

Idaho NEVI Program Round 1

Frequently Asked Questions

Last Updated: 1/7/2025

Individuals can submit additional questions or requests for clarification to NEVI@itd.idaho.gov

These FAQs are provided for informational purposes only and not contractual in any nature.

1 General

1.1 What is the National Electric Vehicle infrastructure (NEVI) Program?

- The National Electric Vehicle Infrastructure (NEVI) Program provides federal funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access and reliability.

1.2 Which authorities govern the NEVI Program?

- The NEVI Program is primarily governed by the Federal Highway Administration (FHWA), and the Joint Office of Energy and Transportation also has a role in oversight. The NEVI Formula Program is authorized under Paragraph (2) within the Highway Infrastructure Program heading in Title VIII of division J of the Infrastructure Investment and Jobs Act (IIJA).

1.3 Who makes up the Interagency Working Group (IAWG)?

- The Interagency Working Group is made up of members from Idaho Transportation Department (ITD), Idaho Office of Energy and Mineral Resources (OEMR), and the Idaho Department of Environmental Quality (DEQ).
- ITD will be the lead agency administering the solicitation of the Idaho NEVI Program build out with support from the other IAWG agencies.

1.4 What are the National Electric Vehicle Infrastructure Standards and Requirements?

- The NEVI Standards and Requirements are found in a final rule as published in the Federal Register issued by the USDOT and FHWA. The standards and requirements establish electric vehicle supply equipment (EVSE) regulations, setting minimum standards and requirements for projects funded under the NEVI formula program. See [National Electric Vehicle Infrastructure Standards and Requirements](#) for more details.

1.5 What are Alternative Fuel Corridors (AFCs)?

- Alternative Fuel Corridors (AFCs) are roadways identified by the [FHWA guidelines](#) as essential components of a nationwide interconnected charging network. In Idaho, IAWG has identified AFCs as crucial routes for expanding EV charging infrastructure. To qualify as NEVI compliant, EV charging stations must be situated along an AFC or within a 1-mile radius of an interstate or highway access point.

1.6 What is the Idaho NEVI Plan?

- In May 2022, the IAWG conducted a coordinated public involvement campaign to gather feedback from stakeholders across the state. This feedback was critical in developing Idaho's first annual NEVI Formula Program baseline plan, which was approved by the Federal Highway Administration (FHWA) in September 2022. The state submitted their 2024/FY 2025 Plan update to the FHWA on September 1, 2024, and was approved in November of 2024. Additionally, a Siting, Feasibility, and Access Study was prepared in 2024 to determine priority Service Areas across the state. Additional information and resources can be found at <https://www.evidaho.org/>

1.7 What is Round 1 of the Idaho NEVI Program?

- Round 1 includes the utilization of NEVI funds to build out public EV charging at three (3) sites across the state (Lewiston, Bliss, and Pocatello).

1.8 Will there be subsequent rounds of solicitation available through the Idaho NEVI Program?

- Yes, future rounds of the Idaho NEVI Program will be based on recommendations from the Siting, Feasibility, and Access Study, found [here](#).
- Future solicitations will include both a request for qualifications (RFQ) and request for applications (RFA) phase. Applicants responding to one round are not precluded and are eligible to apply for future rounds of funding.

1.9 What locations are eligible for EV charging stations in Round 1?

- A map of eligible locations for Round 1 can be found here on the [Idaho NEVI Round 1 Solicitation Service Areas](#) map. This map is for reference only.

1.10 How can the public and potential Applicants stay up to date on Idaho NEVI engagement opportunities and resources?

- Stakeholders and Applicants should refer to the website at: <https://www.evidaho.org/> for the most up-to-date resources.
- Interested Applicants can stay up-to-date by checking the latest information on the ITD website at <https://itd.idaho.gov/business/> on the “Design-Build” tab. OEMR also maintains an [EV newsletter](#) for NEVI Program and other statewide EV updates.

