



NOTICE OF FUNDING OPPORTUNITY (NOFO)

Illinois National Electrical Vehicle Infrastructure (NEVI) Program

**Round 3
December 2025**

Summary Information

Data Field	
Awarding Agency Name	Illinois Department of Transportation
Agency Contact	DOT.DriveElectric@illinois.gov
Announcement Type	Initial
Type of Assistance Instrument	Grant
Funding Opportunity Number	25-3374-NEVI-01
Funding Opportunity Title	Illinois National Electric Vehicle Infrastructure (NEVI) Program
CSFA Number	494-00-3374
CSFA Popular Name	NEVI
Anticipated Number of Awards	Will vary because there is no set minimum or maximum award
Estimated Total Program Funding	Approximately \$65.6M
Award Range	No set minimum or maximum
Source of Funding	Federal
Cost Sharing or Matching Requirement	Yes
Indirect Costs Allowed	No
Restrictions on Indirect Costs	N/A
Posted Date	December 5 th , 2025
Application Range	71 days
Technical Assistance Sessions	10:00 am on December 11 th and 2:00 pm on December 12 th

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1. Program Description

1.1 Introduction

The Infrastructure Investment and Jobs Act (IIJA) allocates \$7.5 billion for programs that will advance electric vehicle (EV) adoption nationwide. Among these investments is the \$5 billion National Electric Vehicle Infrastructure (NEVI) Formula Program that provides dedicated funding to states to strategically deploy EV charging infrastructure and establish an interconnected network that facilitates data collection, access, and reliability.

The State of Illinois is expected to receive approximately \$148 million in NEVI Formula Program funds over a period of five years, starting from Fiscal Year 2022. To implement the Illinois NEVI Program, the Illinois Department of Transportation (IDOT) is leading a competitive grant process for eligible entities to install, operate, and maintain EV charging stations across Illinois. Through the Illinois NEVI Program, IDOT aims to support investment across Illinois communities, spur economic development, and advance the state’s goal to have one million EVs registered in Illinois by 2030.

1.2 Illinois NEVI Program Background

The first two rounds of the Illinois NEVI Program focused on expanding publicly accessible Direct Current Fast Charging (DCFC) infrastructure along Illinois’s Alternative Fuel Corridors (AFCs). Round 1 and Round 2, which were released in March 2024 and November 2024, respectively. Through Rounds 1 and 2, IDOT awarded \$43.7 million for 62 sites that will add DCFC capacity along 13 of Illinois’s interstate routes. **Figure 1** shows the distribution of NEVI-funded EV charging station awards across the state¹.

The awards from Rounds 1 and 2 together constitute a robust network of electric vehicle charging stations along the state’s Alternative Fuel Corridors. IDOT is working with the Federal Highway Administration (FHWA) to certify the Department’s designation as having “Fully Built Out” Illinois’s Alternative Fuel Corridors. Receiving the FBO designation will give



Figure 1. ILLINOIS NEVI STATIONS

¹ Note: Conditionally awarded Round 1 sites in Elgin, Jacksonville, Westchester, Rolling Meadows, Oglesby, and Marion are not proceeding to planned award or construction.

IDOT additional flexibility to award Illinois NEVI Program funds to sites beyond the state's AFCs.

As detailed in IDOT's approved EV Deployment plans, after achieving Fully Built-Out designation the Department intends to expand Illinois's EV charging network to additional public roadways, including Scenic Byways and all U.S. Routes, in addition to continuing to strengthen the charging network along the Alternative Fuel Corridors. IDOT has established three priorities to guide implementation of this round of funding:

1. **Expand the Illinois EV charging network.** IDOT aims to grow the network of publicly accessible EV charging stations across the state's major travel corridors. Specifically, IDOT intends to support infrastructure development across Scenic Byways, U.S. Routes, and Interstates.
2. **Encourage community investment and support economic development.** IDOT aims to promote siting of EV charging stations in underserved locations, such as those in proximity to multifamily housing, community support organizations (e.g., libraries, universities, hospitals, etc.) and communities lacking existing charging infrastructure. Additionally, IDOT will encourage EV charging deployment in locations that may provide economic development benefits for local communities (e.g., areas that serve local business).
3. **Support Medium- and Heavy-Duty (MHD) charging.** Recognizing that Illinois is a national freight crossroads and supports the critical movement of goods across North America, IDOT seeks to advance electrification of this industry through strategic deployment of MHD-compatible charging facilities along interstate routes.

In addition to these three priorities, IDOT continues to strongly encourage applicants with projects that deliver exceptional user experience and foster strong community engagement. IDOT aims to fund applications that enhance these goals by creating accessible, well-designed, and community-oriented sites. These include projects that demonstrate strategic design elements that enhance usability and reliability (e.g., weather protection, lighting, amenities), integrate features that encourage site utilization and long-term economic viability, and showcase robust local partnerships or community support. Applicants are encouraged to highlight these aspects in alignment with the scoring criteria outlined in Section 6.2.

1.3 Overview

Through this Round 3 NOFO, IDOT is seeking applicants to apply for grant funding available through the Illinois NEVI Program. IDOT will fund up to 80% of the defined eligible costs associated with upgrading existing EV charging stations or establishing new EV charging stations along eligible roadways across Illinois, provided that the stations meet the requirements of the NEVI Formula Program and the NEVI Final Rule ([23 CFR 680](#)). Grantees funded through this NOFO will be required to install, operate, and maintain the EV charging station throughout the term of the Grant Agreement.

1.4 Key NOFO Milestones and Dates

The dates and milestones associated with Round 3 of the Illinois NEVI Program appear in **Table 1**. There is an MHD comment period until December 19th, 2025, during which prospective applicants may submit feedback and comments regarding the Guidance and Minimum Requirements for MHD Projects outlined in **Section 4.3.3**. Upon completion of this comment period, IDOT will make any necessary revisions to these sections only by December 30th. MHD applicants are encouraged to submit applications after the revision period has concluded.

While the application submission deadline is 11:59 pm CT on February 13th, 2026, applicants are encouraged to submit their applications in advance of the deadline, as IDOT will consider completed applications on a rolling basis.

Table 1 – Key NOFO Milestones and Dates

Milestone	Date
Application Submission Period	December 5 th , 2025 – February 13 th , 2026
MHD Guidance and Minimum Requirements Comment Period	December 5 th – December 19 th , 2025
Informational webinar for interested applicants (Light-Duty Projects)	10:00 am CT December 11 th , 2025
Informational webinar for interested applicants (Medium & Heavy-Duty Projects)	2:00 pm CT December 12 th , 2025
Recommended deadline to submit Utility Form to the utility <i>Note: While applicants are not required to adhere to this deadline, submitting the Form at least 15 business days ahead of the application submission deadline may result in a timely response.</i>	January 23 rd , 2026
Application Submission Deadline	11:59 pm CT, February 13th, 2026
Notice of State Award	Spring 2026

1.5 Informational Webinar

There will be two informational webinars for interested applicants ahead of the application deadline; participation in these meetings is optional but strongly encouraged. The first informational webinar will focus on Light-Duty Project applications and will be held remotely through Webex on December 11th, 2025, at 10:00 am CT. The second informational webinar will focus on MHD Project applications and will be held remotely through Webex on December 12th, 2025, at 2:00 pm CT. Interested applicants should register through the [IDOT NEVI website](#).

The webinar recordings will be made available on the IDOT NEVI website.

1.6 Questions

During the application period, interested applicants may submit written questions related to the NOFO by emailing DOT.DriveElectric@Illinois.gov. Questions received one week or less in advance of the deadline may not receive a response.

Additionally, applicants can access IDOT NEVI Program's Frequently Asked Questions on the [IDOT NEVI website](#) for more information on program requirements and guidelines.

Applicants should not contact any IDOT officials regarding this NOFO except through the email provided.

2. Funding Information

2.1 Total Amount of Funding

This NOFO makes available up to \$65 million in grant funding for Round 3 of the Illinois NEVI Program. Applicants must meet the requirements outlined in this NOFO to be eligible to receive grants.

2.2 Anticipated Number of Awards

There is no established minimum or maximum award number for this NOFO. IDOT reserves the right to determine the number of awards upon receiving the full pool of applicants and assessing the submissions in relation to the Program's goals and objectives.

2.3 Availability of Funds and Reimbursement

The Illinois NEVI Program is a reimbursable grant program in which 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. During the Design and Construction (D&C) period, grantees may submit D&C reimbursement requests to IDOT on a quarterly basis.

Additionally, reimbursable work may not begin until a Grant Agreement is executed between the grantee and IDOT. Any costs incurred prior to the execution of a Grant Agreement will not be eligible for reimbursement.

Grantees are also eligible for Operations and Maintenance (O&M) reimbursements for the duration of the required five-year O&M period. Grantees may submit O&M reimbursement requests to IDOT on an annual basis.

2.4 Awarding Sites Per Applicant

Applicants may submit applications for multiple sites along an eligible roadway, as defined in **Section 4.3**. However, each site must be unique and no applicant may submit more than one application for the same site.

For the purposes of this NOFO, a “site” refers to a distinct physical location where an EV charging station is proposed to be installed. A site must have a unique address or parcel identifier and be independently accessible to the public.

2.5 Anticipated Start Dates and O&M Period

Once the merit-based review process is complete and award decisions have been made, Finalists will receive a Notice of State Award (NOSA), which specifies the funding terms and specific conditions resulting from the pre-award risk assessments. The NOSA will be provided and must be accepted through the Grantee Portal. The NOSA is not an authorization to begin performance or to incur costs. Before any costs are eligible for reimbursement, a Grant Agreement and NEPA compliance will have to be in place, which will take 3-24 months. Once all final requirements have been completed and a Grant Agreement is in place between the grantee and IDOT, the grantee may begin incurring costs and invoicing IDOT. IDOT will not reimburse costs incurred prior to the execution of a Grant Agreement between the grantee and IDOT.

The successful installation, testing, and certification of the site will mark the start of the O&M period that will continue for five years. If a grantee falls short of fulfilling its obligations outlined in the Grant Agreement, including those specified in the NOFO, IDOT retains the right to decline reimbursement requests, demand partial or full forfeiture of NEVI funds, or impose financial penalties for instances of fraud, misconduct, or non-compliance. Fulfillment of obligations, as defined by IDOT, encompasses effective and timely EV charger deployment, sustaining 24/7 service throughout the O&M period, meeting reporting deadlines, providing accurate deployment data, meeting the minimum uptime requirement, and fulfilling all additional NEVI requirements specified in this NOFO. To encourage compliance with operational requirements, such as the minimum average annual 97% uptime requirement, IDOT will withhold a small percentage of reimbursable funds to be released on an annual basis, pending confirmation of compliance.

3. Program Requirements

The Illinois NEVI Program aims to establish a network of DCFC EV charging stations across the state’s travel corridors.

Funding for any agreement resulting from this NOFO will be paid entirely from NEVI Formula Program funds. All applicable requirements of [Title 23 United States Code \(U.S.C\)](#) and [2 CFR 200](#) apply to the administration of these funds. This includes, but is not limited to, [23 CFR 680, FHWA 1273](#), the [Davis-Bacon Act](#), [Title VI of the Civil Rights Act](#), the [National Environmental Policy Act \(NEPA\)](#), the [Americans with Disabilities Act of 1990 \(ADA\)](#), and the [Build America, Buy America Act \(BABA\)](#). |

In addition to these requirements, the grantee must comply with all other applicable federal, state, and local laws, standards, and requirements. The grantee will be required to provide at least a 20% contribution in dollars of the total eligible project costs authorized by an agreement between the grantee and IDOT.

3.1 Build America, Buy America Requirements

The applicant and all members of the project team shall comply with FHWA's Buy America Requirements in [23 U.S.C. 313](#) and [23 CFR 635.410](#), and in the Build America, Buy America Act (BABA) ([Pub. L. No. 117-58](#), div. G §§ 70901–70927).

BABA ensures that EV chargers acquired through the NEVI Formula Program will be assembled in the United States and fully comply with BABA requirements for manufactured products.

In February 2023, FHWA published a Federal Register Notice that establishes a [temporary waiver](#) of Buy America requirements for EV chargers. Under this waiver, for EV chargers that are manufactured on or after July 1, 2024, the cost of components manufactured in the United States must be at least 55 percent of the cost of all components and final assembly must occur in the United States. EV charger housing components that are predominately steel and iron are exempt from this waiver and must meet current FHWA BABA requirements. Applicants should note that this waiver is subject to change and, if rescinded, would mean further BABA requirements would apply to EV chargers awarded through this NOFO.

3.2 Federal NEVI Program Statutory Standards and Requirements

Please refer to the [Interim NEVI Formula Program Guidance](#) and the NEVI Final Rule in the Code of Federal Regulations ([23 CFR 680](#)). Applicants must adhere to all provisions included in the NEVI Final Rule and this NOFO.

3.3 Cybersecurity Plan

Illinois NEVI Program grantees will be required to submit, upon Grant Agreement execution, a comprehensive Cybersecurity Plan for their projects. Grantees will be responsible for cybersecurity as it relates to owning, operating, maintaining, and data sharing for the Electric Vehicle Supply Equipment (EVSE). Cybersecurity Plans may require annual updates and approvals by IDOT.

