

# Illinois NEVI Program Round 1 FAQs

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Individuals can submit additional questions or requests for clarification to [DOT.DriveElectric@illinois.gov](mailto:DOT.DriveElectric@illinois.gov)

## 1 General

### 1.1 What is the National Electric Vehicle infrastructure (NEVI) Formula Program?

- The National Electric Vehicle Infrastructure (NEVI) Formula Program is a grant program that supports electric vehicle (EV) infrastructure in the United States. The program is funded by the Department of Energy and provides funding for local governments, public and private entities, and Tribal communities to install electric vehicle charging stations.

### 1.2 Which authorities govern the NEVI Program?

- The NEVI Formula Program is authorized under Paragraph (2) within the Highway Infrastructure Program heading in Title VIII of division J of the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA).

### 1.3 What is the Illinois Electric Vehicle Infrastructure Deployment Plan?

- The Illinois Electric Vehicle Infrastructure Deployment Plan, developed by the Illinois Department of Transportation (IDOT), is the state's approach to deploying public charging infrastructure that provides convenient, accessible, reliable, and equitable electric vehicle charging throughout the state. The current plan builds upon the 2022 plan approved by the Joint Office of Energy and Transportation on September 29, 2023. To learn more about IDOT's EV infrastructure plan and additional programs for Drive Electric Illinois, you can view these resources at the Drive Electric Illinois [website](#).

### 1.4 What is the goal of Illinois's NEVI Program?

- Through Round 1 of the Illinois NEVI Program, IDOT aims to develop a fully built out network of public EV charging stations along Alternative Fuel Corridors (AFCs), designated by the Federal Highway Administration (FHWA). Once funding has been allocated to achieve a full build out of Illinois' AFCs, subsequent rounds of the Illinois NEVI Program will focus on installing EV charging stations on US Routes and Scenic Byways as well as filling remaining EV charging gaps throughout the state. The Illinois NEVI Program will be a key component to fulfilling the state's goal of having 1 million registered EVs in the state by 2030.

### 1.5 What are Alternative Fuel Corridors (AFCs)?

- AFCs are designated corridors around the national highway system equipped with infrastructure to facilitate a comprehensive network of electric vehicle charging, hydrogen, propane, and natural gas fueling infrastructure. The first phase of the NEVI plan is a full build out of EV charging stations along AFCs to provide a consistent charging experience that meets the same set of baseline standards nationwide.
- You can find a map and list of Illinois AFCs in both the updated [IDOT EV Infrastructure Deployment Plan 2023](#) and in the [IDOT NEVI NOTICE OF FUNDING OPPORTUNITY \(NOFO\)](#).

An interactive map is available on the IDOT website at [Electric Vehicle Designated Corridors \(arcgis.com\)](https://www.idot.gov/electric-vehicle-designated-corridors)

#### 1.6 What are the National Electric Vehicle Infrastructure Standards and Requirements?

- The NEVI Standards and Requirements are found in a final rule as published in the Federal Register issued by the USDOT and FHWA on February 28, 2023. The standards and requirements establish EVSE regulations, setting minimum standards and requirements for projects funded under the NEVI formula program. See [National Electric Vehicle Infrastructure Standards and Requirements](#) for more details.

#### 1.7 What is Round 1 of the IL NEVI Program?

- Round 1 includes the utilization of NEVI funds to build out public EV charging, at minimum, every 50 miles along designated EV corridors in Illinois, per federal guidance. Approximately 46 locations within the state have been identified as sites that will be needed to achieve a full buildout of Illinois's AFCs.
- Future phases of the IL NEVI Program will follow the full buildout of Illinois's AFCs and are detailed in the updated [IDOT EV Infrastructure Deployment Plan 2023](#). The end date of NEVI funding, as of the time this document was posted, will be Sept. 30, 2028.

#### 1.8 Will there be subsequent rounds of grant applications available through the Illinois NEVI Program?

- Yes, while the focus of Round 1 will be to complete a "full build-out" of Illinois' AFCs, future rounds of Illinois NEVI funding will expand the EV charging network in the state. The [IDOT EV Infrastructure Deployment Plan 2023](#) provides more detail into IDOT's preliminary priorities for future rounds of NEVI funding.

