

Frequently Asked Questions

For additional details and information, refer to the Federal Highway Administration's (FHWA) National Electric Vehicle Infrastructure (NEVI) Formula Program Frequently Asked Questions ([FHWA NEVI Q&A](#)), the [NEVI Final Rule](#), the State of Alabama National Electric Vehicle Infrastructure Formula Program Round 1 Application Guide ([ADECA NEVI Application-Guide](#)) and [ADECA NEVI Scoring Guide](#), and the [FY2024 Alabama NEVI Plan](#). All the below responses are subject to applicable state and federal laws, rules, regulations and guidance.

A. Application Process Questions

1. Is there a size limit to the emails submitted with the application?

The Application (Addendum A of the Alabama Department of Economic and Community Affairs ([ADECA NEVI Application-Guide](#)) shall be submitted by applicants (Applicants) in PDF format by email to ev@adeca.alabama.gov with the subject line "NEVI Program Application." Any additional supporting files or other documentation should be appended to the PDF file so that a single PDF file for each application includes both the application and any supporting documentation.

The size limit of emails to the above ADECA address is 35 megabytes (MB).

2. Is the Alabama NEVI plan available online at ADECA's website?

Yes, a copy of the FY2024 Alabama NEVI Plan can be found on the ADECA NEVI website at <https://adeca.alabama.gov/nevi/>.

3. Should the project director listed on the application be the technical/engineering director or grants administrator?

The Applicant Contact and Project Director should be designated by the Applicant. They may be the same person or different people. Contacts listed may be contacted by ADECA with questions about a proposed Project or to make a notification.

4. How many sites does Alabama intend to award this round?

The amount of funding available for Round 1 will not exceed \$11,738,801. The number of sites awarded will depend on the selected Applications and the related dollar amounts awarded.

5. Will ADECA answer questions from Electric Vehicle Supply Equipment (EVSE) manufacturers in the Q&A?

ADECA will answer questions from any legitimate requestor, including EVSE manufacturers.

6. I did not see the info in the request for proposal (RFP) about the match letter. Can you tell me on what page it can be found?

The [ADECA NEVI Application-Guide](#) provides:

Successful Applicants will be required to provide minimum matching funding of not less than 20% of Project Eligible Costs (Matching Funds) and fund 100% of Ineligible Costs (as such terms are defined in Addendum C hereto). For the avoidance of doubt, funding of Ineligible

Costs cannot be used as the required Matching Funds. All the Matching Funds and funding of Ineligible Costs must be from the eligible match and ineligible cost sources described below. Anything over 20% Matching Funds may result in additional scoring points.

Eligible match and ineligible cost sources include cash, loans, other (non-federal) grants, in-kind contributions, utility incentives for charging infrastructure or capital assets dedicated to the Project (Eligible Funds). All Eligible Funds claimed for a Project must be supported with documentation that demonstrates the Eligible Funds are available.

Accordingly, Applicants shall provide documentation of the amount and source of Eligible Funds committed to the project. Acceptable sources of Eligible Funds documentation include a letter on the organization's letterhead or a signed agreement such as a binding Memoranda of Understanding or other signed agreements. The documentation must provide a firm commitment of the amount and type of Eligible Funds to be provided. The documentation must state that the Eligible Funds will be available and committed at the time of the grant award.

7. Are there page limits for the application? Are there any limitations on fonts and font size? Are there any limits on the number and type of attachments to the application?

The Application (Addendum A of the [\(ADECA\) NEVI Application-Guide](#)) shall be submitted by applicants (Applicants) in PDF format by email to ev@adeca.alabama.gov with the subject line "NEVI Program Application." Any additional supporting files or other documentation should be appended to the PDF file so that a single PDF file for each application includes both the application and any supporting documentation.

The size limit of emails to the above ADECA address is 35 megabytes (MB).

Subject to the foregoing single PDF file requirement and email size limitation, there are no Application page limits, limits on the number or type of attachments to the Application or font or font size requirements; provided, the Application and supporting documents should be easily readable and printable without adjustment by ADECA.