An effective Electric Vehicle Service Provider (EVSP) cybersecurity plan documents how the program is implemented internally, as well as security relationships with external groups, including:

- The organization's physical and cybersecurity policies, procedures, and remediation plan.
- A description of the organization's cybersecurity program requirements and how the EVSP will meet them.
- A plan to address the unique EVSE challenges, with consideration of the interconnectedness of these systems and their dependence on power, networking, and communications.

The submitted Plan should include specifics around the applicant's cybersecurity posture identified using the [NIST 8473](#) Framework (Cybersecurity Framework Profile for Electric Vehicle Extreme Fast Charging Infrastructure) and the [NIST SP 800-18](#) Guide (Guide for Developing Security Plans for Federal Information Systems) or similar internationally accepted frameworks.

In addition, the Plan should cover technical and operational cybersecurity topics, such as:

- User data privacy and protection
- Secure data transfer and protection at rest
- Secure communications protocols
- Payment systems
- Cloud protection
- Supply chain risks
- A way to ensure that only individuals entitled to access have it.
- Employee cyber training with respect to these protections, patching, and updates

Grantees who have executed Grant Agreements with IDOT through the Illinois NEVI program (i.e., in Rounds 1 and/or 2) and have thus already had their Cybersecurity Plan approved may not need to submit a new Cybersecurity Plan for Round 3. Existing grantees must instead perform a self-review of their Cybersecurity Plan, and make any necessary updates, once every two years. Following this self-review, grantees can self-certify that their plan is still compliant and being implemented.

In addition to the Cybersecurity Plan, IDOT may also require grantees to complete a Cybersecurity Risk Assessment following Grant Agreement execution. The IDOT NEVI Team will offer technical assistance sessions to support grantees with completing the Cybersecurity Plan and Risk Assessment, if needed.

3.4 Americans with Disabilities Act Requirements

The project must comply with the Americans with Disabilities Act of 1990 (ADA). Per 23 CFR 680, EV charging stations must comply with applicable accessibility standards adopted by the Department of Transportation into its ADA regulations ([49 CFR part 37](#)) in 2006 and adopted by the Department of Justice into its ADA regulations ([28 CFR parts 35](#) and [36](#)) in 2010.

The Project shall incorporate a minimum of one ADA-compliant parking space equipped with access to EV charging infrastructure. The ADA-compliant parking space shall adhere to the requirements specified by the [U.S. Access Board](#).

3.5 Additional IDOT Requirements

The price for charging shall be clearly displayed and calculated at a reasonable market rate. This is in addition to the requirements described in **Appendix A**.

The project site must include adequate physical safety measures for site users. Applicants will be asked to detail the safety measures that will be implemented at their site in Application Form 2. Lighting and fire prevention measures **must** be addressed and will be evaluated during site design review. Other security measures, such as security cameras, should also be detailed in Application Form 2 where applicable.

4. Eligibility Information

4.1 Eligible Applicants

In general, all potential applicants are eligible under this NOFO if they meet the following requirements:

- Agree to conform to the guidelines in the NEVI Final Rule (23 CFR 680);
- Agree to the terms and conditions set forth by IDOT;
- Be the deed holder of the property OR submit a completed Form 6: Letter from Site Host and Attachment D: Site Ownership Documentation (*Note: for information on Form 6 and Attachment D refer to [Section 5.2](#)*);
- Be registered and pre-qualified through the GATA Grantee Portal (*Note: Local Public Agencies are exempt from GATA registration and pre-qualification requirements per PA 102-1092*).

GATA Requirements. Applicants may not apply for a grant until the applicant has registered and is pre-qualified through the [Grant Accountability and Transparency Act \(GATA\) Grantee Portal](#), unless the applicant is a Local Public Agency (LPA). Registration and pre-qualification are required annually. During pre-qualification, verifications are performed including a check of the federal [SAM.gov](#) Exclusion List and status on the Illinois Stop Payment List. The Grantee Portal alerts the entity of “qualified” status or informs how to remediate a negative verification (e.g., inactive DUNS, not in good standing with the Secretary of State, etc.). Inclusion on the SAM.gov Exclusion List cannot be remediated. LPAs are required to have a Unique Entity Identifier (UEI) number and must submit the [IDOT Subrecipient Risk Assessment](#).

Teaming Requirements. Teaming partnerships are permitted; however, the application should be submitted by the primary applicant who will be responsible to IDOT for the full performance of the Grant Agreement. **Additionally, public sector entities may not own the charging station but may agree to be site hosts as part of the project team.**

4.2 Ineligible Applicants

Applicants that have NOT satisfied the following GATA pre-qualification requirements are ineligible under this NOFO:

- Registered and pre-qualified through the [GATA Grantee Portal](#);
- Registered with the [System for Award Management \(SAM\)](#);
- Have a valid UEI;
- Completed an Internal Controls Questionnaire (ICQ) as the fiscal and administrative risk assessment for the current fiscal year;
- In good standing with the Illinois Secretary of State;
- Not currently debarred by the State of Illinois and/or federal government;
- Not on the Federal Excluded Parties List;
- Not on the Illinois Stop Payment List; and

- Not on the sanctioned party list of the Department of Healthcare and Family Services.

4.3 Eligible Projects

This NOFO is seeking projects that align with IDOT's identified priorities, which include: 1) Subject to FHWA certification of Illinois's Fully Built-Out Status, expanding the Illinois EV charging network to Scenic Byways, U.S. Routes, and all Interstates; 2) Encouraging community investment and supporting economic development; and 3) Advancing MHD charging infrastructure in Illinois. There are two types of projects that are eligible through this NOFO: Light-Duty Projects and MHD Projects, as defined below:

- Light-Duty Projects: Projects that involve the installation, maintenance, and operation of an EV charging station that serves Class 1–2 vehicles.²
- MHD Projects: Projects that involve the installation, maintenance, and operation of an EV charging station that serves Class 3–8 vehicles, or a combination of Class 1–2 and Class 3–8 vehicles.

Applicants may apply to upgrade existing EV charging stations or establish new EV charging stations along eligible roadways across Illinois, provided that the stations meet the minimum requirements in **Section 4.3** and in the NEVI Final Rule (23 CFR 680). Additionally, while sites do not need to be located near a community hub (as defined in **Table 5**) to be considered eligible for funding through this NOFO, sites near these types of properties will be prioritized during the review process.

It is IDOT's goal to select at least two to three MHD projects for funding, provided that the projects meet the eligibility requirements detailed below, have reasonable costs, and are determined to be in the interest of the State of Illinois.

4.3.1 Minimum Requirements for All Projects

All Light-Duty and MHD Projects must meet the following minimum eligibility requirements:

- Directly related to EV charging infrastructure that is accessible and open to the public;
- Site is located within a three-mile driving distance from an eligible roadway. Eligible roadways are shown in **Figure 2** and consist of major travel corridors including Scenic Byways, U.S. Routes, and Interstates (see **Appendix C** for guidance on how IDOT will measure driving distance from an eligible roadway);
 - *Note: IDOT may consider applications for sites located further than three miles driving distance from an eligible roadway with justification provided. However, IDOT reserves the right to mark applications beyond three miles as failing this requirement.*
- Not located within the Interstate and/or state-owned right-of-way; and

² [Alternative Fuels Data Center: Maps and Data - Vehicle Weight Classes and Categories](#)

- Satisfy the requirements of this NOFO, the NEVI Final Rule, the updated Interim NEVI Formula Program Guidance, and any additional requirements to be finalized after contingent award and included in the final contract documents.
 - *Note: Minimum standards and requirements outlined in the NEVI Final Rule (23 CFR 680) are also detailed in **Appendix A**.*



Figure 2. Round 3 Eligible Roadways

Please note that awards for sites located on Scenic Byways, U.S. Routes, or further than one mile from an AFC exit are contingent upon FHWA’s certification of IDOT’s designation as having fully built out the state’s Alternative Fuel Corridors. While this designation is anticipated soon, sites that are located further than one mile from an AFC exit cannot be finalized until the FBO designation is certified by FHWA. IDOT remains confident that this designation will be granted soon and therefore encourages applications for sites located on any of the eligible roadways defined in this section.

4.3.2 Guidance and Minimum Requirements for Light-Duty Projects

In addition to the requirements listed in **Section 4.3.1**, Light-Duty Projects must meet all requirements in 23 CFR 680 (detailed in Appendix A), including, but not limited to:

- Must be open and accessible to the public at least as frequently as the business operating hours of the site host or 24 hours per day, seven days per week, year-round if the site is located within one mile driving distance of an AFC exit;
- Include at least 4 network-connected DCFC ports with permanently attached Combined Charging System (CCS) Type 1 connectors. Additional connector types such as NACS/SAE J3400 are allowed if the CCS requirement is met.
- Be capable of simultaneously charging 4 EVs at 150kW (or above) at each port, with a minimum station power capability at or above 600kW; and
- Each DCFC charging port must support output voltages between 250 volts DC and 920 volts DC.

4.3.3 Guidance and Minimum Requirements for MHD Projects

Note: Given that this is the first round of NEVI funding available to MHD projects, along with the emerging nature of MHD charging technology, the added complexity of utility and partner coordination, and a rapidly evolving regulatory landscape, IDOT believes it is essential to engage directly with industry stakeholders and partners to inform its approach. As such, IDOT is seeking feedback from potential applicants regarding the proposed minimum requirements outlined in Section 4.3.3. Feedback collected through the comment period will help shape the final minimum requirements of MHD Projects. The comment period will be open from the date the NOFO is posted until 12/19/2025 at 11:59 pm Central Time.

In addition to the requirements listed in **Section 4.3.1**, MHD Projects must meet at least one of the following minimum configurations:

Option A – Medium-Duty Minimum

- Provide a **minimum of 4 DCFC charging ports with at least 2 DCFC charging ports** designed to serve Medium-Duty (MD) EVs. MD is defined as having a Gross Vehicle Weight Rating (GVWR) between 10,001 and 26,000 pounds and includes weight classes 3, 4, 5 and 6. Each MD port:
 - Must be open and accessible to the public (i.e., open to at least 2 vehicle operators) 24 hours per day, seven days per week, year-round;
 - Must provide at least 150 kW and be capable of simultaneously providing at least 150 kW when all ports are in use;
 - Must have one permanently attached CCS connector. Additional connector types such as NACS/SAE J3400 are allowed if the CCS requirement is met;
 - Must be designed and laid out to accommodate Class 3-6 vehicles (e.g., wider bays, higher clearances, reduced tighter turns, etc.).

Option B – Heavy-Duty Minimum

- Provide a **minimum of 4 DCFC charging ports with at least 1 DCFC charging port** designed to serve Heavy-Duty (HD) EVs. HD is defined as having a GVWR of 26,001 pounds or higher and includes weight classes 7 and 8. The HD port:
 - Must be open and accessible to the public (i.e., open to at least 2 vehicle operators) 24 hours per day, seven days per week, year-round;
 - Must provide at least 350 kW (higher ratings, including ≥ 1 MW where proposed, are allowed);
 - Must have one permanently attached CCS connector. Additional connector types such as NACS/SAE J3400 and MCS/SAE J3271 are allowed;
 - Must be designed and laid out to accommodate Class 7-8 vehicles (e.g., support pull-through movements with no reversing needed, higher vertical clearances, extra-long stalls/aisles, etc.).

Applicants may propose any combination of chargers beyond these minimums. For instance, applicants may choose to add light-duty charging ports that meet the requirements listed in **Section 4.3.2** or additional MD or HD charging ports to enhance corridor coverage and scoring potential.

Additionally, IDOT will prioritize MHD Projects that are located along I-80 as aligned with the National Zero-Emissions Freight Corridor Strategy. I-80 is critical to the movement of goods throughout the U.S. Intermodal freight ports and facilities in Illinois are concentrated in the Chicagoland area. While applicants along I-80 will be prioritized, applicants may propose projects located within a three-mile driving distance from any eligible roadways, as specified in **Section 4.3.1**. Please refer to **Section 6.2** for further information on how MHD Project applications will be scored.

Applicants are encouraged to submit a wide range of MHD charging solutions. In addition, prospective applicants are encouraged to consider shared-charging projects where Light-, Medium-, and Heavy-Duty charging solutions are co-located.

It is IDOT's goal to select at least two to three MHD projects for funding, provided that the projects meet the eligibility requirements detailed below, have reasonable costs, and are determined to be in the interest of the State of Illinois. IDOT reserves the right to modify, suspend, or withdraw funding eligibility for MHD projects at any time, without prior notice, in response to changes in FHWA guidance, statutory requirements, or programmatic priorities.

4.4 Eligible Costs

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:

- Costs to acquire and install on-site electric service equipment, dependent on cost reasonableness (e.g., service connection, power meter/submeter, transformer, breaker panel upgrade, and customer feeder installation. Additionally, reimbursement will depend on cost reasonableness);

- Costs of minor grid updates (work necessary to connect a charging station to the electric grid distribution network, such as extending power lines or upgrading existing power lines);
- Costs to procure and install, upgrade, and/or replace existing EV charging equipment to meet NEVI minimum standards and requirements;
- Costs to procure and install EVSE-related hardware and software;
- Fixed operating and maintenance costs (up to five years after the charging station is commissioned) including:
 - 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.
 - Cellular network fees, internet service fees, or similar fees.
 - Charger network fee.
- Costs of engineering, design, and permitting;
- Costs for additional ports or chargers beyond the minimum requirements listed in **Section 4.3** may be considered if each additional port meets the same criteria listed in 23 CFR 680 (e.g., 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;
- Costs for adapters to accommodate non-CCS charging will be limited to a reimbursement of \$300 per port for the adapter hardware; and
- Costs for renewable distributed energy resources or energy storage equipment/systems capable of providing independent or supplemental power to the EV chargers may be considered (pending cost reasonableness).

