

EV Charger Reliability and Accessibility Accelerator Program FAQs – Updated 6/9/25

General Questions

Q. What is the EV Charger Reliability and Accessibility Accelerator (RAA) Program?

A. The goal of the RAA program is to repair or replace non-operational electric vehicle (EV) chargers. RAA funds are a setaside of the National Electric Vehicle Infrastructure (NEVI) Program. EV chargers using RAA funding must meet minimum standards and requirements of NEVI set forth in [23 CFR 680](#).

Federal Highway Administration (FHWA) invited State Departments of Transportation and local governments to submit applications through the RAA program in September 2023 to repair or replace non-operational EV chargers. EV chargers that were unavailable in the Department of Energy's [Alternative Fuel Database Center's](#) (AFDC) Alternative Fueling Station Locator as of October 12, 2023 were eligible under the RAA program. EV charger information is submitted to the AFDC by EV station operators.

Q. Why were only EV chargers not available as of October 12, 2023 eligible?

A. As the number of non-operational EV chargers changes daily, FHWA set October 12, 2023 as the date so that applicants would know which stations should be included in their applications. Based on FHWA's list of eligible chargers, the Illinois Department of Transportation (IDOT) applied to repair/replace 76 non-operational charger locations in Illinois. In January 2024, FHWA notified IDOT that it received \$7.1 million in RAA funding for these chargers. The IDOT RAA program is available only to those **76 locations** which are identified in the RAA Notice of Funding Opportunity (NOFO).

Q. If my charger was one of the **76 locations** on IDOT's list, is there a chance I can't use RAA funds?

A. Yes. The AFDC list didn't provide details such as if EV charger was under warranty. If a charger was under warranty on October 23, 2023, it would not be eligible. If the AFDC listed a location as public even if it was not, RAA funds can be used if the location is accessible to the public following construction of the EV charger. If the EV charger at the location has already been replaced, then it's not eligible for reimbursement.

Q. What is [23 CFR 680](#)?

A. [23 CFR 680](#) prescribes minimum standards and requirements for projects funded under the NEVI and projects for the construction of publicly accessible electric vehicle (EV) chargers that are funded with funds made available under Title 23, United States Code. This includes power requirements, annual uptime, number of ports, and types of connectors.

Q. What is an [Alternative Fuel Corridor](#) (AFC)?

A. FHWA has designated alternative fuel corridors to support installation of EV charging, hydrogen, propane, and natural gas fueling infrastructure at strategic locations along major national highways. This supports needed changes in the transportation sector that assists in reducing pollution and improves the mobility of passenger and commercial vehicles that employ these technologies across the United States.

The FHWA has updated and redesignated the corridors on an annual basis by soliciting nominations from State and local officials. Most Interstates in Illinois are designated as AFCs for EVs. This is shown on the [US map of AFCs](#).

Q. What can I use RAA funds on?

A. RAA funds can be used for preparation of site plans (including environmental documentation), minor grid upgrades, EV chargers (repairs/ purchase of equipment and installation), and operations/maintenance of EV charger as well as quarterly/annual data reporting for the first five years after the EV charger is in operation. More information on installation by a qualified technician is detailed in [23 CFR 680.106\(j\)](#). To receive federal reimbursement on any of the above, IDOT must grant notice to proceed following execution of the Uniform Grant Agreement. RAA funds cannot be used to reimburse any work completed prior to IDOT issuing notice to proceed.

Q. What sort of utility upgrades will RAA funds pay for?

A. Costs to acquire and install on-site electric service equipment (e.g., electricity meter, transformer, switch gear) are eligible. Costs for minor grid upgrades are also eligible, provided the work is necessitated solely by the construction or upgrading of the EV charging station and participation in the upgrade does not exceed the allocable cost of the minimum upgrades needed to match the planned power requirements of the EV charging station. A minor grid upgrade is defined as the work necessary to connect an EV charging station to the electric grid distribution network (e.g., extending power lines or upgrading existing power lines). However, major grid upgrades, such as longer line extensions or upgrades, improvements to offsite power generation, bulk power transmission, or substations are ineligible.

