- Any awarded NEVI funding must comply with all the following requirements:

Applicable Requirements
• Title 23 United States Code (U.S.C)
• 2 CFR 200
• The NEVI Final Rule in 23 CFR 680
• FHWA 1273
• Davis-Bacon Act
• Title VI of the Civil Rights Act
• The National Environmental Policy Act (NEPA)
• Americans with Disabilities Act of 1990 (ADA)
• Build America, Buy America (BABA)

Additional NEVI Final Rule Requirements

Federal Rule provides requirements that all sites in all states must satisfy

Charging Equipment Requirements:



- Include at least four 150kW DCFCs with CCS ports (not including future proofing potential)
- Each station must be capable of simultaneously charging four EVs at 150 kW or above at each port, with a minimum station power capability at or above 600 kW
- Meet the minimum standards and requirements as described in 23 CFR 680

Accessibility and Availability Requirements:



- Available to the public 24 hours per day, seven days a week, year-round.
- Have dusk-to-dawn area lighting.
- EV charging stations must comply with ADA and Section 504 requirements. Charging stations must be accessible to persons with disabilities, which will be satisfied if at least one of parking spaces meets ADA requirements and is accessible according to the [U.S. Access Board Design Recommendations for Accessible Electric Vehicle Charging Stations](#)

Eligible Costs

Eligible costs have been determined by the NEVI Final Rule (23 CFR 680) as well as other applicable, state, and local laws

Eligible Costs:

- Costs to acquire and install on-site electric service equipment (pending cost reasonableness; e.g., service connection, power meter / submeter, transformer, breaker panel upgrade, and customer feeder installation)
- Costs of minor grid updates
- Costs to procure and install, update, and/or replace existing EV charging equipment to meet NEVI standards
- Costs to procure and install EVSE-related hardware and software
- Fixed operating and maintenance costs (up to five years after the charging station is commissioned)
- Costs of engineering, design, and permitting
- Costs for additional ports or chargers beyond the NEVI requirement of four 150kW ports per EV charging site may be considered but not guaranteed provided each additional port meets the same criteria (capable of simultaneously charging at 150kW or greater with a CCS Type 1 connector, etc.)
- Costs for adaptors to accommodate non-CCS charging will be limited to a reimbursement of \$200 per port for the adapter hardware
- Costs for renewable distributed energy resources or energy storage equipment/systems capable of providing independent or supplemental power to the EV chargers may be considered (pending cost reasonableness)



Ineligible Costs

Ineligible costs have been determined by the NEVI Final Rule (23 CFR 680) as well as other applicable, state, and local laws

Ineligible Costs:

- Costs incurred prior to a fully executed grant agreement with IDOT
- Costs not related directly to vehicle charging;
- 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 related directly to vehicle charging);
- Costs of major grid upgrades not within reason;
- Costs for additional ports or chargers that do not meet the same criteria listed for the minimum four 150kW ports in [23 CFR 680](#) (capable of simultaneously charging at 150kW or greater with a CCS Type 1 connector, etc.);
- Utility service upgrade costs covered by the utility;
- Costs covered by programs or tariff rules of the electric utilities;
- Administrative costs, including overhead and indirect costs, as well as research project costs.





ILLINOIS NEVI ROUND 1 RECAP



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Did you apply to Illinois NEVI Round 1?