Applicants should note that IDOT will not reimburse costs incurred prior to the execution of a Grant Agreement between the grantee and IDOT. Additionally, applicants should incorporate IRA 30 tax credit eligibility into their cost analysis within qualified census tracts.

4.5 Ineligible Costs

Ineligible costs are expenses deemed ineligible by the NEVI Final Rule (23 CFR 680) and/or other applicable federal, state, and local laws.

Ineligible costs include, but are not limited to:

- Costs incurred prior to a fully executed Grant Agreement with IDOT;
- Costs not related directly to vehicle charging;
- Costs for lobbying, or for the intervention in state, federal regulatory, or adjudicatory proceedings;
- Costs for construction or general maintenance of building and parking facilities (if not related directly to vehicle charging);
- Costs of major grid upgrades not within reason;
- Costs for ports that do not meet the minimum requirements outlined in 23 CFR 680
- Utility service upgrade costs covered by the utility;
- Costs covered by programs or tariff rules of the electric utilities;

- Costs for research projects; and
- Administrative costs, including overhead and indirect costs (e.g., office supplies, rent marketing, and advertising).

4.6 Cost Sharing

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 are defined in **Section 4.4** of this NOFO.

Any existing financial incentive that directly reduces the cost of the proposed activity, such as tax credits or deductions, other grants, or any other public financial assistance must be disclosed and accounted for in the request for reimbursement. The grant reimbursement plus financial incentives must not exceed 100% of the total cost of the proposed activity. The federal reimbursement must not exceed 80% of the total eligible costs incurred by the applicant for the proposed activity.

Note: Funding provided through utility tariff programs may not be used as match share.

4.7 Double Dipping

Applicants may not stack NEVI funds with additional funds from other incentive, utility, or grant programs. This applies to funding received from Illinois Environmental Protection Agency's Volkswagen Settlement and Climate and Equitable Jobs Act programs.

4.8 Workforce Requirements

As part of the procurement process, IDOT will require vendors to prove full compliance with the NEVI Formula Program workforce requirements as defined in the NEVI Final Rule (23 CFR 680). This includes that all electricians installing, operating, or maintaining NEVI-compliant stations have appropriate licenses, certification, and training to ensure that the installation and maintenance of NEVI-complaint stations are performed safely by a qualified workforce of licensed technicians and other laborers.

This means **electricians must meet at least one of the following requirements:**

- Certification from the [Electric Vehicle Infrastructure Training Program](#) (EVITP); or
- Graduation from a Registered Apprenticeship Program for electricians that includes EVSE-specific training and is developed as a part of a national guideline standard approved by the U.S. Department of Labor in consultation with the U.S. Department of Transportation.

For projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program.

All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of NEVI-compliant stations must have graduated from a registered apprenticeship

program or have appropriate licenses, certification, and training as required by IDOT and the finalized NEVI program minimum standards and requirements.

Additionally, the entity responsible for installing and maintaining the EV charging station **must have a valid certification from the Illinois Commerce Commission EV Charging Station Installer Program.**

5. Application and Submission Information

5.1 Website to Download Application Package

Applicants can download the application package, which includes all required submission materials, through the [IDOT NEVI website](#). The application package has changed from Rounds 1 and 2. Applicants must submit the updated Round 3 application materials to be considered for Round 3 of the Illinois NEVI Program.

Applicants should refer to the IDOT NEVI website for the most up-to-date information regarding the NOFO and application.

5.2 Content and Form of Application Submission

All applications must be submitted via email to DOT.NEVIApplication@illinois.gov no later than February 13th, 2026 at 11:59 pm CT. **Applicants are encouraged to submit their applications in advance of the deadline, as IDOT will consider completed applications on a rolling basis.**

Applicants must complete a separate application and submit a separate email for each proposed site. Please do not submit more than one application for the same site.

All application materials should be submitted using the following file naming convention:

- **[Project Type]_Form [#]_[Street Address]_[Applicant Name]**
- **Example 1:** Light-Duty_Form 3_1020 Clementine Avenue_EV Charging Company
- **Example 2:** MHD_Form 4_1630 Dairy Road_EV Charging Company

Applicants can find additional formatting instructions in the Application Submission Checklist located on the [IDOT NEVI website](#). The Application Submission Checklist can be downloaded with the application package and should be used as a reference for submitting the application.

For each individual application, all forms and attachments should be submitted in a ZIP file that is not password protected. Applicants should note that the email size (including the message itself and the attachments) cannot exceed 35 MB. Additionally, all Excel files should have the .xlsx extension. Excel files with the .xlsm extension will not be accepted.

All required forms and attachments must be submitted for the application to be considered complete. Applications may be rejected if they do not include all required components.

There are slight differences in the required forms for Light-Duty and MHD Projects. Applicants must ensure that they complete the correct forms for their project type.

The required forms and attachments are outlined in **Table 2** below.

Table 2 – Required Application Forms and Attachments

Application Forms
Form 1: Compliance Checklist (Excel)*
Form 2: Technical Application (Excel)*
Form 3: Detailed Cost Proposal (Excel)
Form 4: Detailed Project Schedule (Excel)
Form 5: Utility Form (Excel)*
Form 6: Letter from Site Host (PDF)
Form 7: BDE Form 2711 Environmental Review Determination Form (PDF) and Supplemental NEPA Documentation
Attachments
Attachment A: Resumes of Key Personnel (PDF)
Attachment B: Proof of Technical Licenses/ Certifications (PDF)
Attachment C: EVSE Equipment Certifications (PDF)
Attachment D: Site Ownership Documentation (PDF)
Attachment E: Site Schematic (PDF)
(Optional) Attachment F: Evidence for Future Proofing (PDF)
(Optional) Attachment G: Community Letters of Support (PDF)
Required GATA forms
GATA Form 1: Uniform Budget Template (PDF)
GATA Form 2: Uniform Grant Agreement (PDF)
GATA Form 3: Conflict of Interest Disclosure (PDF)
GATA Form 4: Programmatic Risk Assessment (PDF)
GATA Form 5: IDOT Subrecipient Risk Assessment (PDF) (Required for LPAs ONLY)

**Indicates separate form for Light-Duty and MHD applications*

Application forms can be downloaded as part of the application package from the [IDOT NEVI website](#). Applicants must complete all required fields for each form. **Please note that Form 1: Compliance Checklist, Form 2: Technical Application, and Form 5: Utility Form will differ depending on if the applicant is applying for a Light-Duty or MHD project.** Applicants must download and complete the correct versions of Form 1, 2 and 5, depending on their project type.

For applicants who plan to include confidential information in their application:

If an applicant believes that it has a lawful basis for designating certain information in any parts of their application as confidential, proprietary or trade secret, as defined in the Illinois Trade Secret Act (765 ILCS 1065/1 et seq.), applicants must clearly identify all sections in each application form that contains such information. Space is provided at the end of each application form to indicate these sections as necessary.

*Please note that solicitation-related documents are considered Public Records and as such are, in most cases, subject to the Freedom of Information Act (“FOIA”) ([5 ILCS 140/1 et seq.](#)). Section 7 and 7.5 of 5 ILCS 140/1 provides a list of information that is exempt from public disclosure. Applicant’s request for confidential treatment of information in an application shall not supersede IDOT’s legal obligations under FOIA. An applicant may not designate an entire application as confidential in order to avoid having it produced in response to IDOT’s receipt of a request for information under FOIA. If an applicant requests that a portion of its application be treated as confidential, proprietary or trade secret, IDOT will contact the applicant **after** the application submission deadline to submit a copy of the relevant form or attachment with that information redacted. Additionally, applicants should note that information necessary to fulfill federal and state reporting requirements including, but not limited to, company name, reimbursement amount, basic system information, and basic site information will not be considered as confidential, proprietary or trade secret.*

Required GATA Forms can be downloaded as part of the application package from the [IDOT NEVI website](#). **Applicants should note that Adobe Acrobat is required to view GATA Forms.** Applicants must complete all required fields for each form.

More detail on application forms and attachments is provided below.

Form 1: Compliance Checklist

Applicants must certify that their proposed project will meet the baseline requirements of the NOFO, as outlined in **Section 6.2** of this NOFO, and the standards and requirements of the NEVI Formula Program, as outlined in 23 CFR 680.

Applicants must ensure they complete the correct Compliance Checklist form for their project type as baseline requirements differ by project type.

Form 2: Technical Application

Applicants must complete all required sections of the Technical Application. The sections include: Applicant Contact Information; Project Narrative; Project Team Qualifications and Experience; Site Host Information; Site Characteristics; Site Preparation and Risks; EVSE Specification; Distributed Energy Resources; Future Proofing; and Community Considerations.

Applicants must ensure they complete the correct Technical Application form for their project type. Although the required sections remain consistent across the Light-Duty and MHD versions, corresponding questions vary. These differences enable the collection of relevant information by project type during the application process.

Form 3: Detailed Cost Proposal

Applicants must complete the Detailed Cost Proposal by entering all required information. Applicants should not change any formulas within the form. The Detailed Cost Proposal will calculate Total Project Reimbursement based on inputs provided by the applicant. Applicants must also provide a cost breakdown for each line item, as well as a narrative response summarizing the project budget. Applicants should note the following when completing this form:

- Only eligible costs, as outlined in **Section 4.4** of this NOFO, should be included for each line item.
- The Requested Reimbursement Percentage for capital costs and O&M costs should not exceed 80%.
- The value in Form 3 cell C11 (Utility Infrastructure Upgrades) should match the value in Form 5 cell D63 (Total Estimated Cost to be Paid by Customer). If the value in Form 5 cell D63 is a cost range, applicants should enter the middle value of the range in Form 3 cell C11. Applicants should note that if IDOT receives a completed Utility Form from the utility after the application submission deadline, then IDOT shall update the value in Form 3 cell C11 following the method listed above.
- The value in cell C15 (Tax Credit) should be represented as a negative number, if applicable.

Form 4: Detailed Project Schedule

Applicants must complete the Detailed Project Schedule by entering all required information. To complete the Project Schedule chart, applicants should assume a Notice-to-Proceed (NTP) date of November 1st, 2026. Note that this NTP date is provided for estimation purposes only and is subject to change. For each activity, applicants should enter the anticipated start date and completion date in the MM-DD-YYYY format.

Form 5: Utility Form

Applicants must complete all fields in the “TO BE COMPLETED BY APPLICANT” section of the form, send the form to their utility to complete the “TO BE COMPLETED BY UTILITY” section, and then submit the completed Utility Form with their application. **Table 3 provides utility contact information for the major utilities in Illinois. If applicants need contact information for utilities that are not listed below, they can reach out to IDOT for assistance.**

The purpose of this form is to assist applicants in requesting information from the utility serving the location where the proposed EV charging station is sited. The information collected in this form should be used to inform the applicant’s responses in the Technical Application, Project Schedule, and Detailed Cost Proposal.

Applicants must ensure they complete the correct Utility Form for their project type. This difference allows utility companies to provide a more accurate summary of their anticipated project timeline and cost, as these can be vastly different between Light-Duty and MHD projects.

To receive a timely response from the utility, IDOT recommends that applicants submit the Utility Form at least 15 business days prior to the application submission deadline. In the event that the applicant is not able to get a response from the utility, the applicant should indicate the times and methods used to reach out to the utility in cell D48 of the Utility Form.

When sending the form to the utility, applicants should include (at minimum) an aerial view of the site with callouts indicating the transformer and meter locations. Sending the site schematic showing the exact location for EV charging infrastructure and parking space(s), utility equipment (e.g., transformers, meter, etc.) location, point of sale equipment, electric service to the site, and any future-proofing needs, is also acceptable.

This form should be completed to the best of the applicant's ability prior to sending it to the utility. IDOT requests answers to each field, but if the applicant does not know or does not have an answer to any individual row, please enter "N/A" in the data entry column for that row.

Applicants shall not fill in any information on behalf of the utility and shall not make any changes to the applicant-completed section, including the proposed in-service date, after receiving the completed form back from the utility. If the timeline information from the utility changes the timeline for the applicant, this should be noted in Form 4: Detailed Project Schedule rather than making a change to the proposed in-service date in the section completed by the applicant. Responses from the utility shall be unedited and submitted as-is.

Table 3 - Illinois Utility Providers Contact List

Utility	Utility Contact Name	Email	Phone
Ameren Illinois Company	Barry Frazier	BFrazier@ameren.com	618-570-9717
Commonwealth Edison	Business Customer Service	comedbeneficialelectrification@comed.com	866-639-3532
MidAmerican Energy Illinois	Elijah Feuerhelm	ElectricVehicles@midamerica n.com	515-242-3993

Form 6: Letter from Site Host

Applicant shall provide a signed letter from the Site Host of the proposed site. Applicants must complete all the fields in the “To be Completed by Applicant” section, then send the form to the site host to complete all the fields in the “To be Completed by Site Host” section. The intent of this letter is to evidence a binding, non-exclusive commitment of the site host to allow the applicant to construct, operate, and maintain an EV charging station at the site host’s property for a minimum of five years from the commencement of operations. The Letter from Site Host form is not required if the applicant is the same entity as the site host.