Q. Why do I have to submit a preliminary application and a final application?

A. Due to the complexities of the RAA program, IDOT is requiring the applicant to submit a preliminary application before submitting a final application. The preliminary application will include information such as proposed EV charger configuration (i.e. number of ports), the proposed EV charger to be installed (i.e. level 2 or DCFC), the cost/schedule of the EV chargers (including installation, quarterly/annual data reporting for five years, and operations/maintenance for five years), a schematic of the proposed location, a description of the site location amenities, and a letter from the site host. The schematic doesn't need to show full design, but at least locations of EV chargers in relationship to parking lot. If the applicant is seeking federal funding for operations/maintenance or data reporting, please indicate in the preliminary and final application. IDOT will review the preliminary application and provide feedback no later than three weeks prior to the final application deadline.

Q. Is there a maximum amount that can be awarded?

A. There is no set maximum, however, IDOT staff will monitor costs of EV chargers. Priority will be given to replace EV chargers with the same type (with exception of upgrading Level 2 to DCFC along an AFC). Site owners could potentially upgrade Level 2 to DCFC depending on the application score and amount of RAA funding available.

Q. How do I register through the Grant Accountability and Transparency Act (GATA) Grantee Portal?

A. Applicants must register and pre-qualify through the GATA Grantee Portal 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. More details can be found in the Application Summary on the [IDOT Drive Electric website](#).

Q. Is there a summary of how to submit a project application?

A. Yes, a summary is available on the [IDOT Drive Electric website](#). Make sure to consult the NOFO for additional details.

Q. If I don't submit a preliminary application, can I submit a final application?

A. A preliminary application is required to be submitted. If a preliminary application is not submitted, the final application will not be accepted.

Q. What happens after the EV charger after the conclusion of the five year operations and maintenance period?

A. The EV charger belongs to the grantee and no further reporting is required.

Q. (added 6/9/25) The application asks for proof of a deed for the property. Our charger is located on a public right of way sidewalk owned by the City, which we are the owner and host. How do we provide proof of ownership?

A. The City would need to provide a statement on its letterhead that it acquired the right of way more than five years ago. If less than five years, contact IDOT staff.

Q. (added 6/9/25) Who would do operations and maintenance over the five-year period once the charger is online?

A. Operations and maintenance would be part of the grantees agreement with the vendor.

Q. (added 6/9/25) If the charger is owned by the City, is an ordinance required to submit the application?

A. An ordinance would not be required with the application, but most likely one would need to be approved for the City to enter into a funding agreement with IDOT.

Charger Eligibility

Q. I have other chargers that are non-operational that were not included on the IDOT list of **76 locations**, are those eligible?

A. The location of the station was identified by the station ID. Only EV chargers identified on the list of **76 locations** are eligible for RAA funding.

Q. I recently replaced my station that appears on IDOT's list of eligible chargers. Can I get reimbursed?

A. No, since RAA funding cannot be used to reimburse prior purchases made without approval from IDOT.

Q. My charger was under warranty on October 12, 2023. Is it eligible for RAA funding?

A. No. The AFDC listed all chargers that were unavailable, however, the database doesn't have specific details regarding warranties. EV Chargers under warranty on October 12, 2023 are not eligible for RAA funds.

Q. My charger was unavailable on October 12, 2023, but it is now available. Can I apply?

A. Yes. Since the EV charger was unavailable on October 12, 2023, an application can be submitted to upgrade the location to National Electric Vehicle Infrastructure standards ([23 CFR 680](#)). For example, there are two ports at the location. You could use RAA funds to replace the two ports and add two more ports to the location. As long as the charger is included on the **76 locations**, it may be eligible.

Q. Are EV chargers funded through the RAA program required to meet Americans with Disability Act Compliance?

A. Yes. Per [23 CFR 680.118\(c\)](#), charging stations must comply with the Americans with Disabilities Act (ADA). See the U.S. Access Board's [Design Recommendations for Accessible Electric Vehicle Charging Stations](#). Make sure to show location of ADA improvements on schematic submitting along with application.

Q. My EV charger is not currently publicly accessible. If the replacement chargers will be publicly accessible, can I use RAA funding?

A. Yes. If the replacement EV chargers are publicly accessible, then RAA funds can be used.

Q. I have two ports that were unavailable on October 12, 2023, but are now available. Can I use RAA funds to just purchase two more ports?