- Yes
- No

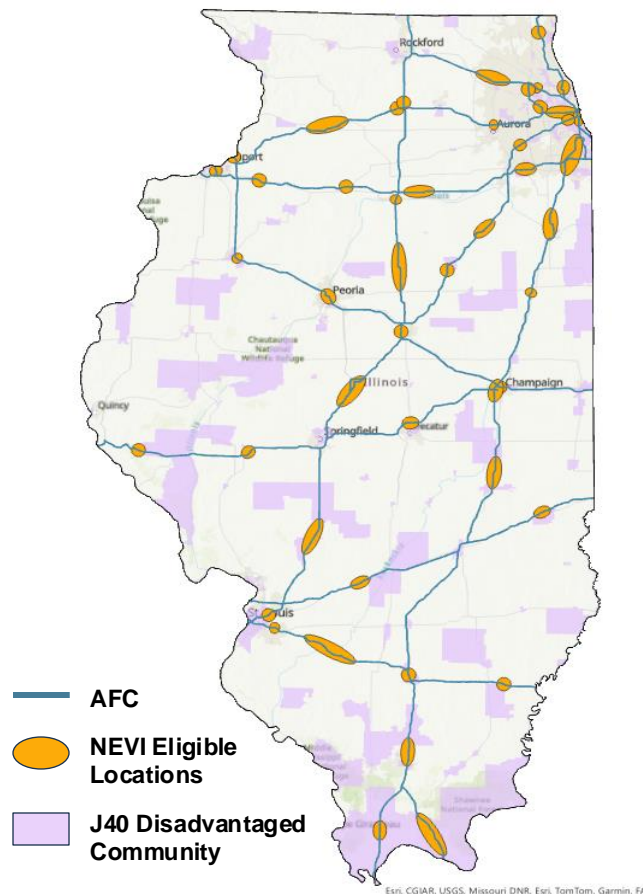
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Round 1 NEVI Eligible Locations

There were 46 eligible AFC locations in Round 1

- To support a full build out of Illinois' EV infrastructure, there must be NEVI compliant charging stations at least every 50 miles along the State's Alternative Fuel Corridors (AFCs)
- Each Round 1 eligible location represented a group of exits where one NEVI-compliant EV charging station could be located
- EV charging stations should be located within a 1-mile driving distance of an eligible exit (as the car drives), unless a discretionary exception is issued by FHWA



Round 1 Conditional Awards

IDOT issued 37 awards totaling \$25.3M to construct 182 charging ports along IL AFCs

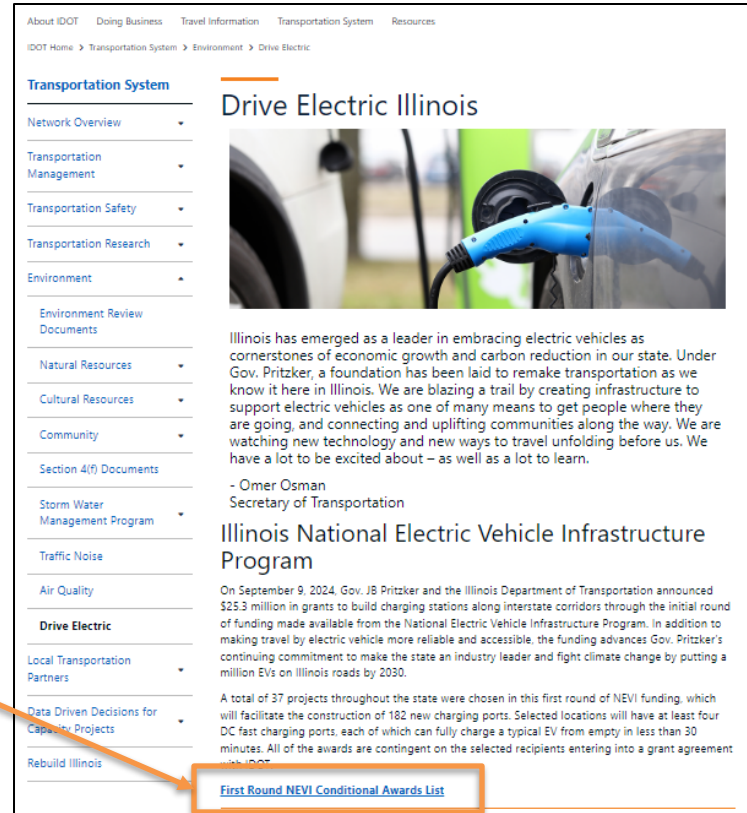
Round 1 Conditional Grantees

- Francis Energy Charging
- Universal EV
- Electrify America
- Phillips 66
- Love's Travel Stops & Country Stores
- EVgo
- BP Products North America
- Meijer Stores
- Red E Charging