Form 7: BDE Form 2711 Environmental Review Determination Form (PDF) and Supplemental NEPA Documentation

Applicant shall provide a completed BDE Form 2711 Environmental Review Determination Form and provide a project location map, project area map, and site photos. In the case a conditional award is granted to the applicant, IDOT will initiate the NEPA environmental review process in an effort to expedite the project onboarding and start up process. The project location map must provide a high-level overview of the project area; the project area map must show a close-up view of the project area and be accompanied by four photographs taken from the project location facing East, West, South, and North that clearly show the surrounding properties and structures. Google Maps may be used for the maps and photos if the charger locations and directions are clearly marked on the photographs.

Attachment A: Resumes of Key Personnel

Applicant shall provide the resumes of key personnel including, but not limited to, the project manager, utilities coordinator, construction manager, EVSE installer/electrical contractor, operations and maintenance manager, EVITP certified electrician(s), other subcontractors, and consultants. Resumes must be no longer than one page. Each resume should include education history, certifications related to the project, and professional history relevant to the NEVI program and EVSE installation and operation.

Attachment B: Proof of Technical Licenses/ Certifications

In addition to providing the full name, Illinois licensure information, and a description of qualifications in the Technical Application Form, the applicant must provide proof of license/certification for the qualified technicians who will install and operate the EV charging station including 1) Design Lead / Illinois Professional Engineer License, 2) EVITP Certification, and 3) an Illinois Commerce Commission EV Charging Station Installer Certification.

Attachment C: EVSE Equipment Certification

Applicant shall submit the appropriate certifications for each listed EVSE component. The certifications must include information detailing capacity and conformance with industry standards and demonstrate compliance with 23 CFR 680. Specifically, all chargers must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory. DCFCs should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment. Manufacturer certifications are also acceptable for this purpose.

Attachment D: Site Ownership Documentation

Applicants must submit ONE of the following documents as evidence of site ownership:

- The original property deed;
- Lease agreement and original property deed; or
- Current property tax bill.

The site ownership documentation should prove that the Site Host has control over the property for a minimum five-year period from the commencement of operations. A lease agreement alone is not sufficient as proof of site ownership.

Attachment E: Site Schematic

Applicants must submit a site schematic that shows an ariel view of the site and annotates the exact locations for EV charging infrastructure, accessible and standard parking space(s), EVSE, utility equipment (e.g., transformers, meter, etc.) location, point of sale equipment, electric service to the site, solar and storage system location (if applicable), and any future-proofing needs. The site schematic must be submitted in PDF format.

Attachment F: Evidence for Future Proofing (Optional)

If applicable, the applicant may submit evidence that supports the future proofing potential identified in Form 2: Technical Application. Supporting evidence may include (but is not limited to) the load capacity of the site or an agreement with the Site Host to expand charging stations in the future.

Attachment G: Community Letters of Support (Optional)

If applicable, the applicant may submit Letters of Support from community members or local business and organizations. Letters should demonstrate that community members beyond the project team support the proposed project and may be provided by nearby businesses, environmental advocacy groups, political leaders, or other local stakeholders.

GATA Form 1: Uniform Budget Template (UBT)

To access this form applicants must open it in the desktop version of Adobe Acrobat. Applicants must complete all required fields in the Uniform Budget Template (UBT). An accurate UBT is required for an applicant to receive an award through the Illinois NEVI Program. Applicants should complete Page 5 FFATA Data Collection Form with the information of the entity that will be receiving the grant funds from the State of Illinois. Additionally, in the Project Detail Description field on pg. 5, applicants should include the Location ID and full address of the project. Applicants should ensure that when submitting the UBT it remains in the editable format.

GATA Form 2: Uniform Grant Application

To access this form applicants must open it in the desktop version of Adobe Acrobat. Applicants must complete all required fields in the Uniform Grant Application.

GATA Form 3: Conflict of Interest Disclosure

To access this form applicants must open it in the desktop version of Adobe Acrobat. Applicants must complete all fields in the Conflict of Interest Disclosure.

GATA Form 4: Programmatic Risk Assessment

Applicants must complete all required fields in the Programmatic Risk Assessment. Note that the Programmatic Risk Assessment needs to be completed only once per applicant.

GATA Form 5: IDOT Subrecipient Risk Assessment

To access this form applicants must open it in the desktop version of Adobe Acrobat. The IDOT Subrecipient Risk Assessment is only required for LPAs.

5.3 Unique Entity Identifier (UEI) and System for Award Management (SAM)

Each applicant (unless the applicant is an individual or a Federal or State awarding agency that is exempt from the requirements under 2 CFR §25.110(b) or (c), or has an exception approved by the Federal or State awarding agency under 2 CFR § 25.110 (d)) is required to:

- Be registered in SAM before submitting its application. To establish a SAM registration, go to [SAM.gov](https://sam.gov) and/or utilize this instructional link from the GATA Portal: [Directions for Accessing SAM](#). Entities registering in SAM must submit a notarized letter appointing their authorized Entity Administrator. Use the updated FAQ sheet from SAM.gov to learn more;
- Provide a valid UEI number in its application; and
- Continue to maintain an active SAM registration with current information at all times during which it has an active Federal, Federal pass-through, or State award or an application or plan under consideration by a Federal or State awarding agency. It also must state that the State awarding agency may not make a Federal pass-through or State award to an applicant until the applicant has complied with all applicable SAM requirements and, if an applicant has not fully complied with the requirements by the time the State awarding agency is ready to make a Federal passthrough or State award, the State awarding agency may determine that the applicant is not qualified to receive a Federal pass-through or State award and use that determination as a basis for making a Federal pass-through or State award to another applicant.

5.4 Submission Dates and Times

Applications must be submitted to IDOT by February 13^h, 2026 at 11:59 pm CT. No additional materials will be accepted after the initial submittal of the application. Late or incomplete applications will not be considered.

5.5 Pre-Award Requirements

For the applicant to remain eligible for an award, they must complete the pre-award requirements detailed below and provide the requested information by the application deadline on February 13^h, 2026 at 11:59 pm CT.

For Private and Not for Profit Applicants:

- Authentication (Grantee Portal)
- Grantee Registration (Grantee Portal)
- Grantee Pre-qualification (Grantee Portal)
- Financial and Administrative Risk Assessment Internal Control Questionnaire (IQC) (Grantee Portal)
- Programmatic Risk Assessment (GATA Form 4)

For Local Public Agencies:

- IDOT Subrecipient Risk Assessment (GATA Form 5)
- Programmatic Risk Assessment (GATA Form 4)

6. Application Review Information

6.1 Merit Based Review Process

All projects funded through the Illinois NEVI Program must be selected through a competitive merit-based review process. To comply with federal and state guidelines, IDOT uses a numerically based scoring process. **Applications for Light-Duty Projects will be evaluated separately from MHD Projects, but both project types will follow the same merit-based review process outlined below.**

Upon receipt of applications, IDOT will perform an initial review on a pass/fail basis to determine compliance with the baseline requirements outlined in **Table 4**. GATA prequalification requirements and GATA documents submitted with the application will be evaluated to determine project eligibility. If there are significant errors or project misrepresentations in the cost estimates, it may be determined that the application is incomplete and is not eligible to be evaluated within the merit-based review process. Additionally, if an application does not propose to meet minimum NEVI standards and requirements as outlined in **Section 4.3, Appendix A** and 23 CFR 680, it may be determined that the application is not eligible to be evaluated within the merit-based review process. IDOT may allow applicants to cure missing documentation and/or incomplete information. Otherwise, applications may be deemed non-compliant and excluded from further consideration.

Once applications are determined to be compliant with the baseline requirements, each application will be reviewed, evaluated, and scored by IDOT based on the evaluation criteria provided in **Table 5** and **Table 6**.

IDOT shall conduct a comprehensive, fair, and impartial evaluation of all applications. While evaluating projects for funding, IDOT will use the criteria in **Table 5** and **Table 6**. The overall quality of the application, including the completeness and clarity of all required information, will be a key factor in evaluating each category. Responses should be concise, well-organized, and address all required elements effectively. After the review is complete, all applications that meet a minimum scoring threshold will proceed to the next step in the review process: EV Network Optimization Review.

During EV Network Optimization Review, IDOT will evaluate the best performing applications in the context of the state's existing EV charging network to determine which sites result in an effective buildout of EV charging infrastructure and help maximize distribution of DCFC capacity across the state.

6.2 Evaluation Criteria

Table 4 – Illinois NEVI Program Application Baseline Requirements

Application Baseline Requirements		
Category	Description	Rating

Applicant Meets Minimum NEVI Requirements	Applicant satisfies all minimum NEVI standards and requirements.	Pass/Fail
Deed Holder or Agreement with Deed Holder	If Applicant and Site Host are the same entity: Applicant submits site ownership documentation. If Applicant and Site Host are different entities: Applicant submits site ownership documentation and completed Form 6 Letter from Site Host.	Pass/Fail
Site Location	Project site is located within a three-mile driving distance of the eligible roadways. IDOT may consider applications for sites located further than three miles driving distance from an eligible roadway with justification provided. However, IDOT reserves the right to mark applications beyond three miles as failing this requirement.	Pass/Fail
Applicant meets GATA Registration and Pre-qualification Requirements (LPAs are exempt)	All applicants must be registered and pre-qualified through the GATA Grantee Portal.	Pass/Fail

6.2.1 Light-Duty Projects Evaluation Criteria

Table 5 provides the scoring criteria IDOT will use to evaluate Light-Duty Project applications. IDOT seeks applications that not only address immediate needs but also align with the Illinois NEVI Program’s five core values – Economy, Livability, Mobility, Resiliency, and Stewardship – and benefit the sustained well-being of communities across Illinois. As applicants navigate the scoring criteria in **Table 5**, they should consider the impact the proposal could have on supporting resilient, inclusive, and thriving transportation infrastructure in Illinois.

Table 4 – Application Scoring Criteria for Light-Duty Projects

Application Scoring Criteria – Light-Duty Applications			
Criteria	Description	Points Breakdown	Max Pts
Project Budget (20 points)			
Cost Competitiveness	Evaluation of total funding requested from IDOT against all other eligible applications.	1-10 pts: Based on competitiveness of the amount of funding requested from IDOT, relative to all eligible applications.	10
Cost Per Port to the IL NEVI Program	Sum of total cost reimbursement requested from IDOT divided by number of proposed ports capable of simultaneously charging at 150kW or above (not including future proofing potential).	1-5 pts: Based on competitiveness of the application’s cost per port, relative to all eligible applications.	5

Application Scoring Criteria – Light-Duty Applications			
Budget Narrative	<p>Detailed explanation of the proposed budget including:</p> <ul style="list-style-type: none"> • Description of the source of the Applicant’s match funding • Narrative justification for the cost estimates • Sources of the cost estimates (e.g., real quotes from vendors) 	<p>0 pts: Cost estimates are unreasonable, and/or the applicant did not provide an adequate budget narrative.</p> <p>1-3 pts: Cost estimates are reasonable, and the applicant provided a sufficient budget narrative.</p> <p>4-5 pts: Cost estimates are reasonable, and the applicant provided a comprehensive budget narrative that describes the source of match funding, provides a breakdown of the cost estimate, and includes the sources for the estimates (e.g., real quotes from vendors).</p>	5
Site Readiness (16 Pts)			
Project Schedule	Proposed schedule for installation and deployment of EV charging station.	<p>0 pts: Minimal detail provided regarding project schedule and/or lack of sufficient evidence supporting proposed schedule.</p> <p>1-8 pts: Based on proposed project schedule, sufficient evidence to support proposed schedule, and description of how project will be completed in an expeditious, effective, and efficient manner.</p>	8
Utility Coordination	Coordination with utility to receive a completed Utility Form.	<p>0 pts: The utility was provided with less than 15 business days’ notice and did not complete the Utility Form prior to the application submission deadline.</p> <p>1 pt: Applicant submitted the Utility Form at least 15 business days prior to the application submission deadline and did not receive a response.</p> <p>2 pts: Applicant submitted a complete Utility Form by the application submission deadline.</p>	2

Application Scoring Criteria – Light-Duty Applications			
Site Preparation, Risk and NEPA Coordination	<p>Extent to which project site addresses following site preparation and risk factors:</p> <ul style="list-style-type: none"> • Project occurs withing an existing parking lot, paved area or graded area. • Site contamination/ remediation associated with hazardous materials. • Level of effort to bring electric power service to the site. • Current state of site development. • Permitting • Construction safety • Flood zone • Potential effect to historic property • Other risks and challenges 	<p>0 pts: Extensive site preparation and permitting required and/or extensive risks to project completion.</p> <p>1-6 pts: Based on site preparation, remediation, and construction required relative to quantity and severity of risk factors.</p>	6
Site Characteristics (18 pts)			
Improved Charging Accessibility	Proposed project will improve accessibility in communities underserved by EV charging infrastructure.	<p>Points are assigned based on distance from the project site to the closest publicly available operational or planned DCFC station (measured in miles).</p> <p>0 pts: 0 to 20.0</p> <p>8 pts: Greater than 20.0</p> <p><i>Note: Applicants should use the Electric Vehicle Charging Station Locator from the Department of Energy’s Alternative Fuels Data Center and the Electric Vehicle Charging Stations Supported/Funded by State of Illinois map to measure distance from closest publicly available operational or planned DCFC station.³</i></p>	8
Roadway Proximity	Proposed project is close in driving distance to an eligible roadway listed in Section 4.3.1 .	<p>Points are assigned based on distance from exit, intersection, or right of way, depending on the roadway type (measured in miles).</p> <p>0 pts: Greater than 3.0</p> <p>2 pts: 1.01 to 3.0</p> <p>4 pts: Less than or equal to 1.0</p>	4

