

Summary of Questions & Answers from May 22, 2025 Reliability and Accessibility Accelerator Office Hours

Q. Is the role of the applicant (the site owner) is the charging company is essentially the subcontractor to them?

A. The site owner could be the applicant with its own agreement with the charging company or it could be the other way around that the charging company could be the applicant with an agreement with the site owner.

Q. If a site owner had multiple eligible sites, is it still needed to submit to separate applications for each site or could they do one?

A. It would need to be separate applications for each site. However, some application forms are only needed one per applicant (programmatic risk assessment).

Q. Is there a situation if there is a partnership between charger and software management, would that fall under one application (if more than one company)?

A. You can put all the people on the team in the application. We don't want is one site with two different vendors.

Q. What is included in the preliminary application? What if current site is not conducive for four port system?

A. Preliminary application requirements summarized in NOFO on page 20. As far as location, it doesn't have to be in the exact same spot. Charger can be at same address in a different location. Most recent guidance from FHWA is that all four chargers don't have to be next to each other. It could be within immediate vicinity. Could be at same address within ¼ miles from each other. Don't have to be all four next to each other. (Note: see FAQs for more details).

Q. If stations that were unavailable, but now available. Can the site be eligible to add up to four new charging ports that meet FHWA minimums?

A. If the chargers are now available, it would be eligible for replacement. If it was replaced, then it would not be eligible. Can they use funding to meet NEVI? My understanding is yes. Most likely would be case by case. (Note: see FAQs for more details).

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Q. Our team was tracking a Q & A from late 2024, it has disappeared from website. It did provide clarification. It did say even if site had activated stations, then four new ports could be added to the site. Could four new ports at same address be eligible if folks have repaired the station.

A. We would need to dig into this a little bit more. The uniqueness of program is it's not once fits all. Every single charger/application will be different. (Note see RAA FAQs for more details).

Q. Responsibility of meeting performance requirement, are they on the applicant? If the risk can be contractually shifted to the vendor. What does accountability look like?

A. This will be enforced through the grant agreement. Grantee will sign and be held responsible for requirements in grant. Some of those will flow down to subrecipient.

Q. What is exactly required for form 5 (utility form)? What to do if utility is unresponsive?

A. Utility form is required in final application since it does take time. If you turn in form and say that you reached out 15 calendar days before due date, we wouldn't need to have their response. You can turn in after deadline. It's mainly intended to get conversation going. If project needs transformers, those need significant lead time. Form also helps with timeline and cost. IDOT is also in contact with utilities mainly Ameren and ComEd. IDOT staff can provide details if you have questions on other utility contacts.

Q. Are there conditions or requirements for procurement of components aside from NEVI requirements (switchgear, etc)? Are there preferred sources?

A. We don't have requirements for preferred vendors. Meeting federal requirements is complex enough.

Q. Work that is eligible is minor upgrades, not major. Are there definitions?

A. This applies to utilities. Substations not eligible. Transformers, extending power lines are eligible. NOFO provide more details on eligible utility work.

Q. In term of list of eligible sites, is there contact information for site owners?

A. There was little to no info on the listing of eligible locations that we received in the Alternative Fuel Database Center. All we got was the addresses. We sent out letters to the address. We dug into website to find emails.

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Q. We're a municipality and site hosts. Are there any extra or less steps we need to take?

A. Municipalities are GATA exempt so municipalities don't need to fill out programmatic risk assessment for final application. There is a local public agency subrecipient risk assessment. You may have already filled that out if you have other grants from IDOT. That would be the required form for local public agencies.