#### 1.9 Where can I find a map and list of the Illinois EV charging station eligible locations for Round 1?

- You can find a map and list of the 46 designated site areas in the updated [IDOT EV Infrastructure Deployment Plan 2023](#) and in the [IDOT NEVI NOFO](#). An interactive map is available on the IDOT website at [Electric Vehicle Designated Corridors \(arcgis.com\)](https://www.idot.gov/electric-vehicle-designated-corridors)

#### 1.10 What is Justice40 and how does it apply to the NEVI Formula Program?

- To address racial equity and the climate crisis, the Justice40 Initiative sets the goal of delivering 40 percent of overall federal investment benefits in climate and clean energy, including sustainable transportation, to disadvantaged communities. Illinois is committed to realizing equity benefits as part of the NEVI program through technical analysis and targeted stakeholder engagement. Additionally, applications that incorporate equity principles, are located within or near Justice40 communities as defined in the [Climate and Economic Justice Screening tool](#), or conduct community and stakeholder outreach will receive additional points as outlined in the evaluation criteria of the [Illinois NEVI NOFO](#).

#### 1.11 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 and comply

with BABA requirements for manufactured products. Applicants should describe in detail their ability to comply with [BABA](#) in their applications.

- In February 2023, FHWA published a [Federal Register Notice](#) that establishes a temporary waiver of Buy America requirements for EV charging stations. The waiver removes Buy America requirements under [Federal Highway Administration](#) regulations and the [Build America, Buy America Act](#) for the steel, iron, manufactured products, and construction materials in EV chargers. Beginning March 23, 2023, the waiver applies to all EV chargers manufactured before July 1, 2024, with final assembly in the United States. FHWA will begin phasing out waivers in July 2024.
- Key dates and restrictions from FHWA are summarized in the following table:

Key Dates	Restrictions
March 23, 2023 – June 30, 2024	This period does not require charger components to be manufactured in the US, apart from charger housing predominately made of iron or steel.
July 1, 2024 – October 1, 2024	This period will require that the cost of charger components manufactured domestically for EV charging equipment must meet BABA requirements and must exceed 55 percent domestic content for manufactured products. Final assembly of EV chargers must occur in the United States.
October 1, 2024 – Onward	The waiver will remain in place until terminated by the Federal Highway Administration.

### 1.12 How can the public and potential applicants stay up to date on IDOT NEVI engagement opportunities and resources?

- Stakeholders and applicants should refer to the Illinois Drive Electric [website](#) for the most up-to-date information. Please also sign up [here](#) to receive updates related to Illinois’s Drive Electric Initiatives including updates related to Illinois’s NEVI plan and implementation.

## 2 Prospective Applicants

### 2.1 Who is eligible to apply for IDOT’s NEVI Program?

- An eligible applicant for the IDOT NEVI application is a public/private organization or company including a sole proprietorship, partnership, corporation, or limited liability company that is incorporated under Illinois law or registered and in good standing with the Illinois Secretary of State.
- Additionally, public sector entities may not own the charging station but may agree to be site hosts as part of the project team.

### 2.2 Where do you apply?

- The IDOT NEVI program application will be made available via the Illinois Drive Electric Illinois [website](#).

2.3 What is the anticipated timeline for the IDOT NEVI application process?

IDOT Action	Dates
Application period opens	March 8 <sup>th</sup> , 2024
Informational Webinar for interest applicants	March 11 <sup>th</sup> , 2024
Application submission deadline	May 7 <sup>th</sup> , 2024
Send a Notice of State Award to finalist for signature	July 2024
Send Grant Agreement to finalist for signature	July 2024
Grant Agreement execution and NEPA compliance	3-24 months after contingent award

2.4 How do I register through the GATA Grantee Portal?

- Applicants must register and pre-qualify through the GATA Grantee Portal [here](#), unless they are a Local Public Agency.
- While Local Public Agencies are exempt from GATA registration and pre-qualifications requirements, they are still required to have a valid UEI number and complete both the Local Public Agency Risk Assessment and the Programmatic Risk Assessment. The Local Public Agency Risk Assessment only needs to be completed once annually.
- Applicants are encouraged to begin the GATA registration process as early as possible as the turnaround time can be up to 14 days.

2.5 Is the owner/operator of the charging site required to own the property or land the site will be on?

- No, an applicant is not required to own the property or land the site will be on. However, in their application, the applicant must provide the property deed or proof of an agreement with the deed holder of the property for a minimum 5-year period.