³ Note: Conditionally awarded Round 1 sites in Elgin, Jacksonville, Westchester, Rolling Meadows, Oglesby, and Marion are not proceeding to planned award or constructio

Application Scoring Criteria – Light-Duty Applications			
		<i>Note: Refer to Appendix C for additional details regarding measuring distance from roadway.</i>	
User Experience	<p>Project site promotes a pleasant user experience through providing onsite amenities, which may include but are not limited to:</p> <ul style="list-style-type: none"> • Awning or covered area over chargers • Attached restaurant, convenience store, or other indoor area where users can rest while their vehicle charges • Public restrooms • Physical safety features (i.e., adequate dusk-to-dawn lighting, visibility to onlookers) <p><i>Note: co-located amenities are not eligible expenses.</i></p>	<p>0 pts: Project site has access to minimal amenities.</p> <p>1-6 pts: Based on amount and quality of available onsite amenities.</p>	6
Project Team Experience & Approach (18 pts)			
Project Team Qualifications & Experience	<p>Relevant project team experience installing, operating, and maintaining EV chargers (e.g., number of active sites/ports, number of installed EV charging stations in past five years, etc.).</p> <ul style="list-style-type: none"> • Types of organizations involved in project team and years of experience delivering similar services. • Funding commitments, sources, and cash flows. • Project team members with required certifications (e.g., EVITP, Illinois Professional Engineer). 	<p>0 pts: Project team has no relevant prior experience, qualifications, and/or has major financial concerns.</p> <p>1-10 pts: Based on quantifiable and relevant experience (e.g., number of previously installed chargers and qualifications), quality of financial information, and workforce training plan.</p>	10
Approach to Operations & Maintenance (O&M)	<p>Includes detailed plan for O&M including, at minimum:</p> <ul style="list-style-type: none"> • Roles and responsibilities of each party involved in O&M. • Plan to achieve station uptime of 97% or greater. • SLAs and necessary warranties. • Approach to preventative and corrective maintenance. 	<p>0 pts: No O&M plan provided, or plan includes limited/minimal information.</p> <p>1-5 pts: Based on detail provided, including description of roles and responsibilities for O&M, plan to achieve 97% uptime requirements, SLAs and necessary warranties, approach to preventative and corrective maintenance, and lessons learned from prior relevant experience.</p>	5

Application Scoring Criteria – Light-Duty Applications			
	<ul style="list-style-type: none"> Lessons learned from prior relevant experience with O&M. 		
Approach to Cybersecurity	Includes 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 .	<p>0 pts: No or insufficient cybersecurity considerations at site.</p> <p>3 pts: Provides 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.</p>	3
Future Proofing & Innovation (13 pts)			
Distributed Energy Resources (DERs)	Based on level of analysis conducted to inform decision regarding DERs.	<p>0 pts: No or insufficient analysis provided regarding decision to include or not include DERs as part of the project.</p> <p>1 pts: Adequate analysis provided regarding decision to include or not include DERs as part of the project.</p> <p>2-3 pts: Comprehensive and detailed analysis provided regarding decision to include or not include DERs as part of the project.</p>	3
Potential for Additional Charging, Power, and Capacity Expansion	Future ability to install additional charging station infrastructure, parking stalls (e.g., pull-through parking or truck parking), and power that can support future EV users and/or MHD vehicles.	<p>0 pts: No / limited future potential for additional charging station infrastructure, parking stalls, power, and/or capacity for MHD charging.</p> <p>1-4 pts: Potential for additional charging station infrastructure, parking stalls, power, and/or capacity for MHD charging.</p>	4
10-year Operating Plan and financial sustainability	Plans for continuing public operation of the site beyond the required 5-year O&M period of the Illinois NEVI program.	<p>0 pts: No / unsatisfactory planning beyond the 5-year O&M period.</p> <p>1-6 pts: Extensive planning including, but not limited to, continuation of site ownership/lease, operating and maintenance beyond the 5-year O&M period, and equipment end-of-life planning. Additionally, consideration given to maintaining financial sustainability of the site beyond the period of performance. If the charging hardware is leased, a plan shall exist for maintaining charging equipment beyond the lease term.</p>	6
Community Considerations (15 pts)			
Proximity to Community Hubs	Project site is located in proximity to one of the below	0 pts: Project site is not located at any of the following community hubs.	6

Application Scoring Criteria – Light-Duty Applications			
	<p>community hubs. Community hubs are locations or amenities where colocation of charging infrastructure would benefit the local community:</p> <ul style="list-style-type: none"> • Multifamily Housing Units • Full-Service Grocery Stores • Commerce Centers (Areas where locally based businesses are centralized) • Public Facilities (Libraries, Universities/ Community Colleges, Post Offices, etc.) • Healthcare Facilities • Recreational & Cultural Sites • Community Centers, or other venues that offer amenities such as Wi-Fi and meeting spaces to the public • Other (Applicant will have the option to list additional hubs that they believe fit this criterium) 	<p>6 pts: The project site is located within 1/8 mile of a community hub.</p>	
<p>Proximity to Climate and Equitable Jobs Act (CEJA) identified communities</p>	<p>Distance of project site from eligible investment community as identified in the CEJA Illinois Map.</p> <p><i>Note: The CEJA Illinois Map is an interactive map for the CEJA Program that showcases target communities for clean energy workforce grant programs.</i></p>	<p>Points are assigned based on distance from eligible investment community (measured in miles).</p> <p>0 pts: Greater than 2</p> <p>1 pt: 1.01 to 2</p> <p>2 pts: Less than or equal to 1</p>	2

Application Scoring Criteria – Light-Duty Applications			
Community Impact Narrative	<p>Applicant describes specific actions/plans that will be taken during the pre-construction, construction, and operating period of the proposed site to provide benefits or innovation for Illinois communities. Applicants are encouraged to explain how placing chargers at the proposed site location will encourage continued investment and economic development in the local area.</p> <p>Responses should be detailed and demonstrate effort in thinking through long-term plans for communities.</p> <p>Any community letters of support submitted in the application will also be considered in the evaluation of the community impact narrative.</p>	<p>0 pts: No / limited incorporation of community investment principles.</p> <p>1-7 pts: Based on extent to which application incorporates specific community investment principles.</p>	7
Total			100

6.2.2 MHD Projects Evaluation Criteria

MHD Project applications will be evaluated separately from Light-Duty Project applications using the criteria listed in **Table 6**.

Table 6 - Application Scoring Criteria for MHD Projects

Application Scoring Criteria – MHD Applications			
Criteria	Description	Points Breakdown	Max Pts
Project Budget (15 pts)			
Cost Competitiveness	Evaluation of total funding requested from IDOT against all other eligible applications.	1-10 pts: Based on competitiveness of the amount of funding requested from IDOT, relative to all eligible applications.	10
Budget Narrative	Detailed explanation of the proposed budget including: <ul style="list-style-type: none"> • Description of the source of the Applicant’s match funding. • Narrative justification for the cost estimates. • Sources of the cost estimates (i.e., real quotes from vendors). 	<p>0 pts: Cost estimates are unreasonable, and/or the applicant did not provide an adequate budget narrative.</p> <p>1-3 pts: Cost estimates are reasonable, and the applicant provided a sufficient budget narrative.</p> <p>4-5 pts: Cost estimates are reasonable, and the applicant provided a comprehensive budget</p>	5

Application Scoring Criteria – MHD Applications			
		narrative that describes the source of match funding, provides a breakdown of the cost estimate, and includes the sources for the estimates (e.g., real quotes from vendors).	
Site Readiness (16 pts)			
Project Schedule	Proposed schedule for installation and deployment of EV charging station.	<p>0 pts: Minimal detail provided regarding project schedule and/or lack of sufficient evidence supporting proposed schedule.</p> <p>1-8 pts: Based on proposed project schedule, sufficient evidence to support proposed schedule, and description of how project will be completed in an expeditious, effective, and efficient manner.</p>	8
Utility Coordination	Coordination with utility to receive a completed Utility Form. The “Utility POC” tab of the Utility Form specifies the appropriate utility contact for each eligible location and exit.	<p>0 pts: The utility was provided with less than 15 business days’ notice and did not complete the Utility Form prior to the application submission deadline.</p> <p>1 pt: Applicant submitted the Utility Form at least 15 business days prior to the application submission deadline and did not receive a response.</p> <p>2 pts: Applicant submitted a complete Utility Form by the application submission deadline.</p>	2
Site Preparation and Risk and NEPA Coordination	Extent to which project site addresses following site preparation and risk factors: <ul style="list-style-type: none"> • Project occurs within an existing parking lot, paved area, or graded area. • Site contamination/ remediation associated with hazardous materials. • Effort to bring electric power service to the site. • Current state of site development. • Permitting • Construction safety • Flood zone • Potential effect to historic property • Other risks and challenges 	<p>0 pts: Extensive site preparation and permitting required and/or extensive risks to project completion.</p> <p>1-6 pts: Based on site preparation, remediation, and construction required relative to quantity and severity of risk factors.</p>	6
Site Characteristics (15 pts)			

Application Scoring Criteria – MHD Applications			
Charging Stalls and Ports	Number of charging stalls and ports available to public at project completion.	<p>0 pts: 2 DCFCs that satisfy the minimum MD port requirements in Section 4.3.2 OR 1 DCFC that satisfies the minimum HD port requirements in Section 4.3.2.</p> <p>5 pts: >2 DCFCs that satisfy the minimum MD port requirements in Section 4.3.2 OR >1 DCFCs that satisfy the minimum HD port requirements in Section 4.3.2.</p>	5
Power Level	Power level per port.	<p>0 pts: 150 kW</p> <p>1.5 pts: 151 kW – 350 kW</p> <p>3 pts: 351 kW – 1MW</p> <p>5 pts: > 1MW</p>	5
Site Location	State of Illinois Freight corridor as identified in National Zero Emissions Freight Strategy . ⁴	<p>0 pt: Site is located on an eligible roadway other than I-80.</p> <p>3 pts: Site is located on Priority Freight Corridor I-80.</p>	3
Proximity to Logistics Park	Project site is located in proximity to a logistics park (i.e., a designated industrial area for storage, distribution, and/or transportation of goods, featuring facilities such as warehouses, distribution centers, office complexes, and fueling centers).	<p>0 pts: Project site is not located within a 1/2 mile of a designated logistics park.</p> <p>2 pts: Project site is located within a 1/2 mile of a designated logistics park.</p>	2
Project Team Qualifications and Experience (18 pts)			
Project Team Qualifications and Experience	<p>Relevant project team experience installing, operating, and maintaining EV chargers (e.g., number of active sites/ports, number of installed EV charging stations in past five years, etc.).</p> <ul style="list-style-type: none"> • Types of organizations involved in project team and years of experience delivering similar services. • Funding commitments, sources, and cash flows. • Project team members with required certifications (e.g., EVITP, Illinois Professional Engineer) 	<p>0 pts: Project team has no relevant prior experience, qualifications, and/or has major financial concerns.</p> <p>1-10 pts: Based on quantifiable and relevant experience (e.g., number of previously installed chargers and qualifications), quality of financial information, and workforce training plan.</p>	10

⁴ Based on Zero Emission Freight Corridor Strategy: <https://driveelectric.gov/files/zef-corridor-strategy.pdf>

Application Scoring Criteria – MHD Applications			
Approach to Operations & Maintenance (O&M)	Includes detailed plan for O&M including, at minimum: <ul style="list-style-type: none"> • Roles and responsibilities of each party involved in O&M. • Plan to achieve station uptime of 97% or greater • SLAs and necessary warranties. • Approach to preventative and corrective maintenance • Lessons learned from prior relevant experience with O&M. 	<p>0 pts: No O&M plan provided, or plan includes limited/minimal information.</p> <p>1-5 pts: Based on detail provided, including description of roles and responsibilities for O&M, plan to achieve 97% uptime requirements, SLAs and necessary warranties, approach to preventative and corrective maintenance, and lessons learned from prior relevant experience.</p>	5
Approach to Cybersecurity	Includes 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 .	<p>0 pts: No or insufficient cybersecurity considerations at site.</p> <p>3 pts: Provides 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.</p>	3
Future Proofing and Innovation (10 pts)			
Distributed Energy Resources (DERs)	Based on level of analysis conducted to inform decision regarding DERs.	<p>0 pts: No or insufficient analysis provided regarding decision to include or not include DERs as part of the project.</p> <p>1 pts: Adequate analysis provided regarding decision to include or not include DERs as part of the project.</p> <p>2-3 pts: Comprehensive and detailed analysis provided regarding decision to include or not include DERs as part of the project.</p>	3
Potential for Additional Charging, Power, and Capacity Expansion	Future ability to install additional charging station infrastructure, parking stalls, and power that can support future EV users.	<p>0 pts: No / limited future potential for additional charging station infrastructure, parking stalls, power, and/or capacity.</p> <p>1-3 pts: Potential for additional charging station infrastructure, parking stalls, power level, and/or capacity.</p>	3
10-year Operating Plan	Plans for continuing public operation of the site beyond the 5-year grant period of the Illinois NEVI program.	<p>0 pts: No / unsatisfactory planning beyond the 5-year grant period.</p> <p>1-4 pts: Extensive planning including, but not limited to, continuation of site ownership/lease, operating and maintenance beyond the 5-year grant period, and equipment end-of-life</p>	4

Application Scoring Criteria – MHD Applications			
		planning. If the charging hardware is leased, a plan shall exist for maintaining charging equipment beyond the lease term.	
Community Considerations (6 pts)			
Community Impact Narrative	Applicant describes specific actions/plans that will be taken during the pre-construction, construction and operating period of the proposed site that will provide a benefit or innovation for Illinois communities. Responses should be detailed and demonstrate effort in thinking through long-term plans for communities.	<p>0 pts: No / limited incorporation of community investment principles.</p> <p>1-4 pts: Based on extent to which application incorporates specific community investment principles.</p>	4
Economic Development Statement	If an applicant wishes to make an optional statement about advancing the freight industry, electrification, and economic development, this will be taken into consideration during scoring.	<p>0 pts: No statement provided.</p> <p>1-2 pts: Statement outlines economic development benefits for the local economy and freight industry in Illinois.</p>	2
Total			80

6.3 Merit-Based Review Appeal Process

A merit-based evaluation appeal process is available to applicants. However, appeals are limited to the application review process itself and do not extend to scores assigned to applicants. IDOT only provides one opportunity to appeal a determination. An appeal must be submitted to the following email address:

DOT.NEVIApplication@illinois.gov

Appeals must be received within 14 calendar days after the date that the grant award notice has been published by IDOT to the [GATA webpage](#). The appeal should include at a minimum the following: the name and address of the appealing party; identification of the grant; and a statement of reasons for the appeal. IDOT will acknowledge receipt of an appeal within 14 calendar days from the date the appeal was received. When an appeal is received, the execution of all Grant Agreements that IDOT intends to make under this NOFO shall be stayed until the appeal is resolved, unless IDOT determines the needs of the State require moving forward with execution of the Grant Agreements. The State need determination and rationale shall be documented in writing.

