

**Frequently Asked Questions: Driving a Cleaner Illinois
Round 4 Funding - Light-Duty Electric Vehicle DCFC Infrastructure**

Question	Answer
Will the applications be reviewed after December 30, 2022, or are the applications reviewed on a first-come, first-served basis?	Review of applications will commence after December 30, 2022. However, as stated in the NOFO, the date of submittal of an application can be used as a tiebreaker in the event the requested awards exceed the available funding.
The NOFO states that each connector must be capable of providing at least 100kW of power while charging one vehicle on the charging station unit and be capable of providing at least 50kW of power when simultaneously charging two or more vehicles on the unit. Our unit is capable of 100kW output, but after accounting for energy loss, it provides a consistent output of 95kW. Is there any margin provided for the unit to adhere to the 100kW criteria when accounting for energy loss?	Each connector must be able to provide at least 100kW of power while charging one vehicle on the charging station unit and provide at least 50kW of power when simultaneously charging two or more vehicles on the unit. In addition, each charging station unit must have the ability to reduce power output to be compatible for use by electric vehicles.
Are municipalities/public entities (such as universities) in one of the specified Priority Areas not going to be the focus for this round of funding? If applications from these institutions are recognized, will a private entity have to be the "applicant" and the municipality/public entity be the site host?	As stated in Section C of the NOFO, government entities or units of government are ineligible to be the applicant, but they can be a proposed site host of a charging station location within an application submitted by an eligible applicant.
Can a single entity submit more than one application to put forward additional groups of sites in the priority areas?	There is no limit on the number of applications that can be submitted by one applicant. However, a proposed charging station location can only be included in one application.
What does "priority areas" mean? Is Priority Area 1 more likely to get funded than Priority Area 3?	Illinois has prioritized areas of the State for VW funding. Priority areas were based on the following considerations: counties having the greatest number of subject Volkswagen vehicle registrations, counties designated nonattainment for ozone, and areas that bear a disproportionate share of the air pollution burden, including environmental justice areas. An applicant must submit an application for at least one charging station at a charging station location in each of at least two different priority areas. Each of the three priority areas in this NOFO are treated equally.
Will applications that have sites in each priority area be rated higher? And sites outside of the priority counties be included in applications?	Applications with at least one charging station at a charging station location in each of the <u>three priority areas will be prioritized for review and funding</u> . This NOFO does not apply to any proposed charging stations located outside of the three priority areas.

<p>How many sites to apply with, as in, if we are working with a company with a large presence in Illinois, should we include upwards of 10 sites in a single application or split it up?</p>	<p>The award amount per application with the mandatory minimum of two charging station locations with the mandatory minimum of two standalone chargers per each location will be 80% of total eligible costs up to a maximum award of \$320,000, with the required cost share being 20% of eligible costs. The award amount per application where there are more than the mandatory minimum two charging station locations will be 80% of total eligible costs up to a maximum award of \$480,000, with the required cost share being 20% of eligible costs.</p> <p>Nothing in this NOFO shall limit the number of charging stations at a charging station location, or the number of charging station locations. However, the maximum award amounts are as set forth above.</p>
<p>Please clarify “construction readiness.” If the site is constructed, how can you apply?</p>	<p>Build at-risk or pre-award costs may be allowed if the costs are incurred after the publication of this NOFO and are directly in anticipation of receiving an award, where such costs are necessary for efficient and timely performance of the project. Such costs are allowable only to the extent that they are eligible costs and would have been allowable if incurred after the date of an award. Reimbursement of pre-award costs may only occur post-award and post-execution of a grant agreement between the Illinois EPA and the applicant.</p>
<p>Are non-profits eligible to apply?</p>	<p>An eligible applicant for this NOFO is a 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. In addition, an eligible applicant must be an owner of a proposed charging station location and/or an owner of the proposed charging station.</p>
<p>Is a prepaid network plan an eligible cost? The network plan covers the cellular service for the chargers in addition to energy management, access controls, access to our online portal and the data required for reporting. These costs are paid upfront at the time the hardware is purchased and are considered a capital expense.</p>	<p>New commercial grade DCFC charging station(s), including network hardware and software, are eligible costs. However, Internet or cellular connection costs, including network operations and service, are not eligible costs.</p>
<p>Is an extended warranty for 5 years an eligible cost? Like the network plan, an extended warranty is purchased and prepaid upfront at the time the hardware is purchased.</p>	<p>Warranty or annual maintenance or service agreement fees and costs are not eligible costs.</p>