2.6 Is there a limit to the number of sites for which an applicant can apply?

- No, applicants may apply for multiple eligible locations, but may not submit more than one application per eligible location. IDOT intends to award up to 46 eligible locations at sites that promote an effective, robust buildout of EV charging infrastructure. IDOT reserves the right to award sites in a manner that promotes an effective buildout of EV charging infrastructure, results in the greatest number of viable sites being awarded and maximizes the funding distribution to eligible applicants.

2.7 Within each of the 46 eligible locations, will only one project be awarded funding? Or is it possible that more than one site will be awarded funding within an eligible location?

- To ensure that IDOT meets its goal in Round 1 to award the number of sites required to achieve a full build-out of the state’s designated AFCs, IDOT intends to award one site per eligible location. However, IDOT reserved the right to make more or fewer awards upon receiving the full pool of applicants and assessing the submissions in relation to the program’s goals and objectives.

## 2.8 How is IDOT determining who is awarded NEVI funds?

- IDOT is reviewing applications based on a merit-based review process and evaluation criteria for site proposals. Evaluation criteria can be found in Section 6.2 of the posted NOFO.

## 2.9 Who is responsible for procuring the sites? Shall the contractors have to lease or purchase the sites?

- IDOT will accept applications from both site owners and lessees.
- If you are not the site owner, you must provide a Letter from the Site Host in your application that demonstrates an agreement for the contractor to install the chargers and use the site for a full five years.

# 3 Application Questions

## 3.1 How can applicants download the application package?

- Applicants can download the application package, including all required forms, on the Illinois Drive Electric [website](#).

## 3.2 What are the required forms and attachments that applicants must provide in their submission?

- Applicants must submit all forms and attachments outlined below as part of their submission.

### **Application Forms**

1. **Form 1:** NEVI Compliance Checklist
2. **Form 2:** Technical Application
3. **Form 3:** Detailed Cost Proposal
4. **Form 4:** Detailed Project Schedule
5. **Form 5:** Utility Form
6. **Form 6:** Letter from Site Host

### **GATA Forms**

- **GATA Form 1:** Uniform Budget Template
- **GATA Form 2:** Uniform Grant Application
- **GATA Form 3:** Conflict of Interest Disclosure
- **GATA Form 4:** Programmatic Risk Assessment
- **GATA Form 5:** IDOT Subrecipient Risk Assessment

### **Attachments**

7. **Attachment A:** Resumes of Key Personnel
8. **Attachment B:** Proof of Technical Licenses/Certifications
9. **Attachment C:** EVSE Equipment Certifications
10. **Attachment D:** Site Ownership Documentation
11. **Attachment E:** Site Schematic

**12. Optional - Attachment F:** Evidence for Future Proofing

**13. Optional - Attachment G:** Community Letters of Support

### 3.3 Is a separate application required for each eligible location?

- Applicants must complete a separate application and submit a separate email for each proposed location. Note that all forms and attachments, other than the Programmatic Risk Assessment, must be separately completed for each eligible location. GATA Form 4 and 5 only need to be completed once per applicant). Please do not submit an application for the same eligible location more than once.

### 3.4 How will applications be evaluated?

- Applicants will be evaluated on a Pass/Fail basis for baseline requirements that include:
  1. Meeting minimum [NEVI requirements](#).
  2. Provision of the property deed or proof of an agreement with the deed holder of the property.
  3. Documentation that the applicant is the utility customer of record or proof of an agreement with utility customer of record.
  4. Project site location is within a one-mile driving distance of an AFC and within one of the 46 [eligible locations](#). (See FAQ 6.1 for further details on how the on-mile driving distance will be measured)
  5. Applicant is registered and pre-qualified through the GATA Grantee Portal
- Once applications are determined to be compliant with baseline requirements, each application will be scored based on the evaluation criteria outline below.
  1. Project Budget (20 pts)
  2. Site Readiness (25 pts)
  3. Site Characteristics (10 pts)
  4. Project Team Qualifications, Experience and Approach (27 pts)
  5. Future Proofing and Innovation (8 pts)
  6. Equity (10 pts)

### 3.5 Is scoring for pricing going to be evaluated based on grant ask or total eligible project costs?

- Scoring for pricing will be based on the total requested reimbursement of eligible project costs.

### 3.6 When should applicants begin communicating with their utilities in order to complete the Utility Form for the application?

