

Illinois Environmental Protection Agency

Uniform Notice of Funding Opportunity (NOFO)

Light-Duty Electric Vehicle Direct Current Fast Charging (DCFC) Infrastructure September 28, 2022

	Data Field	
1.	Awarding Agency Name:	Illinois Environmental Protection Agency
2.	Agency Contact:	Darwin Burkhart at epa.vwgrants@illinois.gov
3.	Announcement Type:	Initial Announcement
4.	Type of Assistance Instrument:	Grant
5.	Funding Opportunity Number:	4
6.	Funding Opportunity Title:	Driving a Cleaner Illinois – Volkswagen
7.	CSFA Number:	532-10-1697
8.	CFSA Popular Name:	Driving A Cleaner Illinois - Volkswagen
9.	CFDA Number:	N/A
10.	Anticipated Number of Awards:	25-50
11.	Estimated Total Program Funding:	\$12.6 million (Round 4 Funding)
12.	Award Range:	Minimum award amount approximately \$125,000. Maximum award amount is \$480,000.
13.	Source of Funding:	<input type="checkbox"/> Federal or Federal Pass-Through <input type="checkbox"/> State <input checked="" type="checkbox"/> Private/Other Funding
14.	Cost Sharing or Matching Requirement:	Yes
15.	Indirect Costs Allowed:	No
16.	Posted Date:	September 28, 2022
17.	Application Range:	September 28 – December 30, 2022
18.	Technical Assistance Session:	No

**Illinois Environmental Protection Agency
Uniform Notice of Funding Opportunity (NOFO)
Light-Duty Electric Vehicle Direct Current Fast Charging (DCFC) Infrastructure**

A. Notice of Funding Opportunity and Application Information

This Notice of Funding Opportunity (NOFO) is to inform potential applicants of the availability of funds from the Volkswagen Environmental Mitigation Trust Agreement (Trust or Trust Agreement). Under this NOFO, the Illinois Environmental Protection Agency (Illinois EPA) will fund a portion of the eligible costs associated with new commercial grade Direct Current Fast Charging (DCFC, also known as Level 3) charging stations for light-duty electric vehicles to be located at publicly accessible charging station locations in the three priority areas outlined in the Beneficiary Mitigation Plan (BMP) and in this NOFO.

An application under this NOFO must include:

- Light-Duty Electric Vehicle DCFC Infrastructure Application
- Uniform Grant Application
- Uniform Grant Budget Template

An application must be complete. It must include all of the information that is requested in this NOFO and in the above three required forms. The applicant must use the three above forms to provide the requested information. The application must be signed by a person authorized to sign on the behalf of the applicant.

An application must be submitted electronically to epa.vwgrants@illinois.gov

An application must be received by the Illinois EPA by 5:00 p.m. (CT) on December 30, 2022.

No additional materials will be accepted after the initial submittal of the application. Late or incomplete applications will be denied.

The application is included with this NOFO and may be downloaded at [Driving a Cleaner Illinois](#). Potential applicants may request paper copies of the application by emailing a request to epa.vwgrants@illinois.gov.

Any questions must be in writing and directed to epa.vwgrants@illinois.gov.

In completing projects under this NOFO, applicants must comply with all applicable federal, state, and local laws and ordinances and regulations thereunder.

B. Funding Information

Funding is private monies under the Trust for State Beneficiaries established by Volkswagen.

This funding opportunity is consistent with the Trust Agreement and the Agency's existing BMP under the Trust. Illinois is a beneficiary, and the Illinois EPA has been designated the lead

agency to administer the funds allocated to Illinois under the Trust Agreement.

Applicants may not use Trust funds to satisfy obligations that are mandated or required under federal law or regulation or by any court, consent order, decree, or agreement of any kind.

Applicants may not combine funding from this program with other funding such that they receive in excess of 100% funding for any project.

Applicants may use other funding (federal, state, or other) as part or all of their mandatory cost share, provided such other funding source does not place a restriction on this.

Build at-risk or pre-award costs may be allowed if the costs are incurred after the publication of this NOFO and are directly in anticipation of receiving an award, where such costs are necessary for efficient and timely performance of the project. Such costs are allowable only to the extent that they are eligible costs and would have been allowable if incurred after the date of an award. Reimbursement of pre-award costs may only occur post-award and post-execution of a grant agreement between the Illinois EPA and the applicant.

C. Eligible Applicant Requirements

Applicants that are eligible under this NOFO:

- An eligible applicant for this NOFO is a private organization or company including a sole proprietorship, partnership, corporation, or limited liability company that is incorporated under Illinois law or registered and in good standing with the Illinois Secretary of State
- AND**
- An eligible applicant for this NOFO must be an owner of a proposed charging station location and/or an owner of the proposed charging station
- ALSO**
- An eligible applicant for this NOFO must satisfy pre-qualification requirements through the Grant Accountability and Transparency Act (GATA) Grantee Portal at www.grants.illinois.gov.

Applicants that are ineligible under this NOFO:

- Government entities or units of government (government entities cannot be an applicant, but can be a site host of a charging station location)
- Individuals
- Entities that have NOT satisfied the following GATA pre-qualification requirements:
 - Registered with the System for Award Management (SAM) (www.SAM.gov)
 - Have a valid Dun and Bradstreet Universal Numbering System (DUNS) number
 - Completed an Internal Controls Questionnaire (ICQ) as the fiscal and administrative risk assessment for the current fiscal year – FY 23
 - 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
 - Not on the sanctioned party list of the Dept. of Healthcare and Family Services
 - Not on the SAM.gov exclusion list.

This NOFO does not limit the number of applications per applicant. However, a charging station location can only be addressed by one application.

D. Eligible Charging Station and Charging Station Location Requirements

A proposal under this NOFO must meet the following DCFC equipment, installation, and operation requirements for each charging station location and each charging station.

- An applicant must submit an application for **at least one charging station (with a minimum of two standalone chargers) at a charging station location in each of at least two different priority areas.** (Applications with at least one charging station at a charging station location in each of the three priority areas will be prioritized for review and funding).
- **Priority Area 1:** Cook, DuPage, Kane, Lake, McHenry, and Will counties, Oswego Township in Kendall County and Aux Sable and Goose Lake townships in Grundy County
- **Priority Area 2:** Madison, Monroe, and St. Clair counties
- **Priority Area 3:** Champaign, DeKalb, LaSalle, McLean, Peoria, Sangamon, and Winnebago counties
- There is no requirement that a charging station at a charging station location be located in an area of environmental justice (EJ) concern. However, additional points will be given to a charging station at a charging station location in an area of EJ concern. (For purposes of this NOFO, an area of EJ concern is a location identified by the Illinois EPA's EJ Start mapping tool at [Illinois EPA EJ Start](#)).
- There can be no existing charging stations at or within the applicant's proposed charging station location. (This NOFO is targeting areas where there is a lack of any type of public charging stations).
- The charging station must be new, commercial grade light-duty DCFC equipment designed to charge light-duty vehicles.
- The charging station and charging station location must be publicly accessible. (For purposes of this NOFO, "publicly accessible" means available to any member of the public 24 hours a day, 7 days a week without access restrictions).
- Each charging station location must have signage that complies with all applicable federal, state, and local laws, ordinances, regulations, and standards providing a toll-free number to call for assistance; *Electric vehicle charging* signs are required near the charging station along with *electric vehicle only* stenciled graphics (e.g., "EV Parking Only") on each striped parking space reserved for electric vehicle charging.
- Each charging station must be located at a charging station location that is either owned by the applicant or for which there is or will be a host agreement with the applicant to host the charging station at the charging station location for a minimum of five years after the initial in-service date of the charging station. (A Site Host Agreement for a charging station location must be for a term of at least five years starting with the initial in-service date of the charging station(s); must contain a provision regarding the

applicant's legal right to own and operate the charging station(s) at the host site; must identify responsible parties for hosting, operating, and maintaining the charging station and charging station location; and must contain a disposition plan for the charging station in the event the agreement is terminated).