<p>If there is a level 2 charger installed at a site, would that disqualify that site from proposing DC fast chargers under this program?</p>	<p>There can be no existing charging stations at or within the applicant’s proposed charging station location. (This NOFO is targeting areas where there is a lack of any type of public charging stations).</p>
<p>An applicant can score the highest number of points for installing a DCFC more than 10 miles from another charging station. Are there any minimum power requirements or quantity of DCFC used for that comparison? Would it be measured against a similar or equivalent power levels and quantity as stated in this solicitation; four CCS ports capable of charging four vehicles simultaneously at 100kW? And for example, would a site with a single 24kW DC fast charger be included in this comparison?</p>	<p>The scoring metrics for the “Distance to Nearest DCFC Site” in the NOFO would include any DCFC charging site, regardless of the total power output of the charging station, its equipment units, or the kW delivery of each of its connectors.</p>
<p>For Project Readiness*, how does an applicant score 5 points for “securing a charging station for each charging station location?” Could you please provide an example?</p> <p>How does an applicant score 5 points for “Construction/installation of the charging station for each charging station location?” Could you please provide an example?</p> <p>How does an applicant score 5 points for “estimating project completion timeline?”</p> <p>*Please refer to eligibility of build-at-risk or pre-award costs in Section B of the NOFO.</p>	<p>At the time of application submittal, if the applicant has already completed the task of securing the charging station for a proposed charging station location (e.g., already has possession of the charging equipment to be installed at that location), then 5 points will be awarded for that location. For example, if there are three proposed charging station locations in the application and the charging equipment for all three locations is already in the applicant’s possession, a total of 15 points for this metric is awarded.</p> <p>Similar to the above response, at the time of application submittal, if the applicant has completed the task of constructing/installing the charging station for a charging station location, then 5 points will be awarded for that location.</p> <p>At the time of application submittal, if the applicant has completed the project for a charging station location, then 5 points will be awarded for that location.</p>
<p>An applicant must submit an application for at least one charging station (with a minimum of two standalone chargers) at a charging station location in each of at least two different priority areas. Does this mean that an applicant must apply for a minimum of two sites to install DC fast chargers under one of the three priority areas to qualify for this fund?</p>	<p>Per Section D of the NOFO, an applicant must, at a minimum, apply for at least one DCFC charging station (with a minimum of two standalone chargers) at a charging station location <u>in each of at least two different priority areas</u>. If an applicant proposes one or more charging stations all located <u>in only one of the three priority areas</u>, the application would be ineligible.</p>