A. It depends. The existing two ports would need to be compliant with [23 CFR 680](#) (i.e. 97% annual uptime, contactless payment, hours of service, minimum charging power, etc.). If the current chargers met those criteria, you could only add two ports to get the minimum of four ports. However, you would need to provide quarterly/annual data reporting on all four ports (even the ones that were already there). More specifics would need to be ascertained from the charger. Contact RAA Program Support prior to submitting application in this case.

Q. My location has two ports that were listed as unavailable on the October 12, 2023 AFDC list, but the ports are now available. The two ports do not provide at least 6 kW of power if they are being used simultaneously. Can I use RAA funds to replace the two ports?

A. Yes. Keep in mind that to be considered compliant with [23 CFR 680](#) the fully built-out site would need to have four ports (i.e. replace two ports and add two more ports).

Q. I have four Level 2 ports that are unavailable and one mile from an AFC exit. Can I replace with four DCFC ports?

A. Yes. Since the DCFC would be within one mile of an AFC, then the four ports must be compliant with [23 CFR 680](#) for higher power requirements/availability (i.e. 150 kW each port, available 24/7, etc).

Q. I have a one port DCFC that is within one mile of an AFC exit. It provides 24 kW of power. Can I add three more ports that provide 24 kW of power each and only keep the ports open during business hours?

A. No. Since the DCFC is within one mile of an AFC, it must follow the higher power requirements per [23 CFR 680](#). Four ports would need to provide at least 150 kW for each port and the DCFC would need to be available 24/7.

Q. I have a one port DCFC that is farther than one mile of an AFC exit. It provides 24 kW. Can I add three more ports that provide 24 kW of power each and only keep the ports open during business hours?

A. Yes. If the DCFC is more than one mile from an AFC, that would be allowable per [23 CFR 680](#).

Q. My EV charger location not within one mile of an AFC. Can I build a DCFC that provides at least 150 kW per port?

A. No. However, you can install a Level 2 charger or DCFC that provides less than 150 kW per port.

Q. My location has seven ports that are on the IDOT list of eligible chargers. Can I use RAA funds to replace all seven ports?

A. Yes, this is allowable since the location has seven ports identified. All ports still must comply with [23 CFR 680](#).

Q. I currently have two Level 2 ports that are unavailable. Can I install two Level 2 ports and two DCFC ports?

A. Yes. This would be possible as long as at least four ports are installed and the location is not within one mile of an AFC. However, to maximize the limited RAA funding, priority will be given so that all applicants receive at least four ports based on the current configuration. So if the location currently has two Level 2 ports then priority would be given to four Level 2 ports. If there is available funding, consideration on upgrading EV chargers will be based on the project application score.

Q. (added 6/9/25) Do the chargers have to be located at the exact same spot?

A. Determining immediate vicinity is dependent on the context of the siting of the charging station itself. Two typical scenarios addressing “immediate vicinity” are discussed below:

Scenario #1 (On-premise): A charger could be considered to belong in the immediate vicinity of other chargers and therefore considered to be a part of the same charging station if it is, at a minimum, located at the same physical address and within a quarter mile distance from the other chargers. The minimum of four ports required under [23 CFR 680.106\(b\)](#) may be considered part of a single charging station if they are located within these limits.

Scenario 2 (On roadway; e.g., curbside): When a charging station is located in the right-of-way along the travel way, a charger could be considered to belong in the immediate vicinity of the other chargers if it is, at a minimum, located within one quarter mile distance from the other chargers. The minimum of four ports required under [23 CFR 680.106\(b\)](#) may be considered part of a single charging station if they are located within these limits.

Q. (added 6/9/25) Does ISO 15118 requirement apply to DCFC and Level 2 chargers or just DCFC?

A. All chargers (DCFC or Level 2) funded with RAA funding must be ISO 15118 compliant per 23 CFR 680.108

Q. (added 6/9/25) I have a site that was identified on the list of 76 eligible chargers since it was unavailable as of October 12, 2023. The chargers are now available. Can I still purchase four ports through the RAA program?

A. Yes, so long as the existing chargers and the chargers purchased with RAA funding are publicly accessible. Also, the existing chargers could not be under warranty as of October 12, 2023 which means the available chargers must have been installed prior to October 12, 2023. Ultimately, reach out to IDOT staff before submitting an application.

Procurement

Q. I have three EV charger locations at my parking garage, but only two of the three locations were identified as eligible. Can I include all three locations in the application since it would be easiest to procure all three at the same time? I realize that I can only receive RAA funds for the two locations that were on the IDOT list of chargers.