Conditional Award Summary

- Total amount awarded: \$25.3M
- Average award per site: \$685k
- Average award per grantee: \$2.8M
- Average sites per grantee: 4 sites
- Average ports per site: 5 ports
- Average \$ per port: \$139k / port

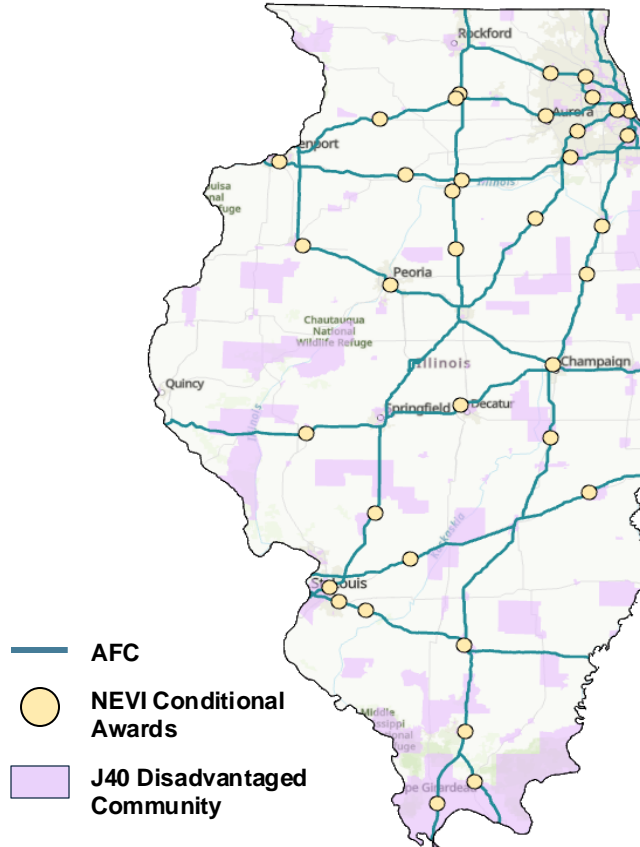
Learn more about the [Round 1 Conditional Awards](#)



The screenshot shows the IDOT website page for 'Drive Electric Illinois'. The page features a navigation menu on the left with categories like 'Transportation System', 'Environment', and 'Drive Electric'. The main content area includes a header 'Drive Electric Illinois' with a photo of a blue electric vehicle charging cable. Below the photo, there is a paragraph of text about Illinois's commitment to electric vehicles, followed by a quote from Omer Osman, Secretary of Transportation, regarding the 'Illinois National Electric Vehicle Infrastructure Program'. At the bottom of the page, there is a link to the 'First Round NEVI Conditional Awards List'.

Round 1 Conditional Awards

IDOT issued 37 awards totaling \$25.3M to construct 182 charging ports along IL AFCs



Round 1 Applications – Lessons Learned

Successful applications require detailed responses, documentation, and utility coordination



What Makes A Strong Application

- Early outreach to, and coordination with, the applicable utility
- Detailed and comprehensive responses to questions
- Attention to baseline eligibility requirements and providing sufficient documentation



Common Application Issues

- Insufficient detail in responses to application questions
- Noncompliance with baseline eligibility requirements
- Missing, incomplete, or inaccurate documentation (e.g., EVITP certificates, site ownership or site agreement documentation, Form 5 – Utility Form, required attachments, ICQ for incorrect fiscal year)
- Multiple applications from the same applicant for the same location ID
- Invalid / inaccurate location ID listed
- Unresponsiveness to IDOT outreach to resolve application flaws