- Each charging station must consist of a minimum of two standalone chargers with a minimum of four Combined Charging System (CCS) connectors, capable of simultaneously charging four electric vehicles.
- Each connector must be capable of providing at least 100 kW of power while charging one vehicle on the charging station unit and be capable of providing at least 50 kW of power when simultaneously charging two or more vehicles on the unit.
- Each charging station unit must have the ability to reduce power output to be compatible for use by electric vehicles.
- Each charging station unit must be enclosed and must be constructed for use outdoors in accordance with UL 50E Standard for Safety for Enclosures for Electrical Equipment, Environmental Considerations, Type 3R exterior enclosure or equivalent.
- Each charging station unit must incorporate a cord management system or method to eliminate potential cable entanglement, user injury, or connector damage from lying on the ground.
- Charging station installation must be performed in accordance with industry standards and best practices and comply with all applicable federal, state, and local requirements, including Illinois Commerce Commission registration and certification requirements which apply to the installers of electric vehicle charging stations as well as those conducting maintenance and repair.
- Each charging station unit must be certified and meet relevant technical and/or safety standards, including but not limited to, all applicable federal, state, and local building, electrical, and safety codes (i.e., International Building Code, National Electrical Code), Underwriters Laboratories (UL) 2202 (Standard for Electric Vehicle Charging System Equipment), Federal Communications Commission (47 CFR 15 – Radio Frequency Devices), and must also have valid certification(s) from a Nationally Recognized Testing Laboratory (NRTL).
- Each charging station unit must be capable of operating over an ambient temperature range of 0 to 122 degrees Fahrenheit with a relative humidity of up to 100%.
- Charging station locations and charging stations must be Americans with Disability Act (ADA) compliant.
- Each charging station must have and be connected to an operating network and must have the ability to switch between Open Charge Point Interface (OCPI) networks.
- Each charging station must follow network “roaming” best practices established by the OCPI protocol.

- Each charging station must be Open Charge Point Protocol (OCPP) compliant for communications between charging stations and operating networks.
- For each charging station, the network system must proactively monitor charging stations for maintenance needs and notify/dispatch for corrective action as issues are identified.
- Each charging station must support continuous operations even when network connectivity is not available or consumer cell phone service is not available (i.e., “default on” with loss of network).
- Charging stations may require payment from users. Where payment is required:
 - The charging station shall provide multiple payment options for drivers for both pay-per-use and subscription methods, including options such as credit and debit cards, smart cards, and smart phone applications.
 - All payment equipment must possess the capabilities to ensure credit card transactions are compliant with the latest PCI and PA-DSS standards.
 - All payment equipment must employ commercially reasonable security standards to protect sensitive and/or confidential data.
 - All payment equipment shall display real-time pricing and fee information on the unit, payment screen, or associated phone application.
- Each charging station must be accessible to “walk up” consumers (meaning that drivers must be able to initiate a charge session without a prior membership or network interaction).
- Each charging station must record charging data including percentage of operational uptime, the number of charging events, average charge time per vehicle in minutes, and average kW per charge and total overall kW delivered. This data must be maintained for a minimum of five years beyond the recording of the data. This data must be made available to the Illinois EPA upon request. This data must also be reported to the Illinois EPA as otherwise provided in this NOFO or in any grant agreement under this NOFO.
- Each charging station, including the operating network system, must continually be in full-working order. Each charging station shall be maintained in accordance with the manufacturer recommendations and warranty coverage requirements. Scheduled and unscheduled maintenance and repair must be completed and the charging station fully operational within 72 hours to ensure 95% annual uptime.
- Each charging station must have a minimum five-year warranty.
- Each charging station location must have lighting from dusk to dawn to ensure ease of use of the charging station and to ensure security.
- Each charging station location must have at a minimum, the same number of reserved electric vehicle parking spaces as the number of charging connectors at the charging

station. At least one of the parking spaces must meet ADA requirements but does not need to be ADA reserved.

- Parking spaces must meet state and local design codes and have paved asphalt or concrete as their base.
- Each charging station must have collision protection such as: bollards, wheel stops, curb protection, or wall-mounted barriers.
- Each charging station location must have electric service appropriate for the size and type of charging station(s) set forth in their application.

E. GATA Requirements

The Illinois EPA is required by GATA to conduct a financial and administrative risk assessment of the applicant. Additional information may be required at that time from the successful applicant. For the applicant to remain eligible for an award, it must provide the requested information within the timeframe specified by the Illinois EPA. The Programmatic Risk Assessment Questionnaire evaluates the applicant's ability to successfully carry out the terms of a specific program and assesses four risk categories:

- quality of management systems and ability to meet the management standards,
- history of performance,
- reports and findings from audits performed on prior awards, and
- the applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on awardees.

The awards will have special terms and conditions in addition to the general terms and conditions of the Uniform Grant Agreement.

F. Eligible and Ineligible Costs for Reimbursement

Only eligible costs are reimbursable. All costs other than those listed as eligible costs are ineligible.

The following project-related components are eligible for reimbursement:

- New commercial grade DCFC charging station(s), including network hardware and software
- Utility equipment interconnections and upgrades, such as transformers and utility extensions, conduit, cable/wiring, and electrical service box disconnects
- Necessary concrete or paved asphalt addition or replacement at the parking spaces where there is currently none or existing spaces are in poor condition
- Signage and lighting at the charging station location
- Items installed for collision protection such as: bollards, wheel stops, curb protection, or wall-mounted barriers
- Paint striping and stenciling of the charging station location parking spaces
- Charging station installation labor (electrical, trenching, etc.)
- Project-related build-at-risk or pre-award costs incurred post-publication of this NOFO that are eligible costs and are directly in anticipation of receiving an award, where such

costs are necessary for efficient and timely performance of the project. (Such costs are allowable only to the extent that they would have been allowable if incurred after the date of an award).

The following potential project-related components are ineligible for reimbursement:

- Purchase, rent, or lease of charging station location
- Used, refurbished, or remanufactured charging station equipment
- Leased or rented charging station equipment
- Costs associated with accepting payment options
- Hydrogen fuel cell vehicle supply infrastructure and equipment
- Administrative licenses, fees and costs for charging station location and charging station design, development, implementation, and management, including legal, engineering, consulting, and permit licenses, fees, and costs and other licenses, fees and costs to develop the project or grant application
- Internet or cellular connection costs
- Cost increases on purchases and/or subcontracts
- Charging station equipment shipping costs
- Taxes, including sales taxes, on eligible charging station equipment and expenses
- Insurance coverage
- Scheduled or unscheduled maintenance
- Warranty or annual maintenance or service agreement fees and costs
- Operating costs including electricity, network operations and service, customer service
- Reporting

On the Light-Duty Electric Vehicle Direct Current Fast Charging (DCFC) Infrastructure Application, applicant shall provide the total eligible cost figures for each of the proposed charging station locations using either the known and/or estimated costs. Applicant shall also provide the total eligible cost for the charging station locations, as well as the requested grant amount and required cost share figure.

G. Award Amount and Cost Share

The award amount per application with the mandatory minimum of two charging station locations with the mandatory minimum of two standalone chargers per each location will be 80% of total eligible costs up to a maximum award of \$320,000, with the required cost share being 20% of eligible costs. The award amount per application where there are more than the mandatory minimum two charging station locations will be 80% of total eligible costs up to a maximum award of \$480,000, with the required cost share being 20% of eligible costs.

Nothing in this NOFO shall limit the number of charging stations at a charging station location, or the number of charging station locations. However, the maximum award amounts are as set forth above.

Ineligible costs are the responsibility of the applicant.

Cost-sharing is mandatory under this program but will not be considered in any other way in the application evaluation.

Grant awards are a reimbursement that occur only after execution of a grant agreement between the Illinois EPA and a grantee. Reimbursement will be wired to the grantee by the Trustee after review and approval of required invoices, reports, and supporting documentation.

The number and amounts of awards will be dependent on the number of applications received and levels of funding requested. The Agency may offer partial awards depending on fund availability.

H. Application Review

All applications will be reviewed by Illinois EPA staff for administrative completeness and against scored criteria identified in this NOFO, in compliance with GATA and 2 CFR 200 Uniform Requirements.

The administrative completeness review assesses whether the requirements in Sections C and D of this NOFO, as further addressed in the application forms for this NOFO, have been met. The requirements of Sections C and D are summarily restated below. If in reviewing the application, any requirements are not met as required in this NOFO or the related forms, the application will be denied. No points will be assigned for the administrative completeness.

Each individual charging station location (minimum of two) within a single application will be scored individually. Each of those project scores will be combined to produce an overall application score.

The Illinois EPA will first review and score the applications with charging station locations in **each of the three Priority Areas**. Those application will be ranked and awards will be made accordingly.

If funds remain, following review of applications with projects in each of the three Priority Areas, the Illinois EPA will then review applications with projects in two of the three Priority Areas. Those applications will be ranked and awards will be made accordingly.

Charging Station and Charging Station Location Administrative Completeness	Yes	No
Application was complete with the information requested.		
Application was submitted electronically to the epa.vwgrants@illinois.gov address.		
Application was received by the Illinois EPA by 5:00 p.m. (CT) on December 30, 2022.		
Application included a Light-Duty Electric Vehicle DCFC Infrastructure Application.		
Application included a Uniform Grant Application.		
Application included a Uniform Grant Budget Template.		
The proposed charging stations will be in at least two of Priority Areas 1, 2, and 3.		
There are no existing public charging stations at the proposed charging station locations.		
The charging stations will be new, commercial-grade DCFC equipment designed to charge light-duty vehicles.		
The charging stations and charging station locations will be publicly accessible.		
Applicant is the owner of the proposed charging station locations or has or will have an arrangement with the charging station locations owner to construct and operate the charging stations.		