A. Yes, but the costs would need to be broken out so that it is easily identifiable which EV chargers are eligible for RAA funds in your application and make sure to identify the EV chargers that would not be using RAA funds. Contact RAA Program Support for details in this case.

Q. When can I acquire/install new chargers under the RAA program?

A. There must be an executed Uniform Grant Agreement between the applicant and IDOT and IDOT gives the applicant notice to proceed. Remember to wait for approval to proceed each step following award of the project.

Q. The EV chargers plus operations/maintenance costs \$100,000. Will I get 80,000 (80%) immediately?

A. The RAA program is a reimbursement program. IDOT would reimburse 80% (in this case) of each invoice submitted. The grantee would be responsible for making payment of invoices up front and to request reimbursement from IDOT. This means that it could potentially take five years to get all of the requested funding.

Please note that reimbursements for installation of EV chargers shall withhold 15% of the invoice amount. The withheld amount shall be reimbursed in increments of 20% each year of the operations and maintenance period. For example, if federal match was 80%, then for a \$100,000 charger, \$12,000 would be withheld from the \$80,000 federal match. For each year of the operations and maintenance period, \$2,400 would be reimbursed each year (i.e. 20% of \$12,000 = \$2,400) of the five-year operations and maintenance period.

Q. How will EV chargers be monitored to make sure they are built to the standards of [23 CFR 680](#)?

A. IDOT will have a consultant monitor the construction of the EV charger to ensure it meets the standards of [23 CFR 680](#). Failure to construct to [23 CFR 680](#) would mean that the location would be ineligible for federal funding.

Q. How is minimum uptime calculated?

A. Per [23 CFR 680.116](#), port uptime percentage is calculated as follows:

$$\mu = ((525,600 - (T_{\text{outage}} - T_{\text{excluded}})) / 525,600) \times 100$$

where: μ = port uptime percentage, T_{outage} = total minutes of outage in previous year, and T_{excluded} = total minutes of outage in previous year caused by the following reasons outside the charging station operator's control, provided that the charging station operator can demonstrate that the charging port would otherwise be operational: electric utility service interruptions, failure to charge or meet the EV charging customer's expectation for power delivery due to the fault of the vehicle, scheduled maintenance, vandalism, or natural disasters. Also excluded are hours outside of the identified hours of operation of the charging station.

Q. What if the EV charger doesn't maintain annual 97% uptime?

A. If annual 97% uptime is not maintained during a year of the operations and maintenance period then a compliance deduction will occur. This amounts to \$800 per percentage point. The deduction amount will be prorated to the percentage of a point. For example, if a port has 95.57% annual uptime, then the deducted amount would be \$1,144 (i.e. $(97 - 95.57) \times \$800$) for that year.

List of 76 Eligible Locations (alphabetical order by City)

AFDC ID	Station Name	Station Address	City	Zip	Lat	Lon	In DAC
186145	130 Applebee	130 Applebee Street	Barrington	60010	42.16	-88.14	No
212965	MOTORWERKS 1475 DC FAST 01	1475 Barrington Rd	Barrington	60010	42.13	-88.14	No
309418	Senior Flexonics - Bartlett	300 E Devon Ave	Bartlett	60103	41.99	-88.18	No
89797	GOVT. CENTER BATAVIA RIVERWA	Batavia Riverwalk	Batavia	60510	41.85	-88.31	No
171705	SW IL COLLEGE STATION #1	2500 Carlyle Avenue	Belleville	62221	38.52	-89.92	No
166802	Meijer Bloomington (Bloomington, IL)	130 S Gary Ave	Bloomington	60108	41.95	-88.12	No
256756	Jansen Ford of Breese	101 North 4th St	Breese	62230	38.61	-89.54	No
309371	ABM - Napleton River Oaks Cadillac	1777 1/2 River Oaks Drive	Calumet City	60409	41.60	-87.57	No
215100	Royse and Brinkmeyer - 2511 W. Springfield	2511 W Springfield Ave	Champaign	61820	40.11	-88.29	No
36619	INTERPARK 50 EAST OHIO 2	50 E Ohio St	Chicago	60611	41.89	-87.63	No
74327	1KFULTON 1KFULTON	1000 W Fulton Market	Chicago	60607	41.89	-87.65	No
80236	ONE SOUTH WACKE OSW STATION #1	1 S Wacker Dr	Chicago	60606	41.88	-87.64	No
147820	Aon Center Parking Garage	200 E. Randolph Street	Chicago	60601	41.89	-87.62	No
171619	INTERPARK 50 EAST OHIO 1	50 E Ohio St	Chicago	60601	41.89	-87.63	No
171694	900 SELF PARK PLUG AND SHOP 1	911 N. Rush St	Chicago	60611	41.90	-87.63	No
171740	PARKING GARAGE P1 GW	111 S Wacker Dr	Chicago	60606	41.88	-87.64	No
171743	PARKING GARAGE P3 NGW	111 S Wacker Dr	Chicago	60606	41.88	-87.64	No
180621	PEOPLES GAS EV17	4025 W Peterson Ave North Shop	Chicago	60646	41.99	-87.73	No
180625	PEOPLES GAS CENTRAL EV2	4207 W 35th Pl Central Shop	Chicago	60632	41.83	-87.73	Yes