8. Could ADECA clarify the format and size of the site design and scaled drawing that should be provided? Can they be added to the application packet in PDF format with a document size of 11 inches by 17 inches?

The site design and scaled drawing should be appended to the PDF file so that it can be easily readable and printable without adjustment by ADECA. Please scale the site design and scaled drawing so that it will fit on a standard sheet of 8.5 x 11 paper.

9. Are the Grantee Forms located on the ADECA NEVI website required to be submitted at the time of application or post award? Please list which forms should be included in the grant application.

Grantee Forms have not been posted on the [ADECA NEVI website](#). There are Grantee Forms on the [ADECA Alabama Electric Vehicle Charging Infrastructure Program webpage](#). These are two distinct programs. NEVI Grantee Forms will be posted on the ADECA NEVI webpage soon.

All Applications must include, at a minimum, completed forms from the [ADECA NEVI Application-Guide](#) including Addendum A (including Section A – Grant Application Information; Section B – Project Budget; Section C – Risk Assessment; and Section D – Project Detail); all Additional Application Requirements listed on pages 52 and 53; and Addendum B (Engineering and Construction Site Assessment).

10. Are scanned signatures allowed or do they have to be electronic signatures?

Yes, scanned signatures are generally allowed. The final Grant Agreement and certain other documentation, however, may require original or electronic signatures at ADECA's discretion.

11. Can ADECA please provide a sample ADECA contract, terms and conditions, and any reporting including payroll reporting forms that will be required at the contract stage?

ADECA will make these documents available at the time of award.

12. Additional Application Requirements 4 and 5 - Would the DOT accept a site plan drawing instead of daytime/nighttime photos for a site that has not yet been constructed?

Timestamped daytime and nighttime photos of the proposed site are required for every Application regardless of the status of construction.

13. We were hoping to get more clarification on the page/word limit for the application. Based on the application language it is difficult to discern whether the intended limit is aligned with the text boxes or the line allowance in the boxes currently provided. Overall clarification on this would be helpful and I am happy to discuss further if there is confusion.

Applicant should use the space provided to answer the questions in the Application. If more space is needed, or if any additional supporting files or other documents are included as part of your Application, please append them to the Application.

14. Can ADECA confirm that an awarded applicant can transfer ownership of the EVSE post award and/or during the contract period?

Any assignment of the EVSE after a Grant Agreement has already been executed would be subject to the Grant Agreement.

15. If an applicant can certify at the time of submission that match funds can be provided, can a different entity provide the proposed match after the Effective Date of the agreement if they are able to demonstrate the financial capabilities to do so?

Any changes to the source of Matching Funds after a Grant Agreement has already been executed would require prior approval from ADECA.

16. As a provider of Electric Vehicle Supply Equipment (EVSE), our role encompasses the supply of all necessary equipment for the project. In line with this, we have reached agreements with eligible property owners and have begun the application process to meet all requirements.

In our review of the Request for Proposal (RFP), the FAQ released yesterday and other resources on your website, we are concerned about a requirement to submit two distinct quotes from separate vendors. As we are the lead proposer and the provider of the equipment, we would appreciate some clarification on this requirement.

Does this stipulation mean that we are required to submit an additional quote from a competing EVSE provider? We recognize the importance of a fair and equitable procurement; however, this has not been a requirement in any other State that has engaged with the NEVI funding program under the FHWA mandate. We eagerly await your guidance on this matter.

The [ADECA NEVI Application-Guide](#) provides:

Please attach a minimum of two (2) quotes for equipment acquisition, installation services, and maintenance agreements from distinct providers/vendors to support these numbers. . . . Quotes shall include specific equipment specifications detailing the proposed number of ports and charging connectors. ADECA understands that NACS connector pricing may not be available at the time of application from all vendors.

All Applicants, regardless of the nature of their business, should comply with the Application-Guide.

17. Can the State of Alabama please confirm the maximum amount of points awarded for the scoring sections? For example, a total of 293 points is listed in the scoring guide but there are items in the guide that have unlimited earnings (additional amenities).