Each station location will have a minimum of two standalone chargers with at least four CCS connectors capable of simultaneously charging four electric vehicles.		
Each connector on each charging station unit will be capable of providing at least 100 kW of power while charging only one vehicle and be capable of providing at least 50 kW of power when simultaneously charging two or more vehicles.		
Each charging station will have the ability to reduce power output to be compatible for use by electric vehicles.		
Each charging station enclosure will be constructed for use outdoors in accordance with UL 50E Standard for Safety for Enclosures for Electrical Equipment, Environmental Considerations, Type 3R exterior enclosure or equivalent.		
Each charging station will incorporate a cord management system or method to eliminate potential for cable entanglement, user injury, or connector damage from lying on the ground.		
Charging station installation will comply with all applicable federal, state, and local requirements, including Illinois Commerce Commission registration and certification requirements.		
Charging stations will be certified and meet relevant technical and/or safety standards, including but not limited to, all applicable federal, state, and local building, electrical, and safety codes (i.e., International Building Code, National Electrical Code), Underwriters Laboratories (UL) 2202 (Standard for Electric Vehicle Charging System Equipment), Federal Communications Commission (47 CFR 15 – Radio Frequency Devices), and must also have valid certification(s) from a Nationally Recognized Testing Laboratory (NRTL).		
Charging stations will be capable of operating over an ambient temperature range of 0 to 122 degrees Fahrenheit with a relative humidity of up to 100%.		
Charging station locations and charging stations will be Americans with Disability Act (ADA) compliant.		
Each charging station will have and be connected to an operating network and will have the ability to switch between Open Charge Point Interface (OCPI) networks.		
Each charging station will follow network “roaming” best practices established by the OCPI protocol.		
Each charging station will be Open Charge Point Protocol (OCPP) compliant for communications between charging stations and operating networks.		
The operating network system will proactively monitor charging stations for maintenance needs and notify/dispatch for corrective action as issues are identified.		
Each charging station will support continuous operations even when network connectivity is not available or consumer cell phone service is not available (i.e., “default on” with loss of network).		
If payment is required, the payment and security requirements will be satisfied.		
Each charging station will be accessible to “walk up” consumers, meaning that drivers must be able to initiate a charge session without a prior membership or network interaction in a simple, straightforward process.		
Each charging station will be able to provide charging data including percentage of operational uptime, the number of charging events, average charge time per vehicle in minutes, and average kW per charge and total overall kW delivered.		

Each charging station, including the operating network system, must continually be in full-working order and shall be maintained in accordance with the manufacturer recommendations and warranty coverage requirements; and scheduled and unscheduled maintenance and repair will be completed and the station, including the operating network system, fully operational within 72 hours to ensure 95% annual uptime.		
Each charging station will have a minimum five-year warranty.		
Each charging station will provide lighting for potential drivers from dusk to dawn for both ease of use and security.		
Each charging station location will have ample parking space and provide, at a minimum, the same number of reserved electric vehicle parking spaces as the number of connectors at the charging station. The charging station location will have at least one parking space that meets ADA requirements for handicap accessibility, but not necessarily ADA reserved.		
At each charging station location, parking spaces will meet state and local design codes and have paved asphalt or concrete as their base.		
Each charging station will have collision protection.		
Each charging station location must have electric service appropriate for the size and type of charging station(s) set forth in their application.		
Each charging station location will have signage that complies with all applicable federal, state, and local laws, ordinances, regulations, and standards; <i>Electric vehicle charging</i> signs are required near the charging station along with <i>electric vehicle only</i> stenciled graphics (e.g., “EV Parking Only”) on each striped parking space reserved for electric vehicle charging.		
Each charging station will be located at a charging station location that is either owned by the applicant or for which there is or will be a host agreement with the applicant to host the charging station on the charging station location for a minimum of five years after the initial in-service date of the charging station. (A Site Host Agreement for a charging station location must be for a term of at least five years starting with the initial in-service date of the charging station(s); must contain a provision regarding the applicant’s legal right to own and operate the charging station(s) at the host site; must identify responsible parties for hosting, operating, and maintaining the charging station and charging station location; and must contain a disposition plan for the charging station in the event the agreement is terminated).		

GATA Administrative Completeness	Yes	No
Not currently debarred by the State of Illinois and/or federal government		
Not on the Federal Excluded Parties List		
Have a valid DUNS number		
Have a current SAM.gov account		
In good standing with the Illinois Secretary of State		
Not on the Illinois Stop Payment List		
Not on the Dept. of Healthcare and Family Services Provider Sanctions List		
Completed an Internal Controls Questionnaire (“ICQ”) as the Fiscal and Administrative Risk Assessment for the current fiscal year – FY23		
Not on the SAM.gov exclusion list		

Applications deemed administratively complete will be further reviewed against the following scoring criteria.

Distance to Nearest DCFC Site

How many miles, as driven, from each proposed charging station location to the closest DCFC site (not including dealerships or singular chargers such as Tesla Supercharger sites).

- Greater than 10 miles: 25 points for each location
- 6 to 10 miles: 20 points for each location
- 1 to 5 miles: 15 points for each location
- Less than 1 mile: 10 points for each location

Traffic Density

What is the Annual Average Daily Traffic of the major street nearest each proposed charging station location. (Note: an annual average daily traffic count is identified by the mapping tool [Traffic Counts \(gettingaroundillinois.com\)](http://www.gettingaroundillinois.com/traffic%20counts/index.html) (<http://www.gettingaroundillinois.com/traffic%20counts/index.html>).

- 50,000 or greater: 20 points for each location
- 25,000 to 49,999: 15 points for each location
- 10,000 to 24,999: 10 points for each location
- Less than 10,000: 5 points for each location

Access to Amenities

How many miles as driven, from each charging station location to primary amenities (e.g., public restrooms, indoor public seating, restaurants or fast food, convenience stores, other retail, etc.):

- Onsite: 20 points for each location
- Less than 1/2 mile: 15 points for each location
- Between 1/2 mile to 1 mile: 10 points for each location
- Greater than 1 mile: 5 points for each location

Project Readiness

What is the status of securing a host agreement for each charging station. (If the owner is the applicant, mark “completed”).

- Completed: 5 points for each location
- In Process: 3 points for each location
- Not Started: 0 points for each location

What is the status of securing a charging station for each charging station location.

- Completed: 5 points for each location
- In Process: 3 points for each location
- Not Started: 0 points for each location

What is the status of construction/installation of the charging station for each charging station location.

- Completed: 5 points for each location
- In Process: 3 points for each location
- Not Started: 0 points for each location

What is the estimated project completion timeline of the charging stations for each proposed charging station location.

- Completed: 5 points for each location
- In Process: 3 points for each location
- Not Started: 0 points for each location

Environmental Justice

How many charging station locations are in an area of EJ concern according to Illinois EPA EJ Start:

- 15 points for each station in an EJ area

Tiebreakers

If tiebreakers are needed in the event of limited remaining available funds, the following process will be utilized:

- As the first tiebreaker, the Illinois EPA will award the funds to the applicant with the greatest number of proposed charging station locations in EJ areas.
- If projects are still tied after the first tiebreaker, the Illinois EPA will award the funds to the application receiving the highest score under “Distance to Other DCFC Sites.”
- If projects are still tied after the second tiebreaker, the Illinois EPA will award the funds to the application first received according to the date and time stamp of the application.

Agency Review and Error Correction

If the Illinois EPA determines that an applicant incorrectly calculated or indicated the project cost, applicant cost-share, and/or total funding request based on the applicable cost estimate,

required cost shares, or eligible costs, and the Agency can correct the error, that error will not adversely affect completeness. If the applicant is awarded a grant, the Agency will contact the applicant and request a decision from the applicant as to whether it will accept the award based on the Agency's determination of the project cost, applicant cost-share, and/or total funding requested.

Any eligible applicants not funded may be eligible to re-apply in future funding rounds.

Illinois EPA staff will be responsible for evaluating applications.

Appeal Process

A merit-based evaluation appeal process is available to applicants, but appeals are limited to the evaluation process. Evaluation scores may not be protested. An appeal must be submitted in writing to the following address:

Illinois Environmental Protection Agency
Attn: Driving a Cleaner Illinois Program
1021 N. Grand Avenue East, # 40
PO Box 19276
Springfield, Illinois 62794-9276

Appeals must be received within 14 calendar days after the date that the grant award notice has been published by the Illinois EPA to grants.Illinois.gov. The written 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. The Agency 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 the Illinois EPA intends to make under this NOFO shall be stayed until the appeal is resolved, unless the Illinois EPA 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.