IDOT will respond to the appeal within 60 days or supply a written explanation to the appealing party as to why additional time is required. The appealing party must supply any additional information requested by IDOT within the time set in the request. IDOT will resolve the appeal by means of written determination, which shall include, but not be limited to, review of the appeal, appeal determination, and rationale for the determination. If an action concerning the appeal has commenced in a court or administrative body, IDOT may defer resolution of the appeal pending the judicial or administrative determination.

6.4 Anticipated Announcement and State Award Dates, If Applicable

Table 5 – Timeline of State Award and Grant Agreement Execution

IDOT Action	Anticipated Date
Send a Notice of State Award to Finalist for signature	Spring 2026
Grant Agreement execution and NEPA compliance	3-24 months after contingent award

7. Award Administration Information

7.1 Notice of State Award

Successful applicants will receive a NOSA which specifies the funding terms and specific conditions resulting from the pre-award risk assessments detailed in **Section 5.5**. The NOSA will be provided and must be accepted through the Grantee Portal. The NOSA is not authorization to begin performance or incur costs.

Prior to beginning installation, projects will be required to work with IDOT staff to complete an environmental review in compliance with NEPA. It is anticipated that IDOT's NEPA process will take between 3 and 24 months.

All applicants will receive an award status notification letter from IDOT after project announcements regardless of whether they were awarded Illinois NEVI Program funds or not.

7.2 Administrative and National Policy Requirements

Federal: NEVI Final Rule ([23 CFR 680](#)), Infrastructure and Jobs Act ([IIJA 1109](#))

State: Illinois Prevailing Wage ACT ([820 ILCS 130](#)), Illinois Works Jobs Program Act ([30 ILCS 559](#))

7.3 Reporting

Grantees must comply with all Federal and State reporting requirements. As per the NEVI Final Rule, grantees are required to submit the following three reports: Annual Data Submittal, Quarterly Data Submittal, and One-Time Data Submittal. The Joint Office of Energy and Transportation has developed a data platform called 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 the EV-ChART portal in the standardized format specified by the Joint Office of Energy and Transportation. For more information about the contents of the three required reports refer to **Appendix A** or 23 CFR 680.112.

In addition to the federal NEVI reporting requirements, all grantees will be required to submit progress reports to IDOT using the BoBS 2832 form, following the cadence outlined below:

- Quarterly BoBS 2832 reports submitted to IDOT during the D&C period.
- Annual BoBS 2832 reports submitted to IDOT during the O&M period.

Unless specified otherwise in the Grant Agreement, quarterly progress reports will be due by January 15, April 15, July 15, and October 15 for the prior quarter. At minimum, grantees must report the status of the project, including: dates of specific tasks completed during the reporting period and tasks that remain to be completed; specific costs incurred and paid by the grantee during the reporting period; and projected date of project completion.

Submission of the progress reports and adherence to the due dates established in the Grant Agreement are material to the successful performance of the grant activities. Failure to meet contractual time frames may result in the termination of the agreement.

7.4 Reservation of Rights

IDOT, as the administrator of the Illinois NEVI Program, retains the following rights at its discretion:

- To adjust the number of anticipated awards, either increasing or decreasing them;
- To cancel an award at any point prior to the execution of the Grant Agreement;
- To gather or obtain data from any relevant source that may enhance the understanding and evaluation of the applications;
- To waive weaknesses, discrepancies, informalities, omissions, or minor irregularities found in an application, and to request and receive clarifications regarding the application; or
- To grant funds to a different applicant if the initially awarded applicant is unable or unwilling to complete the site and achieve commissioned status.

8. State Award Agency Contact(s)

Elizabeth Irvin, Deputy Director, Office of Planning and Programming
DOT.DriveElectric@illinois.gov

Appendix A: Minimum 23 CFR 680 Standards and Requirements

The standards and requirements from the NEVI Final Rule (23 CFR 680) that are applicable to this NOFO are listed below. These requirements must be followed to ensure compliance with the NEVI Final Rule that went into effect starting March 30, 2023. If an application does not propose to meet minimum NEVI standards and requirements, it will not be eligible to be evaluated within the merit-based selection process.

§ 680.106 Installation, operation, and maintenance by qualified technicians of electric vehicle charging infrastructure

Number of charging ports

- Charging stations must have at least four networks connected DCFC charging ports and be capable of simultaneously charging at least four EVs.

Connector Type

- All charging connectors must meet applicable industry standards.
- Each DCFC charging port must be capable of charging any CCS-compliant vehicle.
- Each DCFC charging port must have at least one permanently attached CCS Type 1 connector.
- Permanently attached [CHAdeMO](#) connectors can be provided using only FY2022 NEVI Funds. Each AC Level 2 charging port must have a permanently attached J1772 connector and must charge any J1772-compliant vehicle.

Power Level

- DCFC charging ports must support output voltages between 250 volts DC and 920 volts DC.
- DCFCs must have a continuous power delivery rating of at least 150 kilowatt (kW) and supply power according to an EV's power delivery request up to 150 kW, simultaneously from each charging port at a charging station.
- DCFC charging stations may conduct power sharing so long as each charging port continues to meet an EV's request for power up to 150 kW.

Availability

- Charging stations must be available for use and sited at locations physically accessible to the public at least as frequently as the business operating hours of the site host or 24 hours per day, 7 days per week, year-round if located within one mile driving distance of an AFC.
- This section does not prohibit isolated or temporary interruptions in service or access because of maintenance or repairs or due to the exclusions outlined in [§ 680.116\(b\)\(3\)](#).

Payment Methods

- Unless charging is permanently provided free of charge to customers, charging stations must:
 - Provide for secure payment methods, accessible to persons with disabilities, which at a minimum shall include a contactless payment method that accepts major debit and credit cards;
 - Provide either an automated toll-free phone number or a short message/messaging system (SMS) that provides the EV charging customer with the option to initiate a charging session and submit payment;
 - Not require a membership for use;
 - Not delay, limit, or curtail power flow to vehicles based on payment method or membership; and
 - Provide access for users that are limited English proficient and accessibility for people with disabilities. Automated toll-free phone numbers and SMS payment options must clearly identify payment access for these populations.

Equipment Certification

- All chargers must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory.
- DCFC chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment.

Security

- Charging stations must implement physical and cybersecurity strategies consistent with their respective State EV Infrastructure Deployment Plans to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid.
- Physical security strategies may include topics such as lighting; siting and station design to ensure visibility from onlookers; driver and vehicle safety; video surveillance; emergency call boxes; fire prevention; charger locks; and strategies to prevent tampering and illegal surveillance of payment devices.
- Cybersecurity strategies may include the following topics: user identity and access management; cryptographic agility and support of multiple PKIs; monitoring and detection; incident prevention and handling; configuration, vulnerability, and software update management; third-party cybersecurity testing and certification; and continuity of operation when communication between the charger and charging network is disrupted.

Long-Term Stewardship

- Charging stations must be maintained in compliance with NEVI requirements for a period of not less than five years from the initial date of operation.

Qualified Technician

- The workforce installing, maintaining, and operating chargers must have appropriate licenses, certifications, and training to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers. Further:
- Except as provided in [paragraph \(j\)\(2\)](#) of this section, all electricians installing, operating, or maintaining EVSE must meet one of the following requirements:
 - Certification from the EVITP.
 - Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.
- For projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program.
- All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State.

Customer Service

- EV charging customers must have mechanisms to report outages, malfunctions, and other issues with charging infrastructure.
- Charging station operators must enable access to accessible platforms that provide multilingual services.
- Recipients must comply with the Americans with Disabilities Act of 1990 requirements and multilingual access when creating reporting mechanisms.

Customer Data Privacy

- Charging station operators must collect, process, and retain only that personal information strictly necessary to provide the charging service to a consumer, including information to complete the charging transaction and to provide the location of charging stations to the consumer.
- Chargers and charging networks should be compliant with appropriate Payment Card Industry Data Security Standards (PCI DSS) for the processing, transmission, and storage of cardholder data.
- Charging Station Operators must also take reasonable measures to safeguard consumer data.

Use of Program Income

- Any net income from revenue from the sale, use, lease, or lease renewal of real property acquired shall be used for Title 23, United States Code, eligible projects. Per 2 CFR 200.307, any income or revenue received during the period of performance (POP) shall be deducted from the total allowable costs of Federal funds used on the project to determine the net allowable costs, at the Federal share applied.
- For purposes of program income or revenue earned from the operation of an EV charging station, the State or other direct recipient should ensure that all revenues received from operation of the EV charging facility are used only for:
 - Debt service with respect to the EV charging station project, including funding of reasonable reserves and debt service on refinancing;
 - A reasonable return on investment of any private person financing the EV charging station project, as determined by the State or other direct recipient;
 - Any costs necessary for the improvement and proper operation and maintenance of the EV charging station, including reconstruction, resurfacing, restoration, and rehabilitation;
 - If the EV charging station is subject to a public-private partnership agreement, payments that the party holding the right to the revenues owes to the other party under the public-private partnership agreement; and
 - Any other purpose for which Federal funds may be obligated under Title 23, United States Code.

§ 680.108 Interoperability of electric vehicle charging infrastructure

Charger-to-EV Communication

- Chargers must conform to ISO 15118–3 and must have hardware capable of implementing both ISO 15118–2 and ISO 15118–20.
- By February 28, 2024, charger software must conform to ISO 15118–2 and be capable of Plug and Charge.
- Conformance testing for charger software and hardware should follow ISO 15118–4 and ISO 15118–5, respectively.

Charger-to-Charger-Network Communication

- Chargers must conform to OCPP 2.0.1.

Charging-Network-to-Charging-Network Communication

- Charging networks must be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1.

Network Switching Capability

- Chargers must be designed to securely switch charging network providers without any changes to hardware.

§ 680.110 Traffic control devices or on-premises signs acquired, installed, or operated

Manual on Uniform Traffic Control Devices for Streets and Highways

- All traffic control devices must comply with [part 655 of this subchapter](#).

On-Premises Signs

- On-property or on-premises advertising signs must comply with [part 750 of this chapter](#).

§ 680.112 Data submittal

Quarterly Data Submittal

- Recipients must ensure the following data are submitted on a quarterly basis in a manner prescribed by the FHWA. Any quarterly data made public will be aggregated and anonymized to protect confidential business information.
 - Charging station identifier that the following data can be associated with. This must be the same charging station name or identifier used to identify the charging station in data made available to third parties in § 680.116(c)(1);
 - Charging port identifier. This must be the same charging port identifier used to identify the charging port in data made available to third parties in § 680.116(c)(8)(ii);
 - Charging session start time, end time, and any error codes associated with an unsuccessful charging session by port;
 - Energy (kWh) dispensed to EVs per charging session by port;
 - Peak session power (kW) by port;
 - Payment method associated with each charging session;

- Charging station port uptime, T_outage, and T_excluded calculated in accordance with the equation in § 680.116(b) for each of the previous three months; and
- Duration (minutes) of each outage.

Annual Data Submittal

- Recipients must ensure the following data are submitted on an annual basis, on or before March 1, in a manner prescribed by FHWA. Any annual data made public will be aggregated and anonymized to protect confidential business information.
 - Maintenance and repair cost per charging station for the previous year.
 - For private entities identified in paragraph (c)(1) of this section, identification of and participation in any State or local business opportunity certification programs including but not limited to minority-owned businesses, Veteran-owned businesses, woman-owned businesses, and businesses owned by economically disadvantaged individuals.