#33 Section D of the Application lists twenty (20) specific amenities that could each result in 1 point, meaning up to 20 points could be given on line 70 of the [ADECA NEVI Scoring Guide](#). Likewise, line 82 of the [ADECA NEVI Scoring Guide](#) provides 1 point for each Interstate within 5 miles of the Project location. The greatest possible number of points on line 82 would be four (4) (e.g., if there is a Project location within 5 miles of I-20, I-59, I-22 and I-65). ADECA has posted a revised Scoring Guide on its NEVI website (<https://adeca.alabama.gov/wp-content/uploads/NEVI-Scoring-Guide.xlsx>) showing 317 total possible points.

18. Can ADECA please provide clarify [sic] if the section labeled Description of Project text response should only be limited to the space provided?

Applicant should use the space provided to answer the questions in the Application. If more space is needed, or if any additional supporting files or other documents are included as part of the Application, please append them to the Application.

Any additional supporting files or other documents should be appended to the PDF file so that a single PDF file for each Application includes both the Application and any supporting

documentation. Subject to the foregoing single PDF file requirement, there are no Application page limits, limits on the number or type of attachments to the Application or font or font size requirements; provided, the Application and supporting documents should be easily readable and printable without adjustment by ADECA.

19. On page 24 (Section B of Addendum A), the RFP [sic] states: “Please attach a minimum of two (2) quotes for equipment acquisition, installation services, and maintenance agreements from distinct providers/vendors to support these numbers.”
If we already have existing supply agreements with rate cards, does ADECA still require a quote?

As noted, the [ADECA NEVI Application-Guide](#) provides:

Please attach a minimum of two (2) quotes for equipment acquisition, installation services, and maintenance agreements from distinct providers/vendors

All Applicants, including those with existing supply agreements, should comply with the Application-Guide.

20. On page 53, number 6 states: “Proof of Applicant’s Project site ownership or Host-Operator Agreements between Applicant/operator and all owners, lessors and lessees of the Project site (if applicable).”
Can you please define what type of proof ADECA is looking for to satisfy this requirement?

If Applicant owns the Project site, proof of ownership could include a signed affidavit to that effect from Applicant’s president or chief executive officer accompanied by a deed and/or any other supporting documentation that ADECA may request.

If Applicant does not own the Project site, the [ADECA NEVI Application-Guide](#) provides:

If the Applicant is not the actual owner/host of the location, please include documentation that the Applicant has irrevocable permission from the site owner to apply for Project funding and, if awarded, to install, maintain and operate the proposed infrastructure on the property and for the public’s unrestricted access to the site for at least five (5) years after the operational date.

Applicant also should:

Provide a summary of Host-Operator Agreements, including a detailed explanation of the relationship plans between the owner and operator and how this working relationship will affect the utility work needed, construction and operation of the Project.

21. If an application gets denied in the FY24 cycle, can we submit the same site for FY25 cycle?

Subject to applicable requirements at the time and any needed updates, a Project that is not accepted in the current NEVI round may be proposed in a subsequent NEVI round.

22. Where can [we] find the waiver for a site being further than a mile out from an interstate?

That document is available here: <https://driveelectric.gov/files/exception-request-template.docx>.

23. I have a question regarding the RFQ procedure in Alabama. Will my application still be considered even if I missed the RFI date October 6, 2023?

A response (or lack thereof) to the October 6, 2023 [NASEO RFI](#) has no bearing on eligibility to apply in the current NEVI round.

24. Is there a way for us to look at an application that was approved?

No, this is the first round of NEVI applications for Alabama; therefore, there are no approved applications to review.

25. When submitting the NEVI application, are generic site plans enough? I know engineering costs will be added to the proposed budget as an eligible expense. I'm asking because the language of the NEVI law says that recipients are responsible for costs accumulated before the awarded NEVI funds.

Site plan requirements are detailed on Page 52 of the [ADECA NEVI Application-Guide](#) as #2 under the list of Additional Application Requirements. Under this requirement, a "detailed plan and scaled drawing" are required. This section specifies the type of site plan that is required and details specific project elements that must be included in the site plan that is to be submitted with an Application.