The Agency 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 the Illinois EPA within the time period set in the request. The Illinois EPA 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.

Anticipated Announcement and State Award Dates

Anticipated Date	Illinois EPA Action
April 2023	Send a Notice of State Award to selected applicants for signature
July 2023	Send a grant agreement to selected applicants for signature
July 2023	Provide a fully executed grant agreement to the grant recipient

I. Award Administration Information

State Award Notices

After the Illinois EPA has made its final decisions, successful applicants will receive a Notice of State Award (NOSA), which specifies the funding terms and specific conditions resulting from pre-award risk assessments. The NOSA will be distributed through the Grantee Portal and must be accepted through the Portal before a Grant Agreement can be provided to the applicant.

Once all the final requirements have been completed, the Grant Agreement between the Illinois EPA and the applicant will be sent to the applicant for signature. This must be returned within two weeks of receipt. Once the agreement is fully executed by the Agency, a copy will be returned to the applicant.

The State of Illinois is not obligated to make an award as a result of this NOFO.

Reporting Pre-Project Completion

As part of the grant agreement, all grantees will be required to submit quarterly reports (unless otherwise specified in the grant agreement) to the Illinois EPA describing the progress of the projects and costs incurred. Quarterly reports will be due by January 15, April 15, July 15, and October 15 for the prior quarter. At a 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. Grantees will also be required to submit a close-out report including task completion with dates and costs incurred with supporting information.

Annual Certification and Reporting Post Project Completion

After the project is completed, the grantee is to provide annual certification and usage reports for a minimum of five years from its initial in-service date, unless otherwise agreed by the Illinois EPA. The grantee is to certify each year from the initial in-service anniversary date that the charging station is still operating. The certification and usage reports shall include the following for each charging station site for the previous 12 months:

- Location: Applicant name, charging station with address, city, county, zip code
- Percentage of operational uptime
- Number of charge events
- Average charge time per vehicle in minutes
- Average kW per charge
- Total kW delivered

Uniform Grant Application		
State Agency Completed Section		
1.	Type of Submission	<input type="checkbox"/> Pre-application <input type="checkbox"/> Application <input type="checkbox"/> Changed / Corrected Application
2.	Type of Application	<input type="checkbox"/> New <input type="checkbox"/> Continuation (i.e. multiple year grant) <input type="checkbox"/> Revision (modification to initial application)
3.	Date / Time Received by State	
4.	Name of the Awarding State Agency Illinois Environmental Protection Agency	
5.	Catalog of State Financial Assistance (CSFA) Number 532-10-1697	
6.	CSFA Title Driving A Cleaner Illinois - Volkswagen	
Catalog of Federal Domestic Assistance (CFDA) X Not applicable (No federal funding)		
7.	CFDA Number	
8.	CFDA Title	
9.	CFDA Number	
10.	CFDA Title	
Funding Opportunity Information		
11.	Funding Opportunity Number Funding Round Four	
12.	Funding Opportunity Title Funding Round Four	
Competition Identification X Not Applicable		
13.	Competition Identification Number	
14.	Competition Identification Title	

Applicant Completed Section		
Applicant Information		
15.	Legal Name	Name used for DUNS registration and grantee pre-qualification
16.	Common Name (DBA)	
17.	Employer / Taxpayer Identification Number (EIN, TIN)	
18.	Organizational DUNS number	
19.	GATA ID	Assigned through the Grantee Portal
20.	SAM Cage Code	
21.	Business Address	Street address, City, County, State, County, Zip + 4
Applicant's Organizational Unit		
22.	Department Name	
23.	Division Name	
Applicant's Name and Contact Information for Person to be Contacted for <i>Program</i> Matters involving this Application		
24.	First Name	
25.	Last Name	
26.	Suffix	
27.	Title	

28.	Organizational Affiliation	
29.	Telephone Number	
30.	Fax Number	
31.	Email address	
Applicant's Name and Contact Information for Person to be Contacted for <i>Business/Administrative Office</i> Matters involving this Application		
32.	First Name	
33.	Last Name	
34.	Suffix	
35.	Title	
36.	Organizational Affiliation	
37.	Telephone Number	
38.	Fax Number	
39.	Email address	
Areas Affected		
40.	Areas Affected by the Project (cities, counties, state-wide)	
41.	Legislative and Congressional Districts of Applicant	
42.	Legislative and Congressional Districts of Project	

Applicant's Project		
43.	Description Title of Applicant's Project	Light-Duty Electric Vehicle DCFC Infrastructure
44.	Proposed Project Term	Start Date: End Date:
45.	Estimated Funding (include all that apply)	<input type="checkbox"/> Amount Requested from the State: <input type="checkbox"/> Applicant Contribution (e.g., in kind, matching): <input type="checkbox"/> Local Contribution: <input type="checkbox"/> Other Source of Contribution: <input type="checkbox"/> Program Income: <div style="text-align: right;">Total Amount</div>
<p>Applicant Certification:</p> <p>This certification must be signed by a responsible official. Applications without a signed certification will be deemed incomplete. I certify under penalty of law that, based on information and belief formed after reasonable inquiry, the statements and information contained in this Application are true, accurate, and complete. Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA may be subject to criminal, civil, or administrative penalties pursuant to 415 ILCS 5/44(h) or 18 USC § 1001, as applicable.</p> <p style="text-align: center;"><input type="checkbox"/> I agree</p>		
Authorized Representative		
46.	First Name	
47.	Last Name	
48.	Suffix	
49.	Title	
50.	Telephone Number	
51.	Fax Number	
52.	Email Address	
53.	Signature of Authorized Representative	
54.	Date Signed	



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
Light-Duty Electric Vehicle Direct Current
Fast Charging (DCFC) Infrastructure Application

SECTION ONE	INSTRUCTIONS IN BRIEF
1)	<p>THE APPLICATION CONSISTS OF THREE FORMS [(1) LIGHT-DUTY ELECTRIC VEHICLE DCFC INFRASTRUCTURE APPLICATION, (2) UNIFORM GRANT APPLICATION, AND (3) UNIFORM GRANT BUDGET TEMPLATE.]</p> <ul style="list-style-type: none"> • THE APPLICATION IS FOUND ATTACHED TO THE NOFO AT DRIVING A CLEANER ILLINOIS (HTTPS://WWW2.ILLINOIS.GOV/EPA/TOPICS/AIR-QUALITY/DRIVING-A-CLEANER-ILLINOIS/PAGES/DEFAULT.ASPX). • APPLICANTS MAY REQUEST PAPER COPIES OF THE APPLICATION BY EMAILING A REQUEST TO EPA.VWGRANTS@ILLINOIS.GOV. • THE COMPLETE APPLICATION MUST BE SUBMITTED ELECTRONICALLY TO EPA.VWGRANTS@ILLINOIS.GOV
2)	<p>THE COMPLETE APPLICATION MUST BE RECEIVED BY THE ILLINOIS EPA BY 5:00 P.M. (CT) ON DECEMBER 30, 2022.</p>
3)	<p>THE APPLICANT MUST ALSO MEET THE FOLLOWING PRE-QUALIFICATION REQUIREMENTS THROUGH THE GRANT ACCOUNTABILITY AND TRANSPARENCY ACT (“GATA”) GRANTEE PORTAL, WWW.GRANTS.ILLINOIS.GOV:</p> <p>EACH APPLICANT NEEDS TO:</p> <ul style="list-style-type: none"> • NOT BE DEBARRED BY THE STATE OF ILLINOIS AND/OR FEDERAL GOVERNMENT. • NOT BE ON THE FEDERAL EXCLUDED PARTIES LIST. • BE CURRENTLY REGISTERED WITH THE SYSTEM FOR AWARD MANAGEMENT (“SAM”) (WWW.SAM.GOV). (HAVE AN ACTIVE SAM.GOV ACCOUNT.) • PROVIDE A VALID DUN AND BRADSTREET UNIVERSAL NUMBERING SYSTEM (“DUN”) NUMBER. • COMPLETE AN INTERNAL CONTROLS QUESTIONNAIRE (“ICQ”) AS THE FISCAL AND ADMINISTRATIVE RISK ASSESSMENT FOR THE CURRENT FISCAL YEAR – FY23. (DEMONSTRATE ACCEPTABLE FISCAL CONDITION.) • BE IN GOOD STANDING WITH THE ILLINOIS SECRETARY OF STATE. • NOT BE ON THE ILLINOIS STOP PAYMENT LIST. • NOT BE ON THE SAM.GOV EXCLUSION LIST. • NOT BE ON THE SANCTIONED PARTY LIST MAINTAINED BY DEPT. OF HEALTHCARE AND FAMILY SERVICES.
4)	<p>THE ILLINOIS EPA IS REQUIRED BY GATA TO CONDUCT A FINANCIAL AND ADMINISTRATIVE RISK ASSESSMENT OF THE APPLICANT. ADDITIONAL INFORMATION MAY BE REQUIRED AT THAT TIME FROM THE SUCCESSFUL APPLICANT. FOR THE APPLICANT TO REMAIN ELIGIBLE FOR AN AWARD, IT MUST PROVIDE THE REQUESTED INFORMATION WITHIN THE TIMEFRAME SPECIFIED BY THE ILLINOIS EPA AFTER NOTIFICATION OF INTENT TO AWARD.</p>
5)	<p>NOTHING IN THIS NOFO SHALL LIMIT THE NUMBER OF CHARGING STATIONS AT A CHARGING STATION LOCATION, OR THE NUMBER OF CHARGING STATION LOCATIONS. HOWEVER, THE MAXIMUM AWARD AMOUNTS ARE AS SET IN SECTION G OF THE NOFO.</p>