ILLINOIS NEVI ROUND 2 INTRODUCTION



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Illinois NEVI Round 2 Activities Schedule (Tentative)

Activity	Anticipated Dates
IDOT NEVI Round 2 Engagement Session	<i>October 10, 2024</i>
Illinois 2024 Electric Vehicle Deployment Plan Approved by FHWA	<i>October 2024</i>
IDOT NEVI Round 2 Advance NOFO Draft Released	<i>November 2024</i>
IDOT NEVI Round 2 Application Opens	November 2024
IDOT NEVI Round 2 Application Review Webinar	<i>November 2024</i>
Deadline to Submit Application	February 2025
Review Completion and Conditional Award Notifications	<i>May 2025</i>
Executed Grant Agreement and NEPA Compliance	3-24 months from Conditional Award

Round 2 Planned Changes

Adjustments have been made to the application package and process to increase opportunities for high-quality applications

Process Changes



- Extend application period
- Adjust evaluation criteria point breakdown to align with IDOT priorities and Round 1 lessons learned
- Recommend date to submit Utility Form to utility in advance of application deadline to ensure timely turnaround
- Target eligible locations to fill gaps along AFCs and achieve full build-out

Application Package Changes



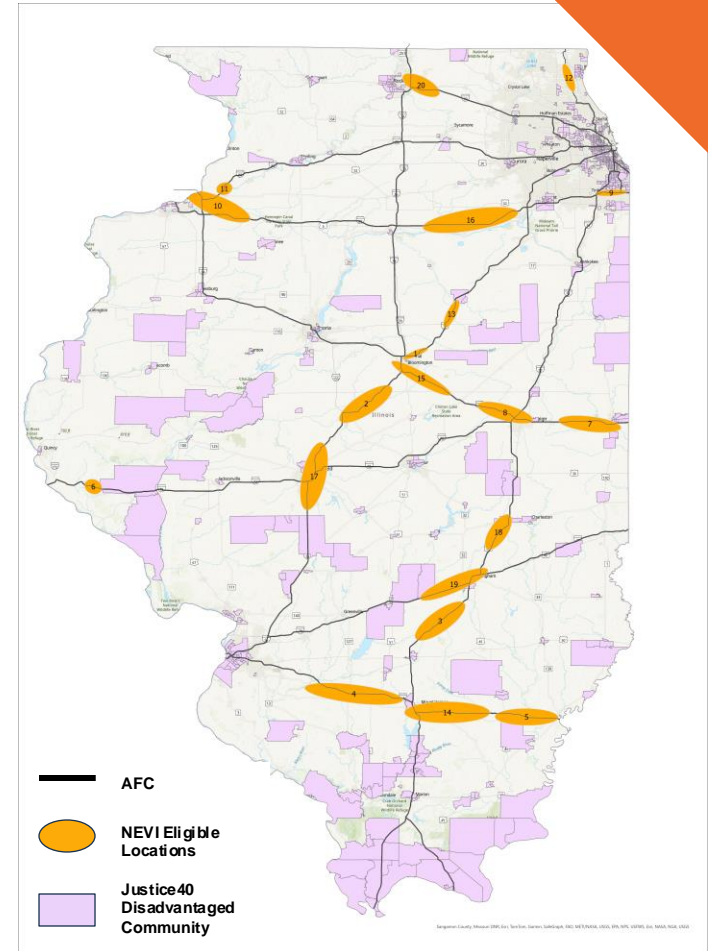
- Clarify instructions and increase level of detail expectations on elements that contributed to common application issues
- Identify appropriate electric utility by eligible location ID to ease utility outreach / coordination
- Expand eligible costs to include renewable energy generation and battery storage
- Require disclosure of funding sources that will contribute to the required applicant match of at least 20%
- Add questions related to anticipated pricing structure and reasonable rate of return