2 Prospective Applicants

2.1 How can Applicants access the application package?

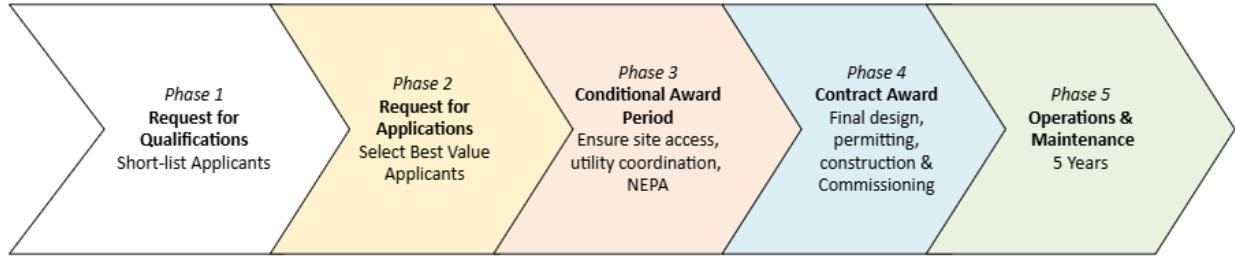
- Applicants can download the application package, including all required forms, and the most up to date procurement documents the ITD business website: <https://itd.idaho.gov/business/>. Navigate to the “Design-Build” tab.

2.2 Where can statements of qualifications (SOQs) and applications be submitted?

- SOQs and Applications must be submitted electronically via email to ITD’s designated contact according to the information in the RFQ and subsequent RFA.

2.3 What is an RFQ vs. an RFA?

- The Idaho NEVI Program will be implemented using a design-build approach. The Request for Qualifications (RFQ) is the initial phase which requires Applicants to submit a Statement of Qualifications (SOQ). The top five (5) qualified Applicants will be short-listed and will be invited to submit technical and price applications in the Request for Application (RFA) phase. The selected Applicant for each site included in the solicitation will then be awarded a conditional award.
- ITD will be the lead agency administering the solicitation of the Idaho NEVI Program build out with support from the other IAWG agencies.



2.4 Who is eligible to apply for Idaho’s NEVI Program?

- Applicant means a local jurisdiction, Tribe, sole proprietorship, partnership, limited liability partnership, joint venture, corporation, any type of limited liability company, professional corporation, legal entity, and/or authorized representative of the company who has signed and is submitting the SOQ in response to this RFQ or technical and price application in response to an RFA and who will be responsible if subsequently selected to ensure the proper performance of the Contract.
- The NEVI Developer means the Applicant selected through the Best-Value solicitation process to install, operate, and maintain NEVI-compliant direct-current fast charger (DCFC) EVSE through a Design-Build Contract with ITD. Upon conditional award, the selected Applicant will be referred to as the NEVI Developer.
- The NEVI Developer’s responsibilities include all activities required to develop, design, construct, operate, maintain, and report on the project in accordance with the requirements of the Contract documents. [Idaho Code § 40-904\(3\)](#) requires no less than thirty percent (30%) of the Contract to be self-performed by the NEVI Developer.

2.5 Can local jurisdictions apply for Idaho’s NEVI Program?

- Yes, local jurisdictions may qualify as an Applicant if they meet the requirements in the RFQ.

2.6 What is the anticipated timeline for the Idaho NEVI Round 1 RFQ and RFA application process?

- For an anticipated timeline for the Round 1 RFQ and RFA application process, please consult the latest version of the RFQ or RFA at <https://itd.idaho.gov/business/> under the “Design-Build” tab.

2.7 Is there a limit to the number of Service Areas for which an Applicant can apply?

- No. Applicants may apply for any number of the three Service Areas included in the solicitation, but Applicants must submit a separate SOQ for each Service Area. ITD intends to qualify up to five (5) Applicants for each of the three (3) sites in Round 1.

2.8 Can an Applicant apply for multiple sites within a Service Area?

- Applicants may not apply for more than one site within a Service Area. Additionally, please note that one Application must correspond to only one proposed Site.

2.9 Is the owner/operator of the charging site required to own the property or land the site will be on?

- No, an Applicant is not required to own the property or land the site will be on. Proof of property rights will be required during the RFA and shall be executed during the conditional award period. The Applicant will be required to submit documentation signed by both the Applicant and the site owner, establishing permission to install and operate the Program-funded equipment at the site for no fewer than five (5) years.

3 Request for Qualifications Questions

3.1 Is a separate SOQ required for each service area?

- Yes. The Applicant shall submit a separate SOQ for each Service Area for which the Applicant desires to complete a Project (e.g., separate SOQs for Pocatello, Bliss, and/or Lewiston in Round 1). The SOQ should clearly indicate which site the SOQ pertains to in the cover letter and include Service Area-specific information on the required forms and corresponding narratives.

3.2 How must Applicants submit their SOQ?

- The SOQ shall be submitted electronically via email to ITD’s designated contact according to the information in RFQ with the subject line “Statement of Qualifications for [Applicant’s name] – National Electric Vehicle Infrastructure Program, Project Number [XXXXX]”.