- Applicants are encouraged to begin communication with utilities as soon as possible. Applicants must complete all the fields in the “TO BE COMPLETED BY APPLICANT” section of the Utility Form, send the form to the utility to complete the “TO BE COMPLETED BY UTILITY” section, and then submit the completed form with their application. Note that NOFO Section 5.2, includes contact information for Illinois Utility Providers.

### 3.7 Is there a page limitation for required forms and attachments in the application?

- There is no page limit for the required forms and attachments. However, applicants should note that the maximum email size is limited to 35 MB, including both the attachments and the message itself. If the email size exceeds 35 MB, IDOT may not receive the application.

### 3.8 Are digital signatures for the application accepted?

- Yes, digital signatures will be accepted. Applicants should note that signatures are required for the following forms:
  1. Form 6: Letter from Site Host
  2. GATA Form 1: Uniform Budget Template
  3. GATA Form 2: Uniform Grant Application
  4. GATA Form 3: Conflict of Interest Disclosure
  5. GATA Form 4: Programmatic Risk Assessment

### 3.9 Is there a checklist that applicants can use to make sure they've prepared and included all the required documentation to submit?

- Yes, IDOT has developed an Application Submission Checklist that applicants should use as a reference before submitting their applications. The Application Submission Checklist can be download with the application package on the Illinois Drive Electric [website](#).

### 3.10 How must applicants submit their applications?

- Applicants must submit their applications by emailing DOT.NEVIApplication@illinois.gov by no later than 05:00pm CT on May 7<sup>th</sup>, 2024. Applicants must follow the formatting and naming instructions provided in the Application Submission Checklist.

### 3.11 Which of the GATA forms are required to be submitted for each site, and which only needs to be filled out once?

- The Uniform Grant Application, Uniform Budget Template and Conflict of Interest Disclosure must be completed for each site.
- The Programmatic Risk Assessment is only required to be completed once per applicant.
- The IDOT Subrecipient Risk Assessment is only required for Local Public Agencies and needs to be completed once, annually.

### 3.12 Regarding the statement in section 3.4 of the NOFO, "The price for charging shall be clearly displayed and be calculated at a reasonable market rate," can IDOT define what they mean by "reasonable market rate"?

- IDOT will not publish a calculation on which to determine what constitutes a "reasonable market rate." Applicants should understand what would be considered an unreasonable rate for charging and should only charge what would be considered a reasonable market rate. IDOT would expect that rates would be competitive in the marketplace and IDOT reserves the right to intervene if the rates are determined to be unreasonable.

3.13 The guidance states that applicants must provide resumes of key personnel, including the project owner, site host, EVSE supplier, EVSE installer/contractor, O&M provider, utility, sub-contractors, and consultants. Is IDOT looking for a resume of an individual for each of those categories? Or would an overview of the history and experience be sufficient?

- Applicants must provide resumes for each of the key personnel listed above. The resumes should include information such as education history, certifications related to the project, and professional history. Resumes must be no longer than one-page.

3.14 Can you clarify if the letter from the site host must include “binding” language, and if there is flexibility to obtain site host permission to install chargers without binding language at the time of application submission?

- Yes, the intent of the Letter from Site Host is to evidence a binding, non-exclusive commitment of the Site Host to allow the Applicant to develop the Site Host's property. Applicants must use the Letter from Site Host Form provided in the application materials on the Illinois Drive Electric [website](#).
- Applicants must complete the “TO BE COMPLETED BY APPLICANT” section, provide the letter to the Site Host to complete the “TO BE COMPLETED BY SITE HOST” section and then submit the form as part of the application submission.

## 4 Project Expenditures

4.1 What costs will be eligible under IDOT’s NEVI Program?

- Illinois NEVI Program funds are restricted to projects that are directly related to publicly accessible EV charging infrastructure. As such, the following items are eligible for reimbursement:
  1. Costs to acquire and install on-site electric service equipment (e.g., service connection, power meter / submeter, transformer, breaker panel upgrade, and customer feeder installation) not to exceed \$120,000 in reimbursable costs, though exceptions that exceed this limit will be considered on a case-by-case basis.
  2. Costs of minor grid updates (work necessary to connect a charging station to the electric grid distribution network like extending power lines or upgrading existing power lines)
  3. Costs to procure and install, upgrade, and/or replace existing EV charging equipment to meet NEVI minimum standards and requirements.
  4. Costs to procure and install EVSE-related hardware and software.
  5. Fixed operating and maintenance costs (up to five years after the charging station is commissioned) including:
    1. Charging equipment lease fees (if site applicant chooses lease option for charging equipment rather than purchase option). The lease costs are only eligible if paid in advance through a contract.
    2. Cellular network fees, interest service fees, or similar fees.
    3. Charger network fee.
  6. Costs of engineering, design and permitting.



