

## Summary of Q&A from July 10, 2025 RAA Office Hours

Q. Do you have comments on preliminary applications?

A. Preliminary applications were due two days ago. We're looking at things like ADA and certified electricians. I will get to them this week.

Q. Are you at liberty to say how many preliminary applications were received?

A. No. When IDOT submitted application to FHWA it was for 76 chargers and IDOT did take into account estimated costs to replace those chargers.

Q. We didn't include EVSE equipment certification. Sounds like two components. One the equipment and the electrician working on it. Trying to determine if it was for existing charger or if it's for proposed charger/equipment.

A. The certification is for what you are installing. The equipment certification will say NEVI compliant, Build America compliant. Regarding the installation question. In form 2 you would list the name of the person who is certified and include their EVITP number. Also, add the PE name and number.

Q. If we were selected, we would receive a letter saying we are eligible for x amount, there would be a sunset date. We would initiate any engineering. Would we need to work with bidding environment. To date we only work with person who put in chargers with solar car ports. Would we have to bid competitive.

A. This is part of why the application is structured the way we did. It's the same as NEVI. This is federal funding and federal rules for procurement 2 CFR 200 applies. We structured this so that the grant review process is a competitive process for 2 CFR 200. Our evaluation of the application if it includes the key personnel that are doing the work meets the requirements. If you don't identify them in the application then you would need to to a competitive process. The same applies to the chargers so as long as you identify them in the application it meets the requirements.

Q. If we were to change proposed charger if something better comes out in the next 6 months or year, is that acceptable in the future?

A. Then we'd be subject to applicable 2 CFR 200 rule. It is a small amount so there is a streamlined process that would need to apply, but any change would need to comply with those rules.

Q. On the cost that we submitted for preliminary, it was our best estimate at the time. Is there additional back up information. Will IDOT review to see how feasible it will be. There will be contingency included. If we get approved later this fall and get things finalized this winter. What is the requirement for cost estimate or what additional info will be looking for.

A. For the cost, look at form 3 where you can break out the costs. You can build contingency. Reach out to utility to see if any upgrades needed. Make sure to label in the breakdown what the costs are for. We know costs vary by manufacturer and what costs should be ballparked. Asking \$1 million for a Level 2 charger would raise eyebrows.

Q. If we have questions, is it appropriate to reach out during the completion before final application submittal?

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A. Yes, please send emails to [DOT.DriveElectric@illinois.gov](mailto:DOT.DriveElectric@illinois.gov) and we'd be happy to respond. We will also follow up after the deadline for any clarifications needed after the final application submittal.

Q. Will this presentation be made available?

A. It's recorded and I'll put summary of questions/answers online.

Q. As it relates to EV chargers. Can I select another vendor that is different than the provider that is currently there?

A. It doesn't have to be the same company. It could be the same one. The site host is the one who selects. Do check if current charger is under some sort of contract. If you don't have an existing agreement with a charging company it should be ok.

Q. Is there a cap amount?

A. There is no cap. Part of scoring looks at average cost and how far it is from the average request. Generally speaking, we know how much fast chargers should cost.

Q. In terms of deadline date.

A. Preliminary application were due July 8. Final application due August 7.