26. What is the deadline for submission of RFIs? / How will RFI responses be distributed to potential offerors? / When are RFI responses expected to be made available?

This is not a Request for Information (RFI); it is an Application. The deadline for submitting Applications is January 24, 2024. Applicants will be scored using the [ADECA NEVI Scoring Guide](#). The expected procedure for Alabama's NEVI program can be found on page 8 of the [ADECA NEVI Application-Guide](#).

27. Which, if any, of the deliverables listed in Addendum F are required to be provided with the initial Grant Reimbursement Application?

The deliverables listed in Addendum F are not required to be submitted with an Application unless otherwise referenced in the [ADECA NEVI Application-Guide](#). For a complete list of "ADDITIONAL APPLICATION REQUIREMENTS," see pages 52-53 of the [ADECA NEVI Application-Guide](#). All other deliverables listed in Addendum F will be collected during the Selection Period as a condition to the execution of the Grant Agreement.

28. How would the customer prefer to see each site application within the submission? Is the applicant to complete each form for each site separately and submit end to end within one document? Or is the applicant to complete the form for all sites combined and detail out each site within the one form?

Applicants may only submit one Application per site and only one Application per email. Applicants submitting applications for multiple sites should complete one Application per site and submit each Application in a separate email.

B. Operations and Maintenance

1. How will the operation and maintenance piece be procured and reimbursed?

Any agreements for the operation and maintenance of an EV charging station, the Application and the Grant Agreement are subject to the state procurement policies and procedures per 2 C.F.R. § 200.317.

Fixed operating and maintenance costs up to five (5) years after the date of the Notice of Acceptance may be Eligible Costs. Agreements should therefore be secured up-front at or near the time of the Notice of Acceptance. Not more than 1/5 of the total Eligible Cost of the required 5-year maintenance agreement can be an Eligible Cost each year.

The [ADECA NEVI Application-Guide](#) provides:

Operation and maintenance costs for equipment beyond those required to support four (4) CCS connectors and four (4) NACS connectors are Ineligible Costs.

Applicant shall ensure that the workforce installing, maintaining, and operating chargers has appropriate licenses, certifications and training to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers.

2. Will ADECA release funds up to 80% of capital costs after the award or after project completion?

The NEVI Program is a competitive reimbursement grant program. Grant reimbursement payments (for up to 80% of incurred and paid Eligible Costs (depending on the Matching Funds but in no event exceeding the Award Amount in the aggregate)) are subject to, among other things, Applicant's certifying that all equipment and other goods to which such reimbursement funding relates is owned and possessed by Applicant on the Project site and are properly installed and operational and that the services and work to which the requested reimbursement funding relates are completed, verified, and approved. Without limiting the foregoing, ADECA and/or its designees may perform quarterly tests and inspections to confirm solely for ADECA's purposes that the Project is on schedule and operating properly for such point in the schedule. Detailed invoice requirements and submission instructions will be provided to successful Applicants.

Project costs submitted for reimbursement must be Eligible Costs.

Prior to ADECA's giving Applicant the Notice of Acceptance, ADECA may retain 15% of expended and approved Eligible Costs, the reimbursement of which would otherwise be due and payable to Applicant (Retainage). An illustrative example follows: If Applicant had expended \$100 of Eligible Costs, at least 20% (\$20) of such amount would be required to be Applicant's Matching Funds. Assuming Applicant has provided 20% Matching Funds and was otherwise properly due to be reimbursed the remaining 80% (\$80) of expended and approved Eligible Costs, ADECA would

instead reimburse Applicant 65% (\$65) of such \$100 in Eligible Costs and withhold reimbursing 15% (\$15) of such Eligible Costs as the Retainage. Once all equipment is successfully installed, the charging station is fully operational, and ADECA has given the Applicant the Notice of Acceptance, ADECA would disburse the total Retainage held by ADECA to Applicant so long as such total Retainage together with all amounts reimbursed by ADECA would not exceed the lesser of the Award Amount or 80% of expended