7. Costs for additional ports or chargers beyond the NEVI requirement of four 150kW ports per EV charging site may be considered if each additional port meets the same criteria listed for the minimum four 150kW ports in 23 CFR 680 (each additional port is capable of simultaneously charging at 150kW or greater with a CCS Type 1 connector, etc.). While these costs may be considered, it is not guaranteed that they are to be eligible for grant funds.
  8. Costs for adapters to accommodate non-CCS charging will be limited to a reimbursement of \$200 per port for the adapter hardware.
- 4.2 Can NEVI Formula Program funds be used to update the existing EV charging stations to meet Americans with Disabilities Act? (ADA)
- Yes, EV charging stations must comply with [ADA](#) and [Section 504](#) requirements and be accessible to and usable by individuals with disabilities, including those using wheelchairs and other assistive equipment and devices.
1. [U.S. Access Board Design Recommendations for Accessible Electric Vehicle Charging Stations.](#)
- 4.3 Can NEVI Formula Program Funds be used for pre-construction costs like environmental review?
- Yes, as long as the activities take place following a fully executed grant agreement with IDOT.
- 4.4 Will pre-contract expenses be eligible for reimbursement?
- No, costs incurred prior to a fully executed grant agreement with IDOT are ineligible.
- 4.5 Can NEVI Formula Program Funds be used on EV charging sites outside of the designated AFCs?
- No, NEVI Formula Programs funds cannot be used on sites outside of the designated AFCs during this first round of awards.
- 4.6 Can NEVI Formula Program Funds be used on federal lands?
- Yes.
- 4.7 Are level 2 charging ports considered an eligible expense?
- No.
- 4.8 Can you stack NEVI funds with other state funding (VW settlement funds, CEJA, IEPA)?
- No, other programs and funds are not stackable with NEVI-funded charging sites.
- 4.9 Will there be any type of bonding or bid bonds?
- Bid bonds will not be required for the first round of the Illinois NEVI program.

Are electricity costs (demand charges and volumetric sales, kW, and kWh) considered eligible costs that can be reimbursed?

- No. While estimated electricity costs are included as a line item to illustrate total costs of a site, electricity costs will not be considered an eligible expense.

## 5 Program Administration

### 5.1 How will the funds be reimbursed?

- The grantee is responsible for incurring 100% of the upfront costs and is then reimbursed up to 80% of the eligible costs after IDOT approves the grantee’s submitted invoices. IDOT will reimburse actual, reasonable, and necessary costs based on the approved budget. Reimbursement of eligible costs may only occur after funds are expended and appropriate documentation is submitted for reimbursement. A small percentage of reimbursable expenses will be withheld and will be disbursed annually upon the grantee meeting operational requirements.

### 5.2 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. Eligible costs to be included in the cost share and match are defined in NOFO Section 4.4. Note that funding provided through utility tariff programs may not be used as a match.
- Potential sources for matching funds may include:
  1. Private sector contribution.
  2. Non-government sources such as universities, nonprofit partners, or philanthropic organizations.
  3. Third party financing.
- Grantees cannot use funding from other state programs such as the VW settlement, IEPA, and the Climate and Equitable Jobs Act (CEJA) to provide the required match for the NEVI program.

Example of Cost Share and Match	
Total Project Cost	\$100,000
Total Ineligible Costs	\$10,000
Total Eligible Costs	\$90,000
Maximum Federal Grant Amount	$\$90,000 \times 0.80 = \$72,000$
Minimum Applicant Cost Share	$\$90,000 \times 0.20 = \$18,000$
Total Applicant Obligation for the proposed site	$\$10,000$ (total ineligible costs) + $\$18,000$ (minimum applicant cost share) = $\$28,000$
<i>*note that the numbers provided are for illustrative purposes only</i>	

### 5.3 Are there requirements for the site workforce?

- Per [23 CFR 680](#), the workforce installing, maintaining, and operating chargers must have appropriate licenses, certifications, and training. Electricians who install, operate, or maintain the EVSE must meet one of the following requirements:
  1. Certification from the Electric Vehicle Infrastructure Training Program (EVITP).
  2. Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.