Round 2 Planned Eligible Locations

There are 20 eligible AFC locations planned in Round 2

- Each location is represented by a group of exits where one NEVI-compliant EV charging station could be located
- EV charging stations must be located within a 1-mile driving distance of an eligible exit (as the car drives)
 - Stations that are further than 1-mile driving distance from an eligible exit may be eligible pending a discretionary exception from FHWA
- **If you have feedback on these proposed eligible exits or are interested in a station beyond the 1-mile driving distance, please complete the Round 2 Planned Site Feedback Survey.**

The [Round 2 Planned Site Feedback Survey](#) has been sent into the meeting chat for you to complete. It will additionally be posted to the Drive Electric Webpage.



Based on what you have heard so far, are you interested in applying to Illinois NEVI Round 2?



- Yes
- No

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Design



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Help &
Feedback



What additional changes to the Illinois NEVI Round 2 application package or process would encourage you to apply?

focus leader
creative
inspiration fast bold
transpiration





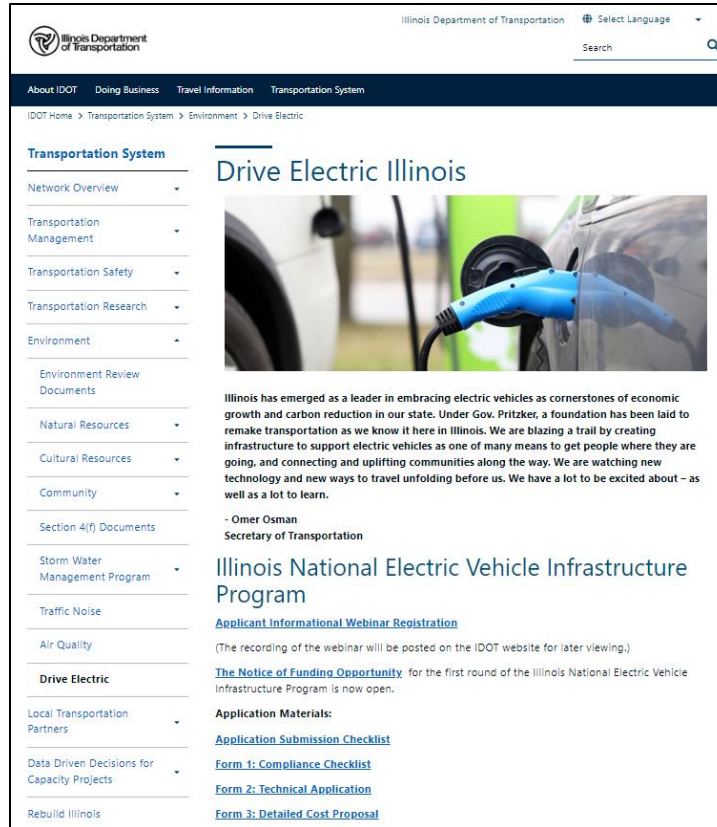
AVAILABLE RESOURCES OVERVIEW



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IDOT Drive Electric

The Notice of Funding Opportunity will be posted on the [IDOT Drive Electric Webpage](#).



The screenshot shows the IDOT website's "Drive Electric" section. The header includes the IDOT logo, "Illinois Department of Transportation", a language selector, and a search bar. The navigation menu lists "About IDOT", "Doing Business", "Travel Information", and "Transportation System". The breadcrumb trail reads "IDOT Home > Transportation System > Environment > Drive Electric".

The main content area features a "Transportation System" sidebar with a "Drive Electric" sub-section. The main heading is "Drive Electric Illinois", accompanied by an image of a blue electric vehicle charging cable plugged into a car. Below the image, a paragraph states: "Illinois has emerged as a leader in embracing electric vehicles as cornerstones of economic growth and carbon reduction in our state. Under Gov. Pritzker, a foundation has been laid to remake transportation as we know it here in Illinois. We are blazing a trail by creating infrastructure to support electric vehicles as one of many means to get people where they are going, and connecting and uplifting communities along the way. We are watching new technology and new ways to travel unfolding before us. We have a lot to be excited about – as well as a lot to learn." This is followed by a quote from Omer Osman, Secretary of Transportation.