<p>In the NOFO, it states that applications must be received by December 30, 2022. When do you think the funding approval list is likely to be released?</p>	<p>Awardees will be announced after each selected applicant accepts their Notice of State Award. It is anticipated that the award notices will be issued for applicant signatures in April 2023.</p>
<p>Can we start the DCFC project before we receive approval?</p>	<p>It is possible to start a DCFC project before (1) knowing whether the application will be selected or (2) the execution of a grant agreement between the Illinois EPA and the selected applicant. See Section B of the NOFO regarding build-at-risk or pre-award costs for more information. Keep in mind that “build at-risk” means an applicant will not be reimbursed for any incurred project costs if their application is not selected under this NOFO.</p>
<p>Is there any technical drawing that is required to be submitted with the application?</p>	<p>No, technical drawings are not required nor requested to be submitted with the application under this NOFO. Refer to Section One: Instructions in Brief of the “Light-Duty Electric Vehicle Direct Current Fast Charging (DCFC) Infrastructure Application” for the three forms to be submitted to comprise the application.</p>
<p>What is the duration of time that the project must be completed after the funding approval through the execution of a grant agreement?</p>	<p>The period of performance in the grant agreement for each selected project will be determined on a case-by-case basis in coordination with the grantee.</p>
<p>What is the best way to contact the Illinois EPA if we have any questions regarding the program?</p>	<p>All inquiries should be sent by email to epa.vwgrants@illinois.gov.</p>
<p>There are 29 pages in the NOFO found on the website. Should I simply edit the relevant pages on this download and send it back with all 29 pages?</p>	<p>As stated in Section A of the NOFO, there are three forms that must be submitted in the application that are included as part of the main NOFO link and, for the GATA Uniform Grant Budget Template, provided in a separate link. Illinois EPA requests that applicants refrain from the inclusion of other pages outside of these three forms in the application submittal.</p>
<p>In the “Light-Duty Vehicle Direct Current Fast Charging (DCFC) Infrastructure Application” form, it only provides spaces for "charging station locations" 1, 2, and 3. What if there are 4 or more EV charging stations being installed at the site? Where do I fill in that extra information?</p>	<p>As stated above in this FAQ, there is no limit on the number of applications that can be submitted by one applicant. Likewise, there is no limit on the number of projects that can be included in a single application. If there are more than three charging station locations in a single application, you may include an extra completed “Light-Duty Electric Vehicle Direct Current Fast Charging (DCFC) Infrastructure Application” form. Also, please review the NOFO for information on maximum awards, scoring and application prioritization as these may be of relevance to this inquiry.</p>
<p>My company currently has 7 charging station installation projects in the pipeline in Illinois. Should I fill out 7 separate applications of this same form with the respective project information?</p>	<p>As stated above in this FAQ, there is no limit on the number of applications that can be submitted by one applicant. However, each application must adhere to the Charging Station Location Requirements set forth in Section D of the NOFO. If there are more than three charging station locations in a single application, you may provide an extra “Light-Duty Electric Vehicle Direct Current Fast Charging (DCFC) Infrastructure Application” form.</p>

<p>In Section Seven (2) of the “Light-Duty Vehicle Direct Current Fast Charging (DCFC) Infrastructure Application” form, what is meant by the “major street nearest each proposed charging station location(s)?” Also, if a site is very near a highway, but accessed from a road that is not the highway, can we count the highway traffic count for the site?</p>	<p>Many major business centers and individual businesses are located along a major street or highway, with access often provided by one or more secondary streets or entrances branching off the major street or highway to facilitate traffic flow and reduce congestion at the location. Applicants should use the closest major street or highway used by most vehicles to gain access to the business center or individual business and the proposed charging station location.</p>
<p>In Section D of the NOFO, with regards to an area of environmental justice (EJ) concern and the use of the “Illinois EPA EJ Start” mapping tool and link provided, are we to utilize the map results showing the shaded regions for minority population, low income, or both minority population and low income?</p>	<p>In the EJ Start mapping tool, if the proposed location is within a shaded region for any of the three metrics (minority population, low income, or both minority and low income), then that location is considered an area of EJ concern.</p>
<p>Please provide clarity on the “disposition plan” mentioned at the top of page 5 of the NOFO.</p>	<p>In the event a charging station cannot continue to operate for the required minimum of five years, either at the site owned by the applicant or at the host site not owned by the applicant but in which there is a site host agreement, the applicant must have a plan as to what it will do with the existing charging station (e.g., re-locate or replace it in the area).</p>
<p>Can a 501 C3 non-profit organization apply for the grant for installing electric charging stations on property that it owns?</p>	<p>From Section C of the NOFO, an eligible applicant is a 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. An incorporated nonprofit, or charitable, organizations as described in the Internal Revenue Code at 26 U.S.C. § 501(c)(3) incorporated under Illinois law or registered with the Illinois Secretary of State fall within this definition. Charitable organizations that do not meet this definition will not be eligible.</p>
<p>If applicants are applying with a site not owned by the applicant, is a letter of support from the site host required to be included with the application?</p>	<p>No, a letter of support from the host site owner does not need to be provided with the application, nor does a host site agreement between the applicant and the host site owner. However, the NOFO does address the responsibilities of the host site and the provisions of what a host site agreement must include.</p>
<p>For the Internal Controls Questionnaire (ICQ), do applicants complete the FY 2022 or the FY 2023 version for this NOFO?</p>	<p>Applicants are to complete the FY 2023 ICQ.</p>
<p>The link for the “GATA Uniform Grant Budget Template VW R4” on the site does not work as I cannot get it to open.</p>	<p>These forms must be opened using Acrobat Reader. If you click on one of these links and get a message that starts with "<i>Please wait...</i>", then your computer is trying to use the web browser rather than Acrobat Reader to open the file. In that case, do this:</p> <ol style="list-style-type: none"> 1. Right-click on the link and select "<i>Save link as...</i>" or "<i>Save target as...</i>" to save the file. 2. Start Acrobat Reader.