## 6 Site Planning & Technical Questions

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

- Yes, a site location must be located one-mile from the end of a designated exit (as the car drives). Site locations will be evaluated on a pass/fail basis and any site not within one driving mile from an eligible exit will fail.
- You can access a map of the designated AFCs for IDOT NEVI Round 1 [here](#).

### 6.2 Can a charging station be constructed in phases with fewer than the minimum number of ports installed initially, and the remainder installed at a later time?

- No; [23 CFR 680.106 \(b\)](#) requires a minimum of four ports at each station, and these four ports must be operational and available for public use at the time of project close-out.

### 6.3 Can a charging station be “split” between multiple sites?

- No. Per [23 CFR 680.106 \(b\)](#) each charging station must have at least four network-connected charging ports and be capable of simultaneous charging of at least four EVs.

### 6.4 Will sites be required to include NACS adapters along with CCS?

- No, sites will not be required to incorporate NACS adapters in their plans. Applicants are welcome to include plans for NACS adapters in addition to the minimum NEVI requirements in their application but should be aware that the cost for adapters to accommodate non-CCS charging will be limited to a reimbursement of \$200 per port for the adapter hardware.



CCS  
connector



CHAdeMO  
connector



J3400  
(NACS)  
connector

6.5 Will applicants receive additional points for incorporating NACS adapters during the evaluation process?

- No, applicants will not receive additional points for including NACS or any other adapters to support non-CCS charging. However, applicants should note that cost for adapters to accommodate non-CCS charging are eligible but will be limited to a reimbursement of \$200 per port.

6.6 If a location already has a charger/charging port, can this be included in the 4-port minimum requirement?

- Yes, as long as the existing charger/charging port is a Direct Current Fast Charger and meets the technical NEVI requirements in 23 CFR 680 (charging port is capable of simultaneously charging at 150kW or greater with a CCS Type 1 connector, etc.).

6.7 Do applicants need to own the EV chargers, or can they lease them?

- Applicants are allowed to choose a lease option for charging equipment rather than purchase it. Lease fees are only eligible costs if they are paid in advance through a contract.

6.8 Will permits need to be obtained by the site contractor?

- Yes, permitting will be the responsibility of the site contractor in accordance with the locality of where the work is being performed. Applicants are encouraged to begin the permitting process as soon as possible to allow ample time for your site to meet full compliance.

6.9 What are the requirements for site data sharing? Who is responsible for data collection and reporting?

- Grantees will be responsible for cybersecurity as it relates to owning, operating, maintaining, and data sharing for the EVSE. Within an application submission, applicants must provide a robust cybersecurity plan detailing, at minimum, protection measures for data storage, management, transfers, and specifics related to [NIST 8473](#) Framework and [NIST SP 800-18](#) Guide.
- As per the NEVI Final Rule, grantees are required to submit an Annual Data Submittal, Quarterly Data Submittal and One-time Data submittal. The Joint Office of Energy and Transportation is developing a data platform, the Electric Vehicle Charging Analytics and Reporting Tool ([EV-ChART](#)) that will be used for all data submittals required by the NEVI Final Rule. Grantees will be required to submit data on a quarterly and annual basis to IDOT in the standardized specified by the Joint Office.

1. For more information about the contents of the three required reports refer to 23 [CFR 680.112](#).

6.10 What is the 97% uptime requirement for sites?

- Per [680.116](#), a charging port is considered “up” when its hardware and software are both online and available for use, or in use, and the charging port successfully dispense electricity in accordance with requirements for minimum power level.

- Charging station port uptime, T\_outage, and T\_excluded must be calculated on a monthly basis for the previous twelve months in accordance with the equation in [680.116\(b\)](#).

#### 6.11 How will the 97% uptime requirement be enforced for sites?

- Uptime will be enforced through the small percentage of the requested reimbursement withheld to encourage sites to meet the performance goals outlined in 23 CFR 680. If a site does not meet the uptime requirement, a formula will be used to determine how much of the withholding will be forfeited. If a site is not in compliance, it will be notified and given the opportunity to return to compliance by restoring function to the ports that are not in service.