AFDC ID	Station Name	Station Address	City	Zip	Lat	Lon	In DAC
183626	Walgreens #4978 West Loop	111 S. Halsted St.	Chicago	60661	41.88	-87.65	No
186148	NORTH + VINE STATION 1	633 W. North Ave	Chicago	60610	41.91	-87.64	No
189176	McDonalds 6676	600 N Clark	Chicago	60610	41.89	-87.63	No
191563	BOA Logan Square IL4-313 (Chicago, IL)	3350 W Diversey Ave	Chicago	60647	41.93	-87.71	No
197202	WAYNE FUELING WAYNE FUELING	2301 S Lake Shore Dr	Chicago	60616	41.85	-87.61	No
205433	Cityfront Place Parking Garage - Floor 2 Left	400 N. McClurg Court	Chicago	60611	41.89	-87.62	No
213406	The Breakers at Edgewater Beach	5333 North Sheridan Road	Chicago	60640	41.98	-87.65	No
228123	Jewel-Osco	3400 N Western Ave	Chicago	60618	41.94	-87.69	No
253747	Trump International Hotel & Tower Chicago	401 N Wabash Avenue	Chicago	60611	41.89	-87.63	No
309027	Optima Lakeview	3478 N Broadway	Chicago	60657	41.95	-87.65	No
309138	BMIRF 805, LLC	805 North LaSalle Drive	Chicago	60610	41.90	-87.63	No
309296	University of Chicago Booth School of Business - Harper Center	5807 South Woodlawn Avenue	Chicago	60615	41.79	-87.60	No
309384	University of Chicago Booth School of Business - Gleacher Center	450 North Cityfront Plaza Drive	Chicago	60615	41.89	-87.62	No
309654	3245 N. Campbell Ave.	3245 North Campbell Avenue	Chicago	60618	41.94	-87.69	No
173693	PRAIRIE STATE PRAIRIE STATE 2	299 S Coolidge St	Chicago Heights	60411	41.53	-87.64	Yes
182897	KOHL'S - CHPT 1267 CRETE 1	23755 Volbrecht Rd	Crete	60417	41.46	-87.57	No
182898	KOHL'S - CHPT 1267 CRETE 2	23755 Volbrecht Rd	Crete	60417	41.46	-87.57	No
216542	KISHHEALTH KISH HEALTH 3	5 Kish Hospital Dr	DeKalb	60115	41.96	-88.72	No
238640	DEKALB NORTH 1	Gurler Rd at Crego Rd (Facebook META) - EB	DeKalb	60015	41.89	-88.73	Yes
147811	1350 Touhy Plaza	1350 E. Touhy Avenue #155W	Des Plaines	60018	42.01	-87.89	No