SECTION TWO	APPLICANT INFORMATION
1) WHO IS THE APPLICANT?	<input type="checkbox"/> THE OWNER OF THE CHARGING STATION LOCATION <input type="checkbox"/> THE OWNER OF THE CHARGING STATION
2)	APPLICANT NAME (I.E., THE NAME OF THE PRIVATE ORGANIZATION OR COMPANY):
3)	STREET ADDRESS:
4)	CITY:
5) COUNTY:	6) ZIP:
7) CONTACT PERSON:	8) CONTACT PERSON'S TELEPHONE NO.:
9) CONTACT PERSON'S E-MAIL ADDRESS:	

SECTION THREE PROPOSED CHARGING STATION LOCATION #1 INFORMATION	
1) STREET ADDRESS:	
2) CITY:	
3) COUNTY:	4) ZIP:
5) NAME OF PROPERTY OWNER:	
6) PROPERTY OWNER CONTACT PERSON:	7) PROPERTY OWNER CONTACT PERSON'S TELEPHONE NO.:
8) CONTACT PERSON'S E-MAIL ADDRESS:	
9) NAME OF ANY ENTITY CONDUCTING BUSINESS(S) ON THE SITE (E.G., SHOPPING CENTER, RESTAURANT, HOTEL, MUNICIPAL CENTER, ETC.):	

SECTION THREE PROPOSED CHARGING STATION LOCATION #2 INFORMATION	
1) STREET ADDRESS:	
2) CITY:	
3) COUNTY:	4) ZIP:
5) NAME OF PROPERTY OWNER:	
6) PROPERTY OWNER CONTACT PERSON:	7) PROPERTY OWNER CONTACT PERSON'S TELEPHONE NO.:
8) CONTACT PERSON'S E-MAIL ADDRESS:	
9) NAME OF ANY ENTITY CONDUCTING BUSINESS(S) ON THE SITE (E.G., SHOPPING CENTER, RESTAURANT, HOTEL, MUNICIPAL CENTER, ETC.):	

SECTION THREE		PROPOSED CHARGING STATION LOCATION #3 INFORMATION	
1) STREET ADDRESS:			
2) CITY:			
3) COUNTY:		4) ZIP:	
5) NAME OF PROPERTY OWNER:			
6) PROPERTY OWNER CONTACT PERSON:		7) PROPERTY OWNER CONTACT PERSON'S TELEPHONE NO.:	
8) CONTACT PERSON'S E-MAIL ADDRESS:			
9) NAME OF ANY ENTITY CONDUCTING BUSINESS(S) ON THE SITE (E.G., SHOPPING CENTER, RESTAURANT, HOTEL, MUNICIPAL CENTER, ETC.):			

SECTION FOUR		ELIGIBLE APPLICANT REQUIREMENTS	
AN <u>ELIGIBLE APPLICANT</u> IS ONE WHO:			
<ul style="list-style-type: none"> • IS A PRIVATE ORGANIZATION OR COMPANY INCLUDING A SOLE PROPRIETORSHIP, PARTNERSHIP, CORPORATION, OR LIMITED LIABILITY COMPANY THAT IS INCORPORATED UNDER ILLINOIS LAW OR REGISTERED AND IN GOOD STANDING WITH THE ILLINOIS SECRETARY OF STATE, AND • MUST BE AN OWNER OF A PROPOSED CHARGING STATION LOCATION AND/OR AN OWNER OF THE PROPOSED CHARGING STATION, ALSO • HAS SATISFIED PRE-QUALIFICATION REQUIREMENTS THROUGH THE GRANT ACCOUNTABILITY AND TRANSPARENCY ACT (GATA) GRANTEE PORTAL AT WWW.GRANTS.ILLINOIS.GOV. 			
AN <u>INELIGIBLE APPLICANT</u> IS ONE WHO:			
<ul style="list-style-type: none"> • IS A GOVERNMENT ENTITY OR UNIT OF GOVERNMENT (GOVERNMENT ENTITIES CANNOT BE AN APPLICANT, BUT CAN BE A SITE HOST OF A CHARGING STATION LOCATION). • IS AN INDIVIDUAL. • IS CURRENTLY DEBARRED BY THE STATE OF ILLINOIS AND/OR FEDERAL GOVERNMENT. • IS ON THE FEDERAL EXCLUDED PARTIES LIST. • IS NOT REGISTERED WITH THE SYSTEM FOR AWARD MANAGEMENT ("SAM") (WWW.SAM.GOV). (DOES NOT HAVE AN ACTIVE SAM.GOV ACCOUNT.) • DOES NOT HAVE A VALID DUN AND BRADSTREET UNIVERSAL NUMBERING SYSTEM ("DUN") NUMBER. • HAS NOT COMPLETED AN INTERNAL CONTROLS QUESTIONNAIRE ("ICQ") AS THE FISCAL AND ADMINISTRATIVE RISK ASSESSMENT FOR THE CURRENT FISCAL YEAR – FY23. (DEMONSTRATE ACCEPTABLE FISCAL CONDITION.) • IS NOT IN GOOD STANDING WITH THE ILLINOIS SECRETARY OF STATE. • IS ON THE ILLINOIS STOP PAYMENT LIST. • IS ON THE SAM.GOV EXCLUSION LIST. • IS ON THE SANCTIONED PARTY LIST MAINTAINED BY DEPT. OF HEALTHCARE AND FAMILY SERVICES. 			
IS THE APPLICANT ELIGIBLE UNDER THIS NOFO?		<input type="checkbox"/> YES	<input type="checkbox"/> NO

SECTION FIVE		GATA REQUIREMENTS CHECKLIST	
COMPLETE THE FOLLOWING TABLE, ANSWERING YES OR NO AS APPROPRIATE. ANSWERING "NO" TO ANY OF THE BELOW WILL RESULT IN THE ILLINOIS EPA DENYING THE APPLICATION.		YES	NO
1)	HAS THE APPLICANT INCLUDED A UNIFORM GRANT APPLICATION?	<input type="checkbox"/>	<input type="checkbox"/>
2)	HAS THE APPLICANT INCLUDED A UNIFORM GRANT BUDGET TEMPLATE?	<input type="checkbox"/>	<input type="checkbox"/>
3)	HAS THE APPLICANT MET THE PRE-QUALIFICATION REQUIREMENTS THROUGH THE GRANT ACCOUNTABILITY AND TRANSPARENCY ACT ("GATA") GRANTEE PORTAL, WWW.GRANTS.ILLINOIS.GOV ?	<input type="checkbox"/>	<input type="checkbox"/>