3.3 Are digital signatures for the SOQ accepted?

- Yes, digital signatures will be accepted.

4 Request for Application Questions – to be provided later

5 Site Planning & Technical Questions

5.1 Is the 1-mile distance from the exit requirement strict?

- Each Site must be located within a 1-mile travel distance from an Interstate Highway System exit or highway intersection on an AFC as noted in the RFQ. Sites located farther than a 1-mile travel distance will be excluded from consideration.
- This distance is measured based on the actual driving route rather than the shortest

straight-line distance between two points. [Google Maps](#) may be used to measure the driving distance from the intersection point of the off-ramp and the street to the charging station location.

5.2 How will a site be verified as eligible?

- The Applicant is responsible for confirming the site is within the required distance. ITD will review eligibility during the review of the Applications.
- Maps of eligible locations for each round can be found in the solicitation documents for that round. These maps are provided for reference only.

5.3 Can a charging station be constructed in phases with fewer than the minimum number of ports installed initially, and the remainder installed at a later time?

- No; [23 CFR 680.106 \(b\)](#) requires a minimum of four ports at each station, and these four ports must be operational and available for public use at the time of site commissioning.

5.4 Can a charging station be “split” between multiple sites?

- No. Per [23 CFR 680.106 \(b\)](#) each charging station must have at least four network-connected charging ports and be capable of simultaneous charging of at least four EVs.

5.5 What is Justice40 and how does it apply to the NEVI Formula Program?

- The Justice40 Initiative is a federal strategy aimed at delivering 40 percent of overall federal investment benefits in climate and clean energy, including sustainable transportation, to disadvantaged communities. Applicants will be expected to demonstrate how their proposed Projects will contribute to the Justice40 Initiative.

5.6 When should Applicants begin communicating with the utilities?

- Applicants are encouraged to begin communication with utilities as soon as possible. Applicants should summarize coordination to date with the utility supplier in the SOQ as detailed in the RFQ. A separate utility form for Applicants to provide additional information will be included with the RFA.

5.7 If a location already has a charger/charging port, can this be included in the 4-port minimum requirement?

- Yes, as long as the existing charger/charging port is a direct current fast charger and meets the technical NEVI requirements in [23 CFR § 680](#).

5.8 Can existing charging stations be updated to NEVI-compliant?

- Yes, existing charging stations can be upgraded to become NEVI-compliant through the NEVI Program.

5.9 Do Applicants need to own the EV chargers, or can they lease them?

- Applicants may choose a lease option for charging equipment rather than purchase it.

5.10 Who is responsible for obtaining permits?

- The ITD will retain the exclusive direction and control of the National Environmental Policy Act (NEPA) documentation and is responsible for the obtaining the appropriate environmental approval. The Applicant shall be responsible to ensure that all environmental and mitigation measures identified in the NEPA document are implemented. The cost for these measures will be negotiated during the conditional award period, as necessary.
- During the conditional award period, Applicants must acquire all necessary local and construction permits.

5.11 What are the requirements for site data sharing? Who is responsible for data collection and reporting?

- NEVI Developers are responsible for data management including collecting, protecting, and reporting required data.
- As per the NEVI Final Rule, NEVI Developers are required to submit an Annual Data Submittal, Quarterly Data Submittals, and an initial One-time Data submittal. The Joint Office of Energy and Transportation has developed a data platform, the Electric Vehicle Charging Analytics and Reporting Tool ([EV-ChART](#)) that will be used for all data submittals required by the NEVI Final Rule. NEVI Developers will be required to submit data on a quarterly and annual basis to ITD in the standardized format specified by the Joint Office.
- For more information about the contents of the required reports refer to [23 CFR § 680.112](#) and RFQ Appendix B (Reference Documents).

5.12 What is the uptime requirement for sites?

- Applicants 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 dispense electricity in accordance with requirements for minimum power level. Uptime requirements and details on how to calculate uptime are in [23 CFR § 680.116](#).

5.13 How will the 97% uptime requirement be enforced for sites?

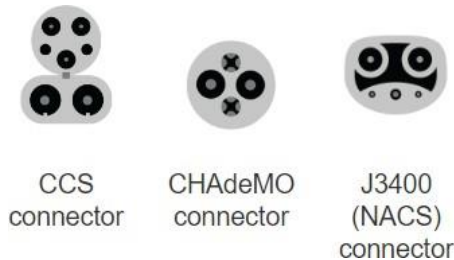
- Station uptime and NEVI Developer compliance with data reporting requirements may affect the percentage of retainage paid out over the five-year operations and maintenance period. If the NEVI Developer fails to perform in accordance with the Contract requirements, the percent retainage paid out over the five-year operations and maintenance period and bond may be affected.