#### 6.12 Can sites include solar, energy storage, or can they only be powered by utility power?

- Applicants may install solar (or any other renewable energy generation source) and energy storage, but the scoring criteria do not consider these in this round. Applicants should be aware of the tradeoffs of installing solar and storage compared to connecting to the wider grid for some or all the electricity needs using the local utility. Applicants must adhere to the requirements in the Federal NEVI final rule surrounding the use of solar and storage for a NEVI site.

#### 6.13 Is 24/7 access to site amenities required?

- While 24/7 amenities are not required to be included in site plans, applicants should be aware that the inclusion of amenities within site plans are a part of the evaluation criteria for the NOFO.

#### 6.14 Are EV charging stations that support only medium and heavy-duty vehicle charging allowed under this NOFO?

- No, as specified in the NEVI Final rule, EV charging stations located along and designed to serve users of designated AFCs must be available for use and sited at locations physically accessible to the public 24 hours per day, 7 days per week, year-round. Hence, EV charging stations that support medium and heavy-duty vehicle charging are eligible, so long as they are open to the public for light-duty vehicle charging as well.

#### 6.15 Who will be responsible for providing security for the EV charging station, once built?

- The grantee will be responsible for operating and maintaining the site during the five-year grant period and beyond. As outlined in the [23 CFR 680.106](#), grantees must implement physical and cybersecurity strategies to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid. Refer to [23 CFR 680](#) for additional details on physical and cybersecurity strategies required by the NEVI Formula Program.

## 6.16 Are all chargers at a site required to be ADA compliant or is having a percentage of the chargers fully ADA compliant and signed acceptable?

- Elements of EV charging stations must comply with ADA, ABA, and Section 504 requirements and be accessible to and usable by individuals with disabilities, including those using wheelchairs or other assistive equipment. The existing ADA and ABA standards address many aspects of accessibility for buildings and sites applicable to EV charging stations but do not specifically address EV charging stations. To address this gap, in July 2022, the U.S. Access Board issued [Design Recommendations for Accessible Electric Vehicle Charging Stations](#). FHWA recommends that charging stations be designed and constructed according to the Access Board's Recommendations to demonstrate compliance.
- The U.S Access Board recommendations specify two aspects of accessibility that need to be considered when designing EV charging stations, as outlined below. Applicants should refer to the U.S Access Board recommendations [document](#) for more detail on these two aspects.
  1. **Accessible Mobility Features:** Accessible mobility features primarily concern the size of the vehicle charging space, providing access aisles, how and where the chargers are installed, and the physical operability of the charger.
  2. **Accessible Communication features:** All EV chargers should have accessible communication features and operable parts. This enables EV chargers to be used by people who are deaf or hard of hearing, little people, and other people with disabilities who do not need accessible mobility features (like access aisles) to use an EV charger.
- Each EV charger in the EV charging station must include accessible communication features and there must be at least one ADA-compliant parking space that incorporates accessible mobility features and is equipped with access to EV charging infrastructure.
- Applicants should note that converting accessible parking spaces to EV charging spaces is not recommended, especially when use will be restricted to electrical vehicle charging only. The ADA and ABA standards prohibit an alteration that decreases accessibility below the requirements for new construction (§202.3.1). If an existing accessible parking space is converted to an EV charging space, the minimum number of accessible parking spaces required by table 208.2 (found in U.S Access Board recommendations [document](#)) must be recalculated based on the total number of parking spaces provided, and accessible parking spaces may need to be added elsewhere.

### Appendix – List of Acronyms

- **AFC:** Alternative Fuel Corridor
- **BABA:** Build America, Buy America Act
- **CCS:** Combined Charging System
- **DAC:** Disadvantaged Community
- **DCFC:** Direct Current Fast Charger
- **EV:** Electric Vehicle
- **EV-ChART:** Electric Vehicle Charging Analytics and Reporting Tool

- **EVITP:** Electric Vehicle Infrastructure Training Program
- **EVSE:** Electric Vehicle Supply Equipment
- **EVSP:** Electric Vehicle Service Provider
- **FHWA:** Federal Highway Administration
- **GATA:** Grant Accountability and Transparency Act
- **IDOT:** Illinois Department of Transportation
- **IIJA:** Infrastructure Investment and Jobs Act
- **kW:** Kilowatt
- **NACS:** North American Charging Standard
- **NEVI:** National Electric Vehicle Infrastructure
- **NIST:** National Institute of Standards and Technology
- **NOFO:** Notice of Funding Opportunity
- **O&M:** Operations and Maintenance
- **USDOT:** United States Department of Transportation