SECTION SIX		ELIGIBLE PROJECT REQUIREMENTS CHECKLIST	
COMPLETE THE FOLLOWING TABLE, ANSWERING YES OR NO AS APPROPRIATE. AN ELIGIBLE PROJECT MUST MEET THE FOLLOWING REQUIREMENTS FOR EACH CHARGING STATION LOCATION AND CHARGING STATION. ANSWERING "NO" TO ANY OF THE BELOW WILL RESULT IN THE ILLINOIS EPA DENYING THE APPLICATION.		YES	NO
1)	<p>HAS THE APPLICANT SUBMITTED AN APPLICATION FOR AT LEAST ONE CHARGING STATION (WITH A MINIMUM OF TWO STANDALONE CHARGERS) AT A CHARGING STATION LOCATION IN EACH OF AT LEAST TWO DIFFERENT PRIORITY AREAS:</p> <ul style="list-style-type: none"> • PRIORITY AREA 1: COOK, DUPAGE, KANE, LAKE, MCHENRY, AND WILL COUNTIES, OSWEGO TOWNSHIP IN KENDALL COUNTY AND AUX SABLE AND GOOSE LAKE TOWNSHIPS IN GRUNDY COUNTY • PRIORITY AREA 2: MADISON, MONROE, AND ST. CLAIR COUNTIES • PRIORITY AREA 3: CHAMPAIGN, DEKALB, LASALLE, MCLEAN, PEORIA, SANGAMON, AND WINNEBAGO COUNTIES <p>NOTE: APPLICATIONS WITH AT LEAST ONE PROJECT IN EACH OF THE THREE PRIORITY AREAS WILL BE PRIORITIZED FOR REVIEW AND FUNDING.</p>	<input type="checkbox"/>	<input type="checkbox"/>
2)	ARE THERE NO EXISTING CHARGING STATIONS AT OR WITHIN THE APPLICANT'S PROPOSED CHARGING STATION LOCATIONS?	<input type="checkbox"/>	<input type="checkbox"/>
3)	WILL EACH CHARGING STATION BE NEW, COMMERCIAL GRADE LIGHT-DUTY DCFC EQUIPMENT DESIGNED TO CHARGE LIGHT-DUTY VEHICLES?	<input type="checkbox"/>	<input type="checkbox"/>
4)	WILL EACH CHARGING STATION AND CHARGING STATION LOCATION BE PUBLICLY ACCESSIBLE, "PUBLICLY ACCESSIBLE" MEANS AVAILABLE TO ANY MEMBER OF THE PUBLIC 24 HOURS A DAY, 7 DAYS A WEEK WITHOUT ACCESS RESTRICTIONS.	<input type="checkbox"/>	<input type="checkbox"/>
5A)	WILL EACH CHARGING STATION LOCATION HAVE SIGNAGE THAT COMPLIES WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, ORDINANCES, REGULATIONS, AND STANDARDS PROVIDING A TOLL-FREE NUMBER TO CALL FOR ASSISTANCE	<input type="checkbox"/>	<input type="checkbox"/>
5B)	WILL ELECTRIC VEHICLE CHARGING SIGNS BE LOCATED NEAR THE CHARGING STATION ALONG WITH ELECTRIC VEHICLE ONLY STENCILED GRAPHICS (E.G., "EV PARKING ONLY") ON EACH STRIPED PARKING SPACE RESERVED FOR ELECTRIC VEHICLE CHARGING?	<input type="checkbox"/>	<input type="checkbox"/>
6)	<p>FOR AN APPLICANT WHO IS NOT THE OWNER OF THE PROPOSED CHARGING STATION LOCATIONS, DO OR WILL YOU HAVE SITE HOST AGREEMENT(S):</p> <ul style="list-style-type: none"> • FOR EACH CHARGING STATION LOCATION FOR A TERM OF AT LEAST FIVE YEARS STARTING WITH THE INITIAL IN-SERVICE DATE OF THE CHARGING STATION? • THAT CONTAINS A PROVISION REGARDING THE APPLICANT'S LEGAL RIGHT TO OWN AND OPERATE THE CHARGING STATION AT THE HOST SITE? • THAT IDENTIFIES RESPONSIBLE PARTIES FOR HOSTING, OPERATING, AND MAINTAINING THE CHARGING STATION AND CHARGING STATION LOCATION? • THAT CONTAINS A DISPOSITION PLAN FOR THE CHARGING STATION IN THE EVENT THE AGREEMENT IS TERMINATED? 	<input type="checkbox"/>	<input type="checkbox"/>
7)	WILL EACH CHARGING STATION CONSIST OF A MINIMUM OF TWO STANDALONE CHARGERS WITH A MINIMUM OF FOUR COMBINED CHARGING SYSTEM (CCS) CONNECTORS, CAPABLE OF SIMULTANEOUSLY CHARGING FOUR ELECTRIC VEHICLES?	<input type="checkbox"/>	<input type="checkbox"/>
8)	WILL EACH CONNECTOR BE CAPABLE OF PROVIDING AT LEAST 100 KW OF POWER WHILE CHARGING ONE VEHICLE ON THE CHARGING STATION UNIT AND BE CAPABLE OF PROVIDING AT LEAST 50 KW OF POWER WHEN SIMULTANEOUSLY CHARGING TWO OR MORE VEHICLES ON THE UNIT?	<input type="checkbox"/>	<input type="checkbox"/>
9)	WILL EACH CHARGING STATION UNIT HAVE THE ABILITY TO REDUCE POWER OUTPUT TO BE COMPATIBLE FOR USE BY ELECTRIC VEHICLES?	<input type="checkbox"/>	<input type="checkbox"/>

SECTION SIX		ELIGIBLE PROJECT REQUIREMENTS CHECKLIST CONTINUED	
COMPLETE THE FOLLOWING TABLE, ANSWERING YES OR NO AS APPROPRIATE. AN ELIGIBLE PROJECT MUST MEET THE FOLLOWING REQUIREMENTS FOR EACH CHARGING STATION LOCATION AND CHARGING STATION. ANSWERING "NO" TO ANY OF THE BELOW WILL RESULT IN THE ILLINOIS EPA DENYING THE APPLICATION.		YES	NO
10)	WILL THE CHARGERS BE ENCLOSED AND BE CONSTRUCTED FOR USE OUTDOORS IN ACCORDANCE WITH UL 50E STANDARD FOR SAFETY FOR ENCLOSURES FOR ELECTRICAL EQUIPMENT, ENVIRONMENTAL CONSIDERATIONS, AND TYPE 3R EXTERIOR ENCLOSURE OR EQUIVALENT?	<input type="checkbox"/>	<input type="checkbox"/>
11)	WILL EACH CHARGING STATION INCORPORATE A CORD MANAGEMENT SYSTEM OR METHOD TO ELIMINATE POTENTIAL CABLE ENTANGLEMENT, USER INJURY, OR CONNECTOR DAMAGE FROM LYING ON THE GROUND?	<input type="checkbox"/>	<input type="checkbox"/>
12)	WILL THE CHARGING STATION INSTALLATION BE PERFORMED IN ACCORDANCE WITH INDUSTRY STANDARDS AND BEST PRACTICES AND COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REQUIREMENTS, INCLUDING ILLINOIS COMMERCE COMMISSION REGISTRATION AND CERTIFICATION REQUIREMENTS WHICH APPLY TO THE INSTALLERS OF ELECTRIC VEHICLE CHARGING STATIONS AS WELL AS THOSE CONDUCTING MAINTENANCE AND REPAIR?	<input type="checkbox"/>	<input type="checkbox"/>
13)	WILL EACH CHARGING STATION BE CERTIFIED AND MEET RELEVANT TECHNICAL AND/OR SAFETY STANDARDS, INCLUDING BUT NOT LIMITED TO, ALL APPLICABLE FEDERAL, STATE, AND LOCAL BUILDING, ELECTRICAL, AND SAFETY CODES (I.E., INTERNATIONAL BUILDING CODE, NATIONAL ELECTRICAL CODE), UNDERWRITERS LABORATORIES (UL) 2202 (STANDARD FOR ELECTRIC VEHICLE CHARGING SYSTEM EQUIPMENT), FEDERAL COMMUNICATIONS COMMISSION (47 CFR 15 – RADIO FREQUENCY DEVICES), AND MUST ALSO HAVE VALID CERTIFICATION(S) FROM A NATIONALLY RECOGNIZED TESTING LABORATORY (NRTL)?	<input type="checkbox"/>	<input type="checkbox"/>
14)	WILL EACH CHARGING STATION CAPABLE OF OPERATING OVER AN AMBIENT TEMPERATURE RANGE OF 0 TO 122 DEGREES FAHRENHEIT WITH A RELATIVE HUMIDITY OF UP TO 100%?	<input type="checkbox"/>	<input type="checkbox"/>
15)	WILL EACH CHARGING STATION LOCATION AND CHARGING STATION BE AMERICANS WITH DISABILITY ACT (ADA) COMPLIANT?	<input type="checkbox"/>	<input type="checkbox"/>
16)	WILL EACH CHARGING STATION HAVE AND BE CONNECTED TO AN OPERATING NETWORK AND HAVE THE ABILITY TO SWITCH BETWEEN OPEN CHARGE POINT INTERFACE (OCPI) NETWORKS?	<input type="checkbox"/>	<input type="checkbox"/>
17)	WILL EACH CHARGING STATION FOLLOW NETWORK "ROAMING" BEST PRACTICES ESTABLISHED BY THE OCPI PROTOCOL?	<input type="checkbox"/>	<input type="checkbox"/>
18)	WILL EACH CHARGING STATION BE OPEN CHARGE POINT PROTOCOL (OCPP) COMPLIANT FOR COMMUNICATIONS BETWEEN CHARGING STATIONS AND OPERATING NETWORKS?	<input type="checkbox"/>	<input type="checkbox"/>
19)	WILL EACH CHARGING STATION NETWORK SYSTEM PROACTIVELY MONITOR CHARGING STATIONS FOR MAINTENANCE NEEDS AND NOTIFY/DISPATCH FOR CORRECTIVE ACTION AS ISSUES ARE IDENTIFIED?	<input type="checkbox"/>	<input type="checkbox"/>
20)	WILL EACH CHARGING STATION SUPPORT CONTINUOUS OPERATIONS EVEN WHEN NETWORK CONNECTIVITY IS NOT AVAILABLE OR CONSUMER CELL PHONE SERVICE IS NOT AVAILABLE (I.E., "DEFAULT ON" WITH LOSS OF NETWORK)?	<input type="checkbox"/>	<input type="checkbox"/>
21)	<p>CHARGING STATIONS MAY REQUIRE PAYMENT FROM USERS. WHERE PAYMENT IS REQUIRED WILL:</p> <ul style="list-style-type: none"> • THE CHARGING STATION PROVIDE MULTIPLE PAYMENT OPTIONS FOR DRIVERS FOR BOTH PAY-PER-USE AND SUBSCRIPTION METHODS, INCLUDING OPTIONS SUCH AS CREDIT AND DEBIT CARDS, SMART CARDS, AND SMART PHONE APPLICATIONS? • ALL PAYMENT EQUIPMENT POSSESS THE CAPABILITIES TO ENSURE CREDIT CARD TRANSACTIONS ARE COMPLIANT WITH THE LATEST PCI AND PA-DSS STANDARDS? • ALL PAYMENT EQUIPMENT EMPLOY COMMERCIALY REASONABLE SECURITY STANDARDS TO PROTECT SENSITIVE AND/OR CONFIDENTIAL DATA? • ALL PAYMENT EQUIPMENT DISPLAY REAL-TIME PRICING AND FEE INFORMATION ON THE UNIT, PAYMENT SCREEN, OR ASSOCIATED PHONE APPLICATION? 	<input type="checkbox"/>	<input type="checkbox"/>
22)	WILL EACH CHARGING STATION BE ACCESSIBLE TO "WALK UP" CONSUMERS (MEANING THAT DRIVERS MUST BE ABLE TO INITIATE A CHARGE SESSION WITHOUT A PRIOR MEMBERSHIP OR NETWORK INTERACTION)?	<input type="checkbox"/>	<input type="checkbox"/>