One-Time Data Submittal

- Recipients must ensure the following data are collected and submitted once for each charging station, on or before March 1 of each year, in a manner prescribed by the FHWA. Any one-time data made public will be aggregated and anonymized to protect confidential business information.
 - The name and address of the private entity(ies) involved in the operation and maintenance of chargers;
 - Distributed energy resource installed capacity, in kW or kWh as appropriate, of asset by type (e.g., stationary battery, solar, etc.) per charging station;
 - Charging station real property acquisition cost, charging equipment acquisition and installation cost, and distributed energy resource acquisition and installation cost; and
 - Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into:
 - Total distribution and system costs, such as extensions to overhead/underground lines, and upgrades from single-phase to three-phase lines; and
 - Total service costs, such as the cost of including poles, transformers, meters, and on-service connection equipment.

§ 680.114 Charging network connectivity of electric vehicle charging infrastructure

Charger-to-Charger Network Communication

- Chargers must communicate with a charging network via a secure communication method. See § 680.108 for more information about OCPP requirements.
- Chargers must have the ability to receive and implement secure, remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization in their communication with charging networks.

- Charging networks must perform and chargers must support remote charger monitoring, diagnostics, control, and smart charge management.
- Chargers and charging networks must securely measure, communicate, store, and report energy and power dispensed, real-time charging-port status, real-time price to the customer, and historical charging-port uptime.

Interoperability

- See § 680.108 for interoperability requirements.

Charging-Network-to-Charging-Network Communication

- A charging network must be capable of communicating with other charging networks to enable an EV driver to use a single method of identification to charge at Charging Stations that are a part of multiple charging networks. See § 680.108 for more information about OCPI requirements.

Charging-Network-to-Grid Communication

- Charging networks must be capable of secure communication with electric utilities, other energy providers, or local energy management systems.

Disrupted Network Connectivity

- Chargers must remain functional if communication with the charging network is temporarily disrupted, such that they initiate and complete charging sessions, providing the minimum required power level defined in § 680.106(d).

§ 680.116 Information on publicly available electric vehicle charging infrastructure locations, pricing, real time availability, and accessibility through mapping

Communication of Price

- The price for charging must be displayed prior to initiating a charging transaction and be based on the price for electricity to charge in \$/kWh. If the price for charging is not currently based on the price for electricity to charge an Electric Vehicle in \$/kWh, the requirements of this subparagraph must be satisfied within one year from February 28, 2023.
- The price for charging displayed and communicated via the charging network must be the real-time price (i.e., price at that moment in time). The price at the start of the session cannot change during the session.
- Price structure including any other fees in addition to the price for electricity to charge must be clearly displayed and explained.

Minimum Uptime

- States or other direct recipients must ensure that each charging port has an average annual uptime of greater than 97%.

- 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 dispenses electricity in accordance with requirements for minimum power level (see § 680.106(d)).
- Charging port uptime must be calculated on a monthly basis for the previous twelve months.
- Charging port uptime percentage must be calculated using the following equation:

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

Third-Party Data Sharing

- Recipients must ensure that the following data fields are made available, free of charge, to third-party software developers, via application programming interface:
 - Unique charging station name or identifier;
 - Address (street address, city, State, and zip code) of the property where the charging station is located;
 - Geographic coordinates in decimal degrees of exact charging station location;
 - Charging station operator name;
 - Charging network provider name;
 - Charging station status (operational, under construction, planned, or decommissioned);
 - Charging station access information:
 - Charging station access type (public or limited to commercial vehicles);
 - Charging station access days/times (hours of operation for the charging station);
 - Charging port information:
 - Number of charging ports;
 - Unique port identifier;
 - Connector types available by port;
 - Charging level by port (DCFC, AC Level 2, etc.);
 - Power delivery rating in kilowatts by port;
 - Accessibility by vehicle with trailer (pull-through stall) by port (yes/no);
 - Real-time status by port in terms defined by Open Charge Point Interface 2.2.1;

- Pricing and payment information:
 - Pricing structure;
 - Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1; and
 - Payment methods accepted at charging station.

§ 680.118 Other Federal requirements

- All statutory and regulatory requirements that are applicable to funds apportioned under [chapter 1 of Title 23, United States Code](#), and the requirements of [2 CFR part 200](#) apply. This includes the applicable requirements of 23, United States Code, and [Title 23, Code of Federal Regulations](#), such as the applicable BABA requirements at [23 U.S.C. 313](#) and Build America, Buy America Act (BABA) (Pub. L. No 117–58, div. G sections 70901–70927).
- As provided at [23 U.S.C. 109\(s\)\(2\)](#), projects to install EV chargers are treated as if the project is located on a Federal-aid highway. As a project located on a Federal-aid highway, [23 U.S.C. 113](#) applies and Davis Bacon Federal wage rate requirements included at [subchapter IV of chapter 31 of Title 40, U.S.C.](#), must be paid for any project funded with NEVI Formula Program funds.
- The Americans with Disabilities Act of 1990 (ADA), and implementing regulations, apply to EV charging stations by prohibiting discrimination on the basis of disability by public and private entities. EV charging stations must comply with applicable accessibility standards adopted by the Department of Transportation into its ADA regulations ([49 CFR part 37](#)) in 2006, and adopted by the Department of Justice into its ADA regulations ([28 CFR parts 35](#) and [36](#)) in 2010.
- Title VI of the Civil Rights Act of 1964, and implementing regulations, apply to this program to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
- All applicable requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and implementing regulations, apply to this program.
- The Disadvantaged Business Enterprise (DBE) program does not apply to the NEVI Formula Funds; however, the DBE program may apply to other programs apportioned under [chapter 1 of Title 23, United States Code](#).
- The Uniform Relocation Assistance and Real Property Acquisition Act, and implementing regulations, apply to this program by establishing minimum standards for federally funded programs and projects that involve the acquisition of real property (real estate) or the displacement or relocation of persons from their homes, businesses, or farms.
- The National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality's NEPA implementing regulations, and applicable agency NEPA procedures apply to this program by establishing procedural requirements to ensure that Federal agencies consider the consequences of their proposed actions on the human environment and inform the public about their decision making for major Federal actions significantly affecting the quality of the human environment.

Appendix B: Terms and Definitions

The NOFO includes many standard definitions as defined below. Additional definitions are provided in 23 CFR 680.102 of the NEVI Final Rule.

Applicant means the eligible entity and/or authorized representative of the eligible entity who has signed and is submitting the signed application response and who will be responsible, if subsequently identified as the grantee, to ensure proper performance of the agreement awarded.

Fully Built-Out refers to the designation given to Alternative Fuel Corridors (AFCs) by the Secretary of Transportation once they meet the NEVI Standards and Requirements. For a state to be considered built out, they must: determine internally that their AFCs have adequate EV charging coverage as a result of NEVI-funded charging stations; submit a letter to FHWA determining their status as Fully Built-Out using evidence such as maps, tables, and data; and have this designation approved by FHWA.

Finalist refers to the applicant who was selected for an award during the merit-based review process.

Grantee refers to the applicant who, upon awarding of a contract and execution of the Grant Agreement, will be responsible for managing the awarded contract and the party to whom payment will be made.

Grant Agreement refers to the fully executed agreement between the grantee and IDOT.

Grant Period refers to the length of time during which a grantee is obligated to provide Operations and Maintenance (O&M) services for the EV site. The grant period is five years or 60 months.

Illinois NEVI Program refers to the program through which IDOT will run a competitive grant process to administer federal NEVI Formula Program funds.

NEVI Formula Program Guidance refers to the National Electric Vehicle Infrastructure Formula Program Interim Final Guidance issued on August 11, 2025.

NEVI Final Rule refers to FHWA's final rule, 23 CFR 680, which establishes regulations setting minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program.

Notice of State Award (NOSA) specifies the funding terms and specific conditions resulting from the pre-award risk assessments.

Project refers to the Electric Vehicle Supply Equipment hardware and all required support systems installed at the applicant site to create a charging station, including the entirety of the eligible costs.

Appendix C: Guidance for Measuring Driving Distance from an Eligible Roadway

Per **Section 4.3**, projects must be located within a 3-mile driving distance from an eligible roadway. This document provides applicants with guidance on how to measure the driving distance depending on the type of roadway.

Full Control of Access

Roadways with full control of access are devoted entirely to the movement of traffic and perform no land service function. They are multi-lane divided highways with no at-grade intersections or direct private driveway connections. Access is available through interchanges only. For projects measured from roadways with full control of access, applicants should measure the driving distance from the end of the closest exit ramp to the entrance of the property, as shown in the figure below.

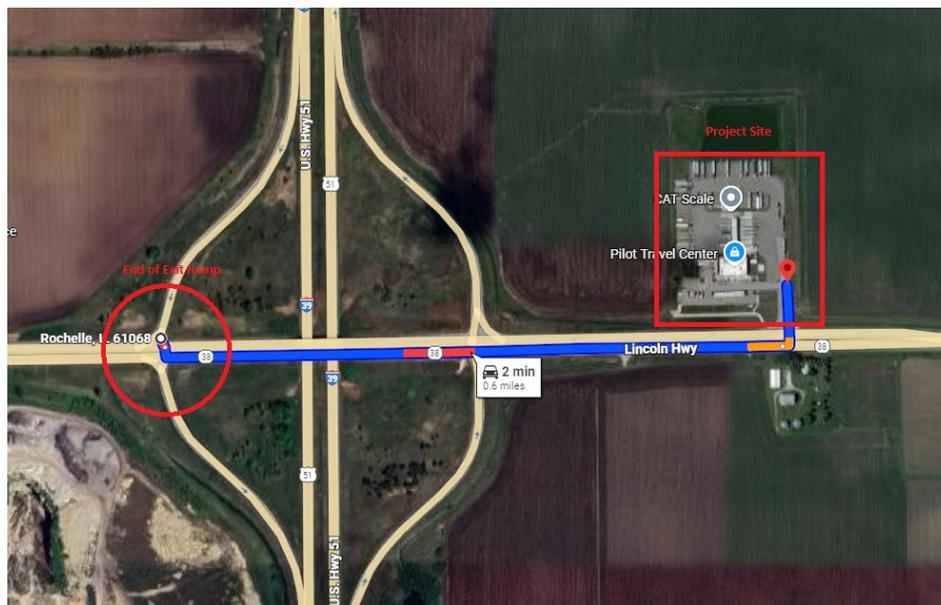


Figure 3C1. Measuring distance from controlled access roadway

Partial Control of Access or Uncontrolled Access

Roadways with partial control of access are devoted to the movement of traffic and perform some land service functions. Usually, this type of roadway is a multi-lane, divided highway with few at-grade intersections, private driveway connections, and field entrances. Roadways with uncontrolled access have an unlimited number of points of ingress or egress except where the exercise of control over the placement and the geometrics of connections is necessary for the safety of the traveling public. For projects measured from roadways with partial or uncontrolled access, applicants should measure the driving distance from the centerline of the qualifying roadway to the entrance of the property, as shown in the figures below.

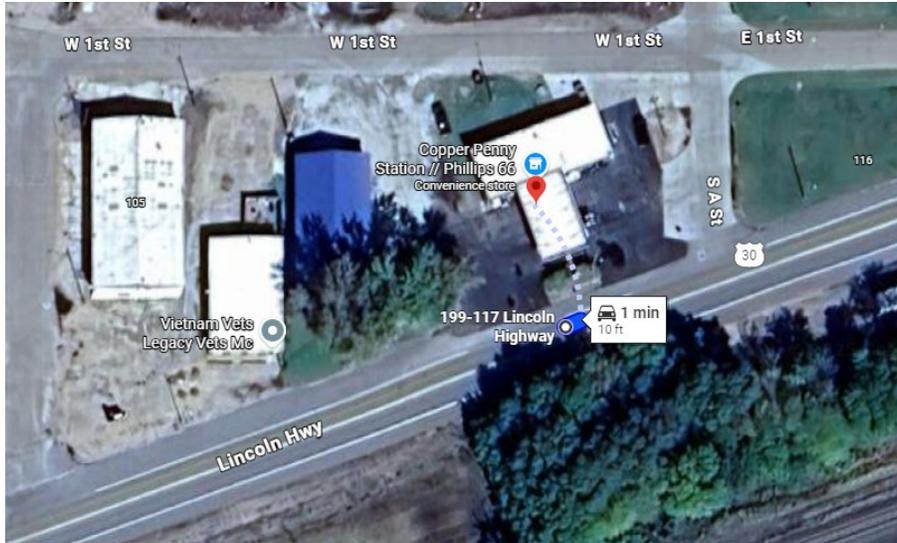


Figure C2. 4Example #1: Measuring distance from partial or uncontrolled access roadway



Figure C3. Example #2: Measuring distance from partial or uncontrolled access roadway