	<p>3. In Acrobat Reader's menu, select "File", then "Open" to open the saved file.</p>
<p>In the NOFO on Page 8, under Letter G, it states: "The award amount per application where there are more than the mandatory minimum two charging station locations will be 80% of total eligible costs up to a maximum award of \$480,000, with the required cost share being 20% of eligible costs." What do we need to propose to be eligible for the \$480,000 maximum award? What would this EV station look like?</p>	<p>As stated in Section D of the NOFO, an applicant must submit an application for at least one charging station (with a minimum of two standalone chargers) at a charging station location in each of at least two different priority areas. (Applications with at least one charging station at a charging station location in each of the <u>three priority areas will be prioritized for review and funding</u>).</p> <p>A proposal under this NOFO must meet the DCFC equipment, installation, and operation requirements for each charging station location and each charging station as described in Section D.</p> <p>Per Section G, the award amount per application with the mandatory minimum of two charging station locations with the mandatory minimum of two standalone chargers per each location will be 80% of total eligible costs up to a maximum award of \$320,000, with the required cost share being 20% of eligible costs. The award amount per application where there are more than the mandatory minimum two charging station locations will be 80% of total eligible costs up to a maximum award of \$480,000, with the required cost share being 20% of eligible costs.</p>
<p>If we apply for VW funds, can we use VW funds towards the match requirement for the National Electric Vehicle Infrastructure (NEVI) Formula grant program?</p>	<p>No, VW funding cannot be used to provide the applicant match for another grant program.</p>
<p>If we apply for VW funds for a travel stop to install DCFC chargers, would we be allowed to apply for NEVI funds to increase the number of DCFC chargers (in addition to the VW chargers) at the same travel stop?</p>	<p>This NOFO and the VW funding provided to selected grantees is separate from any other grant funding program. However, per Section D of the NOFO, "there can be no existing charging stations at or within the applicant's proposed charging station location. (This NOFO is targeting areas where there is a lack of any type of public charging stations)."</p>
<p>Can Illinois EPA change its NOFO to expand the eligibility requirements to single site applications or to sites that are only within one priority area?</p>	<p>Illinois EPA is anticipating that applicants are coordinating with a variety of interested charging station host sites in two or three of the priority areas outlined in the NOFO. The NOFO cannot be amended at this juncture.</p>
<p>In Section C of the NOFO, it states "This NOFO does not limit the number of applications per applicant. However, a charging station location can only be addressed by one application." We would like to include charging station locations owned by the same retail chain but within the same county. Does the term "charging station location" refer to a proposed charging station site or sites owned by the same retail chain, or is</p>	<p>While an applicant may submit more than one application, a specific charging station location cannot be repeated in another application from the same applicant. For example, if one of the applications from an applicant includes the Lincoln Hotel at 123 Main St. in Arlington Heights in Priority Area 1, that specific location cannot be included in another application from the same applicant. If the applicant wants to also include the Lincoln Hotel in Des Plaines in the same or different application, that is a</p>