SECTION SIX		ELIGIBLE PROJECT REQUIREMENTS CHECKLIST CONTINUED	
COMPLETE THE FOLLOWING TABLE, ANSWERING YES OR NO AS APPROPRIATE. AN ELIGIBLE PROJECT MUST MEET THE FOLLOWING REQUIREMENTS FOR EACH CHARGING STATION LOCATION AND CHARGING STATION. ANSWERING "NO" TO ANY OF THE BELOW WILL RESULT IN THE ILLINOIS EPA DENYING THE APPLICATION.		YES	NO
23)	<ul style="list-style-type: none"> WILL EACH CHARGING STATION RECORD CHARGING DATA INCLUDING PERCENTAGE OF OPERATIONAL UPTIME, THE NUMBER OF CHARGING EVENTS, AVERAGE CHARGE TIME PER VEHICLE IN MINUTES, AND AVERAGE KW PER CHARGE AND TOTAL OVERALL KW DELIVERED? WILL THIS DATA BE MAINTAINED FOR A MINIMUM OF FIVE YEARS BEYOND THE RECORDING OF THE DATA? WILL THIS DATA BE MADE AVAILABLE TO THE ILLINOIS EPA UPON REQUEST? NOTE: THIS DATA MUST ALSO BE REPORTED TO THE ILLINOIS EPA AS OTHERWISE PROVIDED IN THIS NOFO OR IN ANY GRANT AGREEMENT UNDER THIS NOFO.	<input type="checkbox"/>	<input type="checkbox"/>
24)	<ul style="list-style-type: none"> WILL EACH CHARGING STATION, INCLUDING THE OPERATING NETWORK SYSTEM, CONTINUALLY BE IN FULL-WORKING ORDER? WILL EACH CHARGING STATION BE MAINTAINED IN ACCORDANCE WITH THE MANUFACTURER RECOMMENDATIONS AND WARRANTY COVERAGE REQUIREMENTS? WILL SCHEDULED AND UNSCHEDULED MAINTENANCE AND REPAIR BE COMPLETED AND THE CHARGING STATION FULLY OPERATIONAL WITHIN 72 HOURS TO ENSURE 95% ANNUAL UPTIME? 	<input type="checkbox"/>	<input type="checkbox"/>
25)	WILL EACH CHARGING STATION HAVE A MINIMUM FIVE-YEAR WARRANTY?	<input type="checkbox"/>	<input type="checkbox"/>
26)	WILL EACH CHARGING STATION LOCATION HAVE LIGHTING FROM DUSK TO DAWN TO ENSURE EASE OF USE OF THE CHARGING STATION AND TO ENSURE SECURITY?	<input type="checkbox"/>	<input type="checkbox"/>
27A)	WILL EACH CHARGING STATION HAVE, AT A MINIMUM, THE SAME NUMBER OF RESERVED ELECTRIC VEHICLE PARKING SPACES AS THE NUMBER OF CHARGING CONNECTORS AT THE CHARGING STATION?	<input type="checkbox"/>	<input type="checkbox"/>
27B)	WILL AT LEAST ONE OF THE PARKING SPACES MEET ADA REQUIREMENTS?	<input type="checkbox"/>	<input type="checkbox"/>
28)	WILL PARKING SPACES MEET STATE AND LOCAL DESIGN CODES AND HAVE PAVED ASPHALT OR CONCRETE AS THEIR BASE?	<input type="checkbox"/>	<input type="checkbox"/>
29)	WILL EACH CHARGING STATION HAVE COLLISION PROTECTION SUCH AS: BOLLARDS, WHEEL STOPS, CURB PROTECTION, OR WALL-MOUNTED BARRIERS?	<input type="checkbox"/>	<input type="checkbox"/>
30)	WILL EACH CHARGING STATION LOCATION HAVE ELECTRIC SERVICE APPROPRIATE FOR THE SIZE AND TYPE OF CHARGING STATION(S) SET FORTH IN THEIR APPLICATION?	<input type="checkbox"/>	<input type="checkbox"/>

SECTION SEVEN		SCORED CRITERIA		
COMPLETE THE FOLLOWING TABLE ANSWERING QUESTIONS RELATED TO SCORED CRITERIA. FAILING TO PROVIDE INFORMATION MAY RESULT IN THE ILLINOIS EPA AWARDED NO POINTS FOR THE QUESTION(S).				
1)	HOW MANY MILES, AS DRIVEN, FROM EACH PROPOSED CHARGING STATION LOCATION TO THE CLOSEST EXISTING DCFC SITE.			
	DO NOT INCLUDE DEALERSHIPS OR SINGULAR CHARGERS SUCH AS TESLA SUPERCHARGER SITES.			
	LOCATION #1	LOCATION #2	LOCATION #3	
<input type="checkbox"/> GREATER THAN 10 MILES <input type="checkbox"/> 6 TO 10 MILES <input type="checkbox"/> 1 TO 5 MILES <input type="checkbox"/> LESS THAN 1 MILE	<input type="checkbox"/> GREATER THAN 10 MILES <input type="checkbox"/> 6 TO 10 MILES <input type="checkbox"/> 1 TO 5 MILES <input type="checkbox"/> LESS THAN 1 MILE	<input type="checkbox"/> GREATER THAN 10 MILES <input type="checkbox"/> 6 TO 10 MILES <input type="checkbox"/> 1 TO 5 MILES <input type="checkbox"/> LESS THAN 1 MILE		

SECTION SEVEN

SCORED CRITERIA CONTINUED

COMPLETE THE FOLLOWING TABLE ANSWERING QUESTIONS RELATED TO SCORED CRITERIA. FAILING TO PROVIDE INFORMATION MAY RESULT IN THE ILLINOIS EPA AWARDED NO POINTS FOR THE QUESTION(S).