5.14 Is 24/7 access to the site required?

- Yes, all EV chargers must be accessible 24 hours a day, 7 days per week, year-round.
- While 24/7 amenities are not required to be included in site plans, Applicants should be aware that proposed Site amenities will be evaluated in the RFA.

5.15 Will sites be required to include North American Charging Standard (NACS) adapters along with Combined Charging System (CCS)?

- Yes. Applicants will be required to incorporate NACS connectors or permanently attached adapters in their plans, in addition to the minimum NEVI requirements. Additional information on connector type requirements is outlined in [23 CFR § 680.106\(c\)](#).



5.16 Who is responsible for providing security for the EV charging station, once built?

- The NEVI Developer will be responsible for operating and maintaining the Site during the five-year operations and maintenance period and beyond. As outlined in the [23 CFR 680.106](#), NEVI Developers must implement physical and cybersecurity strategies to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid. Refer to [23 CFR 680](#) for additional details on physical and cybersecurity strategies required by the NEVI Formula Program.

5.17 What are the Americans with Disabilities Act (ADA) requirements of a charging site?

- EV charging stations must comply with ADA, the Architectural Barriers Act (ABA), and Section 504 requirements and be accessible to and usable by individuals with disabilities, including those using wheelchairs or other assistive equipment. The existing ADA standards address many aspects of accessibility for buildings and sites applicable to EV charging stations but do not specifically address EV charging stations. To address this gap, in July 2022, the U.S. Access Board issued [Design Recommendations for Accessible Electric Vehicle Charging Stations](#). FHWA recommends that charging stations be designed and constructed according to the Access Board's Recommendations to demonstrate compliance.
- The U.S Access Board recommendations specify two aspects of accessibility that need to be considered when designing EV charging stations, as outlined below. Applicants should refer to the U.S Access Board recommendations [document](#) for more detail on these two aspects.
 1. **Accessible Mobility Features:** Accessible mobility features primarily concern the size of the vehicle charging space, providing access aisles, how and where the chargers are installed, and the physical operability of the charger.
 2. **Accessible Communication features:** All EV chargers should have accessible communication features and operable parts. This enables EV chargers to be used by

people who are deaf or hard of hearing, little people, and other people with disabilities who do not need accessible mobility features (like access aisles) to use an EV charger.

- There must be at least one ADA-compliant parking space that incorporates accessible mobility features and is equipped with access to EV charging infrastructure.
- Applicants should note that converting accessible parking spaces to EV charging spaces is not recommended, especially when use will be restricted to electrical vehicle charging only. The ADA and ABA standards prohibit an alteration that decreases accessibility below the requirements for new construction (§ 202.3.1). If an existing accessible parking space is converted to an EV charging space, the minimum number of accessible parking spaces required by table 208.2 (found in U.S Access Board recommendations [document](#)) must be recalculated based on the total number of parking spaces provided, and accessible parking spaces may need to be added elsewhere.

5.18 Do Build America, Buy America (BABA) requirements apply to the NEVI Formula Program?

- Yes, [BABA](#) ensures that EV chargers acquired through the NEVI Formula Program will be assembled in the United States and comply with BABA requirements for manufactured products. Applicants should describe in detail their ability to comply with BABA in their Applications.

6 Project Expenditures

6.1 What costs are considered eligible under the Idaho NEVI Program?

- Eligible projects are defined in the NEVI Formula Program Guidance, June 2024, as follows: NEVI Program funds, including the 20% NEVI Developer match, are restricted to projects and costs that are directly related to EV charging infrastructure that is open to the public. Eligible costs must not be incurred prior to Contract execution. In general, NEVI Program funds may be used for the following items. This information is provided as an example only and is not an exhaustive list.
 - New charging stations
 - Upgrades to existing charging stations
 - On-site distributed energy resources (DERs). (Energy storage, such as on-site batteries, would be considered directly related, and therefore would be eligible.)
 - On-site electric service equipment
 - Permanently attached connectors and/or connector adapters
 - Traffic control devices and signage
 - Operating assistance for costs allocable to operating and maintaining EV infrastructure acquired or installed under this Program, for a period not to exceed five years.
- The 20% match provided by the NEVI Developer must also be restricted to projects and costs that are directly related to EV charging infrastructure that is open to the public. Examples of ineligible costs include but are not limited to the following:
 - Purchase or rent of real estate
 - Landscaping or other botanical improvements

- Any permit requirements not directly related to EV charging infrastructure
- Used, refurbished, or remanufactured equipment
- Any final design or construction costs incurred prior to NEPA approval
- Construction or general maintenance of building and parking facilities if not directly related to a charging station installation or upgrade
- Bad debts, late payments, finance charges or contingency funds, interest, and investment
- Lobbying, lobbyists, and political contributions
- Applicants should review the NEVI Formula Program Guidance and NEVI Formula Program Questions and Answers for detailed responses to questions about project eligibility.