<p>it referring to not having more than one charging site in a county within the priority area?</p>	<p>different charging station location and does not violate Section C of the NOFO.</p>
<p>In Section D of the NOFO, it states “Each charging station location must have at a minimum, the same number of reserved electric vehicle parking spaces as the number of charging connectors at the charging station. At least one of the parking spaces must meet ADA requirements but does not need to be ADA reserved.” If there is no local law or ordinance within a jurisdiction covering ADA requirements for EV charging stations, does the application still need to address the above ADA compliance requirements in the NOFO for the proposed EV charging station location?</p>	<p>The provisions in Section D of the NOFO regarding ADA compliance establish requirements separate and apart from any other applicable provisions, including local requirements. If a particular jurisdiction has less stringent or no ADA requirements that apply to the project, the applicant would still need to comply with the provisions set forth in the NOFO. Similarly, if a jurisdiction has more stringent ADA requirements, the NOFO does not excuse the applicant from the obligation to comply with those as well.</p>
<p>I have been attempting to obtain an Entity ID from SAM.gov. They have been very slow. In the VW application there appears a requirement that the Entity ID be registered. I am concerned that this will slow down the process even more. Can I get the Unique Entity ID and then move to register it so I at least have a number for the application before the deadline?</p>	<p>An applicant will need to register with the System for Award Management (SAM) at www.SAM.gov and follow all instructions and registration requirements therein.</p>
<p>My company is in the process of completing the GATA pre-qualification requirements on the grantee portal. During this process, we were alerted to an issue with our business license. We reached out to the IL Secretary of State office and were informed that our business license had been revoked. We resubmitted requested forms via overnight express mail and were told it would take the state 5-10 business days to process these forms after receipt. Can we submit our grant application while this is sorted out? We anticipate our license will be reinstated by 12/26/22 at the latest.</p>	<p>The business license will need to be approved/resolved with the Illinois Secretary of State by the December 30, 2022 application deadline. After this deadline and during the review of applications, Illinois EPA staff will check with the GATA grants portal to ensure that each applicant is in compliance with the GATA pre-registration requirements.</p>

<p>My company is trying to determine if prevailing wage rates will be required for the construction of charging stations under this grant. We saw that, according to Section 4 of the Illinois Prevailing Wage Act, a public body is required to inform an entity awarded a contract if prevailing wage rates are required. Will prevailing wage rates be required if this grant contract is awarded?</p>	<p>Yes</p>
<p>Will this charging infrastructure project be subject to Davis-Bacon Wage Rate requirements?</p>	<p>These provisions generally apply to federal funding used to fund, in whole or in part, an applicable project. As Volkswagen funding is from a private source, this would not apply to the charging infrastructure grant projects resulting from this NOFO, unless federal funding is used in the project.</p>
<p>Will this charging infrastructure project be subject to the Illinois Works Apprenticeship Initiative requirements?</p>	<p>These provisions generally apply to capital funding from the State used to fund, in whole or in part, an applicable project. As Volkswagen funding is from a private source, this would not apply to the charging infrastructure grant projects resulting from this NOFO, unless Illinois capital funding is used in the project.</p>
<p>Can you confirm that there is no established Disadvantaged Business Enterprise (DBE) utilization goal with this project?</p>	<p>Correct, there is not an established DBE utilization goal for the projects in this NOFO.</p>
<p>In Section Seven (5C) of the Light-Duty Electric Vehicle Direct Current (DCFC) Infrastructure Application form, does the question “What is the status of construction/installation of the charging station for each charging station location” include the engineering and design build phase of the construction?</p>	<p>Yes</p>