2)	WHAT IS THE ANNUAL AVERAGE DAILY TRAFFIC OF THE MAJOR STREET NEAREST EACH PROPOSED CHARGING STATION LOCATION(S).		
	NOTE: AN ANNUAL AVERAGE DAILY TRAFFIC COUNT IS IDENTIFIED BY THE MAPPING TOOL: TRAFFIC COUNTS (GETTINGAROUNDILLINOIS.COM) (HTTP://WWW.GETTINGAROUNDILLINOIS.COM/TRAFFIC%20COUNTS/INDEX.HTML)		
	LOCATION #1	LOCATION #2	LOCATION #3
	<input type="checkbox"/> 50,000 OR GREATER <input type="checkbox"/> 25,000 TO 49,999 <input type="checkbox"/> 10,000 TO 24,999 <input type="checkbox"/> LESS THAN 10,000	<input type="checkbox"/> 50,000 OR GREATER <input type="checkbox"/> 25,000 TO 49,999 <input type="checkbox"/> 10,000 TO 24,999 <input type="checkbox"/> LESS THAN 10,000	<input type="checkbox"/> 50,000 OR GREATER <input type="checkbox"/> 25,000 TO 49,999 <input type="checkbox"/> 10,000 TO 24,999 <input type="checkbox"/> LESS THAN 10,000
3)	HOW MANY MILES, AS DRIVEN FROM EACH CHARGING STATION LOCATION, TO PRIMARY AMENITIES (E.G., PUBLIC RESTROOMS, INDOOR PUBLIC SEATING, RESTAURANTS OR FAST FOOD, CONVENIENCE STORES, OTHER RETAIL, ETC.).		
	LOCATION #1	LOCATION #2	LOCATION #3
	<input type="checkbox"/> ONSITE <input type="checkbox"/> LESS THAN 1/2 MILE <input type="checkbox"/> BETWEEN 1/2 MILE TO 1 MILE <input type="checkbox"/> GREATER THAN 1 MILE	<input type="checkbox"/> ONSITE <input type="checkbox"/> LESS THAN 1/2 MILE <input type="checkbox"/> BETWEEN 1/2 MILE TO 1 MILE <input type="checkbox"/> GREATER THAN 1 MILE	<input type="checkbox"/> ONSITE <input type="checkbox"/> LESS THAN 1/2 MILE <input type="checkbox"/> BETWEEN 1/2 MILE TO 1 MILE <input type="checkbox"/> GREATER THAN 1 MILE
4)	IS EACH CHARGING STATION LOCATED IN AN ILLINOIS EPA AREA OF EJ CONCERN, ACCORDING TO EJ START.		
	NOTE: AN AREA OF EJ CONCERN IS IDENTIFIED BY THE ILLINOIS EPA EJ START MAPPING TOOL AT: HTTP://EPAGISPORTAL.ILLINOIS.GOV/PORTAL/APPS/WEBAPPVIEWER/INDEX.HTML?ID=414D804241E94C51809F08F3644C37D9		
	LOCATION #1	LOCATION #2	LOCATION #3
	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
5A)	WHAT IS THE STATUS OF SECURING A HOST AGREEMENT FOR EACH CHARGING STATION. IF THE OWNER IS THE APPLICANT, MARK "COMPLETED."		
	LOCATION #1	LOCATION #2	LOCATION #3
	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED
5B)	WHAT IS THE STATUS OF SECURING A CHARGING STATION FOR EACH CHARGING STATION LOCATION.		
	LOCATION #1	LOCATION #2	LOCATION #3
	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED

SECTION SEVEN**SCORED CRITERIA CONTINUED**

COMPLETE THE FOLLOWING TABLE ANSWERING QUESTIONS RELATED TO SCORED CRITERIA. FAILING TO PROVIDE INFORMATION MAY RESULT IN THE ILLINOIS EPA AWARDED NO POINTS FOR THE QUESTION(S).

5C	WHAT IS THE STATUS OF CONSTRUCTION/INSTALLATION OF THE CHARGING STATION FOR EACH CHARGING STATION LOCATION.		
	LOCATION #1	LOCATION #2	LOCATION #3
	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED
5D	WHAT IS THE ESTIMATED PROJECT COMPLETION TIMELINE OF THE CHARGING STATIONS FOR EACH PROPOSED CHARGING STATION LOCATION.		
	LOCATION #1	LOCATION #2	LOCATION #3
	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED	<input type="checkbox"/> NOT STARTED <input type="checkbox"/> IN PROCESS <input type="checkbox"/> COMPLETED

SECTION EIGHT**PROJECT BUDGET****THE FOLLOWING PROJECT-RELATED COMPONENTS ARE ELIGIBLE FOR REIMBURSEMENT:**

- NEW COMMERCIAL GRADE DCFC CHARGING STATION(S), INCLUDING NETWORK HARDWARE AND SOFTWARE.
- UTILITY EQUIPMENT INTERCONNECTIONS AND UPGRADES, SUCH AS TRANSFORMERS AND UTILITY EXTENSIONS, CONDUIT, CABLE/WIRING, AND ELECTRICAL SERVICE BOX DISCONNECTS.
- NECESSARY CONCRETE OR PAVED ASPHALT ADDITION OR REPLACEMENT AT THE PARKING SPACES WHERE THERE IS CURRENTLY NONE OR EXISTING SPACES ARE IN POOR CONDITION.
- SIGNAGE AND LIGHTING AT THE CHARGING STATION LOCATION.
- ITEMS INSTALLED FOR COLLISION PROTECTION SUCH AS: BOLLARDS, WHEEL STOPS, CURB PROTECTION, OR WALL-MOUNTED BARRIERS.
- PAINT STRIPING AND STENCILING OF THE CHARGING STATION LOCATION PARKING SPACES.
- CHARGING STATION INSTALLATION LABOR (ELECTRICAL, TRENCHING, ETC.)
- PROJECT-RELATED BUILD-AT-RISK OR PRE-AWARD COSTS INCURRED POST-PUBLICATION OF THIS NOFO THAT ARE ELIGIBLE COSTS AND ARE DIRECTLY IN ANTICIPATION OF RECEIVING AN AWARD, WHERE SUCH COSTS ARE NECESSARY FOR EFFICIENT AND TIMELY PERFORMANCE OF THE PROJECT. (SUCH COSTS ARE ALLOWABLE ONLY TO THE EXTENT THAT THEY WOULD HAVE BEEN ALLOWABLE IF INCURRED AFTER THE DATE OF AN AWARD).

THE FOLLOWING POTENTIAL PROJECT-RELATED COMPONENTS ARE INELIGIBLE FOR REIMBURSEMENT:

- PURCHASE, RENT, OR LEASE OF CHARGING STATION LOCATION
- USED, REFURBISHED, OR REMANUFACTURED CHARGING STATION EQUIPMENT
- LEASED OR RENTED CHARGING STATION EQUIPMENT
- COSTS ASSOCIATED WITH ACCEPTING PAYMENT OPTIONS
- HYDROGEN FUEL CELL VEHICLE SUPPLY INFRASTRUCTURE AND EQUIPMENT
- ADMINISTRATIVE LICENSES, FEES AND COSTS FOR CHARGING STATION LOCATION AND CHARGING STATION DESIGN, DEVELOPMENT, IMPLEMENTATION AND MANAGEMENT, INCLUDING LEGAL, ENGINEERING, CONSULTING, AND PERMIT LICENSES, FEES, AND COSTS AND OTHER LICENSES, FEES AND COSTS TO DEVELOP THE PROJECT OR GRANT APPLICATION
- INTERNET OR CELLULAR CONNECTION COSTS
- COST INCREASES ON PURCHASES AND/OR SUBCONTRACTS
- CHARGING STATION EQUIPMENT SHIPPING COSTS
- TAXES, INCLUDING SALES TAXES, ON ELIGIBLE CHARGING STATION EQUIPMENT AND EXPENSES
- INSURANCE COVERAGE
- SCHEDULED OR UNSCHEDULED MAINTENANCE
- WARRANTY OR ANNUAL MAINTENANCE OR SERVICE AGREEMENT FEES AND COSTS
- OPERATING COSTS INCLUDING ELECTRICITY, NETWORK OPERATIONS AND SERVICE, CUSTOMER SERVICE REPORTING

	COMPLETE THE FOLLOWING TABLE WITH EITHER KNOWN AND/OR ESTIMATED COSTS.	COST (\$)
1A)	TOTAL ELIGIBLE COST FOR CHARGING STATION LOCATION #1:	
1B)	TOTAL ELIGIBLE COST FOR CHARGING STATION LOCATION #2:	
1C)	TOTAL ELIGIBLE COST FOR CHARGING STATION LOCATION #3:	
2)	TOTAL ELIGIBLE COST:	
4)	REQUESTED GRANT AMOUNT BASED ON 80% OF TOTAL ELIGIBLE COST:	
5)	REQUIRED 20% COST SHARE OF TOTAL ELIGIBLE COST TO BE PAID BY THE APPLICANT:	

APPLICANT SIGNATURE BLOCK

THIS CERTIFICATION MUST BE SIGNED BY A PERSON AUTHORIZED TO SIGN ON THE BEHALF OF THE APPLICANT. APPLICATIONS WITHOUT A SIGNED CERTIFICATION WILL BE DENIED.

I CERTIFY UNDER PENALTY OF LAW THAT, BASED ON INFORMATION AND BELIEF FORMED AFTER REASONABLE INQUIRY, THE STATEMENTS AND INFORMATION CONTAINED IN THIS APPLICATION ARE TRUE, ACCURATE AND COMPLETE.

AUTHORIZED SIGNATURE:

BY:

AUTHORIZED SIGNATURE

TITLE OF SIGNATORY

_____/_____/_____

TYPED OR PRINTED NAME OF SIGNATORY

DATE