Appendix D: List of Acronyms

ADA: Americans with Disabilities Act

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

ICQ: Internal Controls Questionnaire

IDOT: Illinois Department of Transportation

IJJA: 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

NOSA: Notice of State Award

O&M: Operations and Maintenance

SAM: System for Award Management

UEI: Unique Entity Identifier

USDOL: United States Department of Labor

USDOT: United States Department of Transportation

Appendix E: Certifications and Assurances

Certifications

1. **Bribery:** Applicant certifies that it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois, nor made an admission of guilt of such conduct which is a matter of record (30 ILCS 500/50-5).
2. **Bid Rigging:** Applicant certifies that it has not been barred from contracting with a unit of State or local government as a result of a violation of Paragraph 33E-3 or 33E-4 of the Criminal Code of 1961 (720 ILCS 5/33E-3 or 720 ILCS 5/33E-4, respectively).
3. **Debt to State:** Applicant certifies that neither it, nor its affiliate(s), is/are barred from receiving an Award because Applicant, or its affiliate(s), is/are delinquent in the payment of any debt to the State, unless Applicant, or its affiliate(s), has/have entered into a deferred payment plan to pay off the debt, and Applicant acknowledges Grantor may declare the Agreement void if the certification is false (30 ILCS 500/50-11).
4. **Internal Revenue Code Compliance:** Applicant certifies that it does and will comply with all provisions of the Federal Internal Revenue Code (26 U.S.C. 1), the Illinois Revenue Act (35 ILCS 5), and all rules promulgated thereunder, including withholding provisions and timely deposits of employee taxes and unemployment insurance taxes.
5. **Lobbying:** Applicant certifies that it has not paid prior grant funds, or upon receiving an Award and Grant Agreement, will not be paying Grant Funds by or on behalf of Applicant to any person for influencing or attempting to influence an officer or employee of any government agency, a member of Congress or Illinois General Assembly, an officer or employee of Congress or Illinois General Assembly, or an employee of a member of Congress or Illinois General Assembly in connection with the awarding of any agreement, the making of any grant, the making of any loan, the entering into of any cooperative or intergovernmental agreement, or the extension, continuation, renewal, amendment or modification of any agreement, grant, loan or cooperative or intergovernmental agreement. 31 U.S.C. 1352. Additionally, Applicant certifies that it has filed the required certification under the Byrd Anti-Lobbying Amendment (31 U.S.C. 1352), if applicable.
 - I. **Federal Form LLL:** If any funds, other than Federally appropriated funds, were paid or will be paid to any person for influencing or attempting to influence any of the above persons in connection with a Uniform Application for State Grant Assistance and subsequent Award and Agreement, the undersigned must also complete and submit Federal Form LLL, Disclosure of Lobbying Activities Form, in accordance with its instructions.
 - II. **Lobbying Costs:** Applicant certifies that it is in compliance with the restrictions on lobbying set forth in 2 CFR 200.450. For any Indirect Costs associated with a Grant Agreement pursuant to an Award, total lobbying costs shall be separately identified in the Program Budget and thereafter treated as other Unallowable Costs.
 - III. **Procurement Lobbying:** Applicant warrants and certifies that it and, to the best of its knowledge, its sub-grantees, if Applicant intends to use sub-grantees upon issuance of an Award and subsequent Grant Agreement, have complied and will comply with Executive Order No. 1 (2007) (EO 1-2007). EO

1-2007 generally prohibits grantees and subcontractors from hiring the then-serving Governor's family members to lobby procurement activities of the State, or any other unit of government in Illinois including local governments, if that procurement may result in a contract valued at over \$25,000. This prohibition also applies to hiring for that same purpose any former State employee who had procurement authority at any time during the one-year period preceding the procurement lobbying activity.

- IV. **Sub-awards:** If Applicant is issued an Award and subsequent, Grant Agreement, and intends to utilize sub-grantees, Applicant certifies it will include the language of this certification in the award documents for any sub-awards made pursuant to this Award at all tiers. All sub-grantees are also subject to certification and disclosure. Pursuant to Appendix II(l) to 2 CFR 200, Applicant shall forward all disclosures by contractors regarding this certification to Grantor.
6. **Educational Loan:** Applicant certifies that it is not barred from receiving State awards or agreements as a result of default on an educational loan (5 ILCS 385/1 *et seq.*).
 7. **International Boycott:** Applicant certifies that neither it nor any substantially owned affiliated company is participating or shall participate in an international boycott in violation of the provision of the U.S. Export Administration Act of 1979 (50 U.S.C. Appendix 2401 *et seq.* or the regulations of the U.S. Department of Commerce promulgated under that Act (15 CFR 730 through 774).
 8. **Dues and Fees to a Discriminatory Club:** Applicant certifies that it is not prohibited from receiving an Award because it pays dues or fees on behalf of its employees or agents or subsidizes or otherwise reimburses them for payment of their dues or fees to any club which unlawfully discriminates (775 ILCS 25/1 *et seq.*).
 9. **Pro-Children Act:** Applicant certifies that it is in compliance with the Pro-Children Act of 2001 in that it prohibits smoking in any portion of its facility used for the provision of health, day care, early childhood development services, education or library services to children under the age of eighteen (18), which services are supported by Federal or State government assistance (except such portions of the facilities which are used for inpatient substance abuse treatment) (20 U.S.C. 7181-7184).
 10. **Drug-Free Workplace:** If Applicant is not an individual, Applicant certifies it will provide a drug free workplace pursuant to the Drug Free Workplace Act. 30 ILCS 580/3. If Applicant is an individual and the Award applied for is valued at more than \$5,000, Applicant certifies it shall not engage in the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance during the performance of the Agreement. 30 ILCS 580/4. Applicant further certifies that it is in compliance with the government-wide requirements for a drug-free workplace as set forth in 41 U.S.C. 8102.
 11. **Motor Voter Law:** Applicant certifies that it is in full compliance with the terms and provisions of the National Voter Registration Act of 1993 (52 U.S.C. 20501 *et seq.*).
 12. **Clean Air Act and Clean Water Act:** Applicant certifies that it is in compliance with all applicable standards, order or regulations issued pursuant to the Clean Air Act (42 U.S.C. §7401 *et seq.*) and the Federal Water Pollution Control Act, as amended (33 U.S.C. §1251 *et seq.*).
 13. **Debarment:** Applicant certifies that it is not debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this Agreement by any Federal department or agency (45 CFR 76), or by the State (See 30 ILCS 708/25(6)(G)).

14. **Non-procurement Debarment and Suspension:** Applicant certifies that it is in compliance with Subpart C of 2 CFR 180 as supplemented by 2 CFR 376, Subpart C.
15. **Grant for the Construction of Fixed Works:** Applicant certifies that all Programs for the construction of fixed works which are financed in whole or in part with funds provided by this Notice of Funding Opportunity shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 *et seq.*) unless the provisions of that Act exempt its application. In the construction of the Program, Applicant shall comply with the requirements of the Prevailing Wage Act including, but not limited to, inserting into all contracts for such construction a stipulation to the effect that not less than the prevailing rate of wages as applicable to the Program shall be paid to all laborers, workers, and mechanics performing work under the Award and requiring all bonds of contractors to include a provision as will guarantee the faithful performance of such prevailing wage clause as provided by contract.
16. **Health Insurance Portability and Accountability Act:** Applicant certifies that it is in compliance with the Health Insurance Portability and Accountability Act of 1996 (HIPAA), Public Law No. 104-191, 45 CFR 160, 162 and 164, and the Social Security Act, 42 U.S.C. 1320d-2 through 1320d-7, in that it may not use or disclose protected health information other than as permitted or required by law and agrees to use appropriate safeguards to prevent use or disclosure of the protected health information. Applicant shall maintain, for a minimum of six (6) years, all protected health information.
17. **Criminal Convictions:** Applicant certifies that neither it nor any officer, director, partner or other managerial agent of Applicant has been convicted of a felony under the Sarbanes-Oxley Act of 2002, nor a Class 3 or Class 2 felony under Illinois Securities Law of 1953, or that at least five (5) years have passed since the date of the conviction. Applicant further certifies that it is not barred from receiving an Award under 30 ILCS 500/50-10.5 and acknowledges that Grantor shall declare the Award and subsequent Grant Agreement void if this certification is false (30 ILCS 500/50-10.5).
18. **Forced Labor Act:** Applicant certifies that it complies with the State Prohibition of Goods from Forced Labor Act, and certifies that, if it receives an Award and subsequent Grant Agreement, no foreign-made equipment, materials, or supplies furnished to the State under the Agreement have been or will be produced in whole or in part by forced labor, convict labor, or indentured labor under penal sanction (30 ILCS 583).
19. **Illinois Use Tax:** Applicant certifies in accordance with 30 ILCS 500/50-12 that it is not barred from receiving an Award under this Paragraph. Applicant acknowledges that the Award and subsequent Grant Agreement may be declared void if this certification is false.
20. **Environmental Protection Act Violations:** Applicant certifies in accordance with 30 ILCS 500/50-14 that it is not barred from receiving an Award. Grantee acknowledges that the Award and subsequent Grant Agreement may be declared void if this certification is false.
21. **Goods from Child Labor Act:** Applicant certifies that no foreign-made equipment, materials, or supplies furnished to the State under a Grant Agreement executed pursuant to an Award have been or will be produced in whole or in part by the labor of any child under the age of twelve (12) (30 ILCS 584).
22. **Federal Funding Accountability and Transparency Act of 2006:** Applicant certifies that it is in compliance with the terms and requirements of 31 U.S.C. 6101. Applicant

further certifies it does and will comply with the reporting requirements of the Federal Funding Accountability and Transparency Act of 2006 (P.L. 109-282) (FFATA) with respect to Federal Awards greater than or equal to \$25,000. A FFATA sub-award report must be filed by the end of the month following the month in which the award was made.

23. **Compliance with Uniform Grant Rules (2 CFR 200):** Applicant certifies that it shall adhere to the applicable Uniform Administrative Requirements, Cost Principles, and Audit Requirements, which are published in Title 2, Part 200 of the Code of Federal Regulations, and are incorporated herein by reference. See 44 Ill. Admin. Code 7000.30(b)(1)(A).
24. **Compliance with Non-Discrimination Laws:** Applicant, its employees and subcontractors under subcontract made pursuant to an Award and subsequent Grant Agreement, certifies that it shall comply with all applicable provisions of State and Federal laws and regulations pertaining to nondiscrimination, sexual harassment and equal employment opportunity including, but not limited to, the following laws and regulations and all subsequent amendments thereto:
 - I. The Illinois Human Rights Act (775 ILCS 5/1-101 *et seq.*), including, without limitation, 44 Illinois Administrative Code Part 750, which is incorporated herein;
 - II. The Public Works Employment Discrimination Act (775 ILCS 10/1 *et seq.*);
 - III. The United States Civil Rights Act of 1964 (as amended) (42 U.S.C. 2000a- and 2000h-6). (*See also* guidelines to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons [Federal Register: February 18, 2002 (Volume 67, Number 13, Pages 2671-2685)]);
 - IV. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794);
 - V. The Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*); and
 - VI. The Age Discrimination Act (42 U.S.C. 6101 *et seq.*).

Assurances

1. **Applicant Standing and Authority:** Applicant assures it is duly organized, validly existing and in good standing under the laws of the State in which it was incorporated or organized and that it has the requisite power and authority to:
 - I. Execute and deliver the Uniform Application for State Grant Assistance on behalf of the Applicant;
 - II. Execute and file the required certifications, assurances, Intergovernmental Agreements and Grant Agreements on behalf of the Applicant binding the Applicant;
 - III. Execute Grant Agreements, Intergovernmental Agreements, and all other documents to be executed by Applicant in connection with the Award and subsequent Agreement with Grantor on behalf of the Applicant.
 - IV. Upon receiving an award and subsequent Intergovernmental Agreement or Grant Agreement, perform its obligations hereunder and to consummate the transactions contemplated within the Agreement.
 - V. If Applicant is organized under the laws of another jurisdiction, Applicant warrants that it is also duly qualified to do business in Illinois and, if applicable, is in good standing with the Illinois Secretary of State.

2. **General Assurances:**

- I. Applicant assures it will comply with all applicable State, Federal and local laws and State administrative regulations in carrying out any project supported by a State of Illinois Grant Agreement or Intergovernmental Agreement, and any and all license requirements or professional certification provisions.
- II. Applicant agrees that it is under a continuing obligation to comply with the terms and conditions of the Grant Agreement or Intergovernmental Agreement with Grantor issued for its project.
- III. Where applicable, Applicant assures it will comply with applicable State and Federal statutes, Federal regulations and Grantor administrative rules regarding confidential records or other information obtained by Applicant concerning persons served under an Intergovernmental Agreement or Grant Agreement. The records and information shall be protected by Applicant from unauthorized disclosure.
- IV. Applicant recognizes that Federal and State laws and regulations may be modified from time to time, and those modifications may affect project implementation. The Applicant understands that Presidential executive orders, executive orders from the Office of the Governor, Federal and State directives, including policies and program guidance may be issued concerning matters affecting the Applicant or the project.
- V. The Applicant agrees that the most recent Federal and State laws, regulations, and directives will apply to the project, unless Grantor issues a written determination otherwise.

3. **Registration Assurance:** Applicant assures it and any sub-grantees it might intend to utilize shall:

- I. be registered with the Federal SAM;
- II. be in good standing with the Illinois Secretary of State, if applicable; and
- III. have a valid DUNS number.

Applicant understands its responsibility to remain current with these registrations and requirements. If Applicant's status with regard to any of these requirements change, or the certifications made in and information provided in the Uniform Application for State Grant Assistance changes, Applicant must notify the Grantor.

4. **Gift Ban Assurance:** Applicant understands it is prohibited from giving gifts to State employees and assures it will not give any gifts pursuant to Officials and Employees Ethics Act (5 ILCS 430/10-10) and Executive Order 15-09.
5. **Freedom of Information Act (FOIA) Assurance:** Applicant assures that upon request, Applicant shall make available to Grantor all documents in its possession that Grantor deems necessary to comply with requests made under the Freedom of Information Act. (5 ILCS 140/7(2))