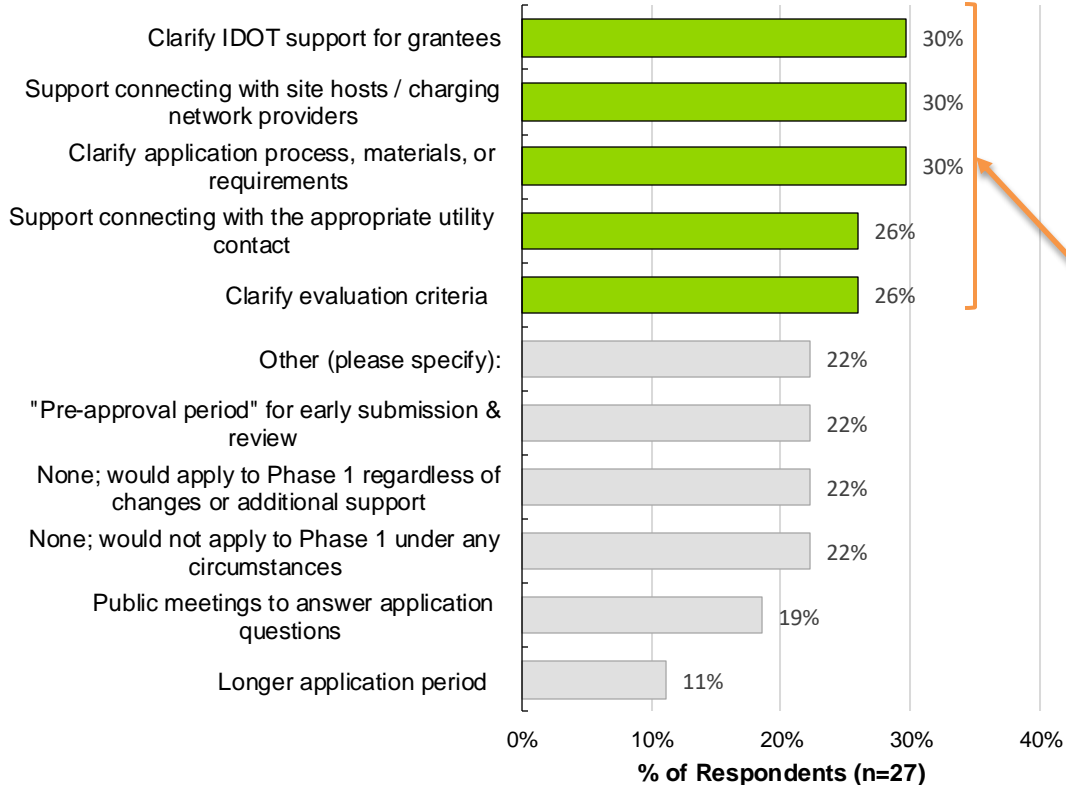
The section is titled "Illinois National Electric Vehicle Infrastructure Program". It includes a link for "Applicant Informational Webinar Registration" and a note that the recording will be posted later. The "The Notice of Funding Opportunity" for the first round is announced as open. Under "Application Materials", there are links for an "Application Submission Checklist", "Form 1: Compliance Checklist", "Form 2: Technical Application", and "Form 3: Detailed Cost Proposal".