6.2 Will pre-contract expenses be eligible for reimbursement?

- No, costs incurred prior to a fully executed contract award with ITD are ineligible.

6.3 Can NEVI Program Funds be used on EV charging sites outside of the service areas?

- No, NEVI Programs funds cannot be used on sites outside of identified service areas for this first round of awards.

6.4 Can NEVI Formula Program Funds be used on federal lands?

- Yes. In this case, Applicants must provide all applicable land use permissions during the conditional award period.

6.5 Are level 2 charging ports considered an eligible expense?

- No, level 2 charging (alternating current (AC) charging at 208 V or 240 V) is not an eligible expense.

6.6 Can you stack NEVI funds with other state funding?

- No, other programs and funds are not stackable with NEVI-funded charging sites. NEVI funds may be stacked with other *federal* funding so long as the total federal cost share does not exceed 80% and all applicable program requirements are met.

6.7 If an EV charging station at a site was funded with Idaho VW Settlement funding and an Applicant wanted to add additional ports with Idaho NEVI funding to make the EV charging station NEVI compliant, would this be allowed?

- Yes, NEVI funding can be used at locations previously funded with VW Settlement funding to add additional ports and other eligible costs needed to upgrade an existing EV charging station to be NEVI-compliant.

6.8 Are equipment maintenance and warranty costs eligible costs that can be reimbursed?

- Yes, equipment maintenance, repair, and warranty costs are considered eligible costs.

6.9 Will there be any type of bonding or bid bonds?

- During the RFQ stage, the Applicant shall provide a letter from a surety or insurance company indicating that the Applicant can obtain the required contract bonds for the

project.

- The RFA will detail guaranty or bond requirements and amounts due with the application. Actual bonds and insurance certificates will be required to be submitted to ITD by the NEVI Developer within 14 days of notice of conditional award.

7 Program Administration

7.1 How will the funds be reimbursed?

- The Applicant is responsible for incurring 100% of the upfront costs and is then reimbursed up to 80% of the eligible costs after ITD approves the Applicant's submitted invoices. ITD 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. A small percentage of reimbursable expenses will be retained and will be disbursed quarterly during the operation and maintenance period, upon the Applicant meeting operational requirements.

7.2 What is the cost-sharing arrangement for Applicants?

- The Applicant will provide their project costs in the RFA process. The Applicant will commit to meeting a minimum 20% match of the eligible project costs as required in the NEVI Guidance.
- The minimum 20% match provided by the Applicant shall be restricted to the eligible project costs that are directly related to EV charging infrastructure.
- [Idaho Code § 40-904\(3\)](#) requires no less than thirty percent (30%) of the Contract to be performed directly by the NEVI Developer. See Question 7.3 for more information.
- Potential sources for matching funds may include:
 1. Private sector contribution.
 2. Non-government sources such as universities, nonprofit partners, or philanthropic organizations.
 3. Third party financing.
 4. In-kind match used in a similar manner to any project funded under Title 23, United States Code.

7.3 What does the 30% self-performance requirement entail?

- [Idaho Code § 40-904\(3\)](#) requires no less than thirty percent (30%) of Design-Build Contracts to be performed directly by the NEVI Developer. The 20% match of eligible costs reduces the 30% self-perform requirement to 10% to be self-performed by the NEVI Developer, which could be achieved through reimbursable work or additional cost match.

7.4 Are there requirements for the site workforce?

- Per [23 CFR 680](#) and Idaho Code, the workforce installing, maintaining, and operating chargers must have appropriate licenses, certifications, and training. Electricians who install, operate, or maintain the EVSE must meet one of the following requirements:
 1. Certification from the Electric Vehicle Infrastructure Training Program (EVITP).
 2. Certification from the Independent Electrical Contractors (IEC) Electric Vehicle Charging Station Training Program ([IEC Training Advantage](#))

- 3.** Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as part of a national guideline standard approved by the Department of Labor in consultation with the US Department of Transportation.