AFDC ID	Station Name	Station Address	City	Zip	Lat	Lon	In DAC
197694	EDWARDS-VILLE EDWARDS-VILLE	101 E Park St	Edwards-ville	62025	38.81	-89.95	No
194831	Best Western Delta Inn Location	1509 Hampton Dr	Effingham	62401	39.13	-88.56	Yes
174583	GVC PARKING G 03	250 S Grove Ave	Elgin	60120	42.03	-88.28	Yes
174584	GVC PARKING G 02	250 S Grove Ave	Elgin	60120	42.03	-88.28	Yes
310238	360 W Butterfield Rd. Suite 280	360 West Butterfield Road, Ste 280	Elmhurst	60126	41.86	-87.95	No
121736	Casey's Geneseo	100 E Bestor Dr	Geneseo	61254	41.43	-90.16	No
58139	South Lot	300 S Randall Rd	Geneva	60134	41.89	-88.34	No
68164	DELNOR HOSPITAL DOCTOR'S LOT	300 Delnor Dr	Geneva	60134	41.89	-88.34	No
66435	SW IL COLLEGE SWGCC	4950 Maryville Rd	Granite City	62221	38.75	-90.10	No
85484	ESB LAW FIRM ESB LAW STATION	440 Central Ave	Highland Park	60035	42.19	-87.80	No
96538	McDonald's - Highland Park	1988 1st Street	Highland Park	60035	42.19	-87.80	No
223046	HOFFMAN ESTATES VILLAGE HALL 1	1900 Hassell Rd	Hoffman Estates	60169	42.06	-88.12	No
121292	LAKE ZURICH VILLAGE HALL	70 E Main St	Lake Zurich	60047	42.20	-88.09	No
170473	BofA Lake Zurich Commons IL4- 844 (Lake Zurich, IL)	790 W MAIN ST	Lake Zurich	60047	42.19	-88.11	No
212796	La Salle City Hall	140 Marquette St	LaSalle	61301	41.33	-89.10	Yes
182322	ARGONNE BLDG-362-CP6	Rock Rd	Lemont	60439	41.71	-87.97	Yes
182887	KOHL'S - CHPT 0419 LEMONT 2	13440 Archer Ave	Lemont	60439	41.64	-88.00	No
202259	LIBERTY VW FAST VW FRONT	920 South Milwaukee Avenue	Libertyville	60048	42.27	-87.95	No
223761	HH LIBERTYVILLE CUSTOMER UNIT	901 S Milwaukee Ave	Libertyville	60048	42.27	-87.95	No
262460	HH LIBERTYVILLE CP6000	901 S Milwaukee Ave	Libertyville	60048	42.27	-87.95	No
222158	Quality Inn & Suites	2811 Woodlawn Rd	Lincoln	62656	40.16	-89.41	No

AFDC ID	Station Name	Station Address	City	Zip	Lat	Lon	In DAC
262632	Tucker Development - District 1860	4520 W. Touhy Ave	Lincolnwood	60712	42.01	-87.74	No
105025	AVANT1 NW AVANT EV	450 Warrenville Rd	Lisle	60532	41.81	-88.06	No
311858	1212 Farrell Rd	1212 Farrell Rd	Lockport	60441	41.59	-88.02	No
302385	EECA HMP2	1732 Finney Rd	Murphysboro	62966	37.85	-89.32	No
302386	EECA HEP1	1732 Finney Rd	Murphysboro	62966	37.85	-89.32	No
213455	OAK PARK 1 VH5	529 Lyman Ave	Oak Park	60304	41.88	-87.78	No
205451	SIERRA1 DC WALLBOX	510 E Norris Dr	Ottawa	61350	41.36	-88.84	Yes
186942	Moraine Valley Community College	9000 W College Pkwy	Palos Hills	60465	41.69	-87.84	No
182869	KOHL'S - CHPT 1300 ROMEOVIL 2	261 S Weber Rd	Romeoville	60446	41.62	-88.12	No
182870	KOHL'S - CHPT 1300 ROMEOVIL 1	261 S Weber Rd	Romeoville	60446	41.62	-88.12	No
190382	Macerich Fashion Outlets of Chicago (Rosemont, IL)	5220 Fashion Outlets Way	Rosemont	60018	41.98	-87.87	No
310276	Apex Clean Energy - Hoopston Wind	36882 N 770 East Rd.	Rossville	60963	40.39	-87.80	No
123464	JLR SCHAUMBURG CPF25-SHOP 2	920 W Golf Rd	Schaumburg	60194	42.05	-88.10	No
310023	The Boler Company / Galvin HQ	2021 Parkside Drive	Schaumburg	60193	42.09	-88.06	No
147935	CMT	2750 West Washington Street	Springfield	62702	39.80	-89.70	No
302815	NAPLETON NP WELCOME CENTER	1111 Napleton Way	Urbana	61802	40.14	-88.20	Yes