The Round 2 NOFO and application materials will be available for download on the Drive Electric webpage in **November 2024**

Supporting NEVI Applicants

IDOT distributed a survey this summer to identify opportunities for additional support

Changes or Additional Support for Future Phase 1 Rounds



Increased clarity on the application, IDOT support, and evaluation criteria



Support connecting site hosts, charging network operators, and the appropriate utility contacts

Available Resources to Support Applicants

IDOT is here to support you

- [IDOT Drive Electric Webpage](#)
- [IDOT NEVI FAQ Document](#)
- [IDOT EV Email List Serv](#)
- [IDOT NEVI Round 2 Planned Site Feedback Survey](#)
- *(Coming Soon)* Round 2 NOFO and Application Materials
- *(Coming Soon)* IDOT NEVI Round 2 Application Support Webinar
- *(Coming Soon)* Site Host / Charging Network Operator Matchmaking Database


Sign up for IDOT's EV email list serv to stay up to date on coming resources!

Charging Illinois' Electric Vehicle Future

Transportation is the largest source of [greenhouse gas emissions](#) in Illinois, and emissions from cars and trucks, including carbon monoxide, nitrogen oxides, and hydrocarbons, are harmful to human health and the environment. Electric vehicles (EVs), which generate no tailpipe emissions, are an important part of reducing air pollution and mitigating the effects of climate change.

The state of Illinois aims to be a leader in manufacturing and deploying electric vehicles, setting a goal of having 1 million registered EVs in the state by 2030. Between 2019 and 2021, the governor and the legislature worked to pass several pieces of legislation that accelerate the adoption of EVs, including the multi-year capital bill [Rebuild Illinois](#) and the [Climate and Equitable Jobs Act \(CEJA\)](#). These state programs complement federal funding from the [Infrastructure Investment and Jobs Act \(IIJA\)](#), which also provides support for EV infrastructure.

The Illinois Department of Transportation is working closely with other state agencies in Illinois, including the [Illinois Environmental Protection Agency \(IEPA\)](#) and the [Department of Commerce and Economic Opportunity \(DCEO\)](#) to implement these programs. One key responsibility for IDOT is strategically deploying EV charging stations in an interconnected network, particularly on the Illinois' key travel corridors. This website serves as a gathering place for concerned individuals and the EV industry to engage as IDOT plans and implements state and federal programs.

 [Sign Up for Updates and Share Your Feedback](#)



Q&A SESSION



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IDOT NEVI Frequently Asked Questions

- **Do Buy America requirements apply to the NEVI Formula Program?**

- Yes, the Build America, Buy America Act (BABA) ensures that EV chargers acquired through the NEVI Formula Program will be assembled in the United States immediately and fully comply with BABA requirements for manufactured products by July 1, 2024, supporting supply chain investments aligned with the expansion of domestic manufacturing. Applicants should describe in detail their ability to comply with BABA in their applications.

- **Will pre-contract expenses be eligible for reimbursement?**

- No, costs incurred prior to a fully executed grant agreement with IDOT are ineligible.

- **What is the cost-sharing arrangement for awardees?**

- Illinois NEVI Program funds are federal funds. Applicants may apply for up to 80% federal cost share of the eligible costs, with a minimum required match of 20% from non-federal sources (project participants, state or local governments, or other third-party financing).

- **Is the 1 mile from the exit requirement strict? If a site is located at 1.1 miles, would they be excluded from the process?**

- IDOT may accept applications for sites located up to five-miles driving distance from an eligible exit. However, an award will depend on the site receiving a discretionary exception from the FHWA.

- **Will sites be required to include J3400 (NACS) adapters along with CCS?**

- No, sites will not be required to incorporate J3400/NACS adapters in their plans. Applicants are welcome to include plans for J3400/NACS adapters in addition to the minimum NEVI requirements in their application but should be aware that there is a cap on the reimbursement amount per adapter.



NEXT STEPS & REMINDERS



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Next Steps and Reminders

For any questions regarding Round 2, please email DOT.DriveElectric@illinois.gov with your prime contact's name, email, and phone number.

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IDOT NEVI Round 2 Engagement Session	<i>October 10, 2024</i>
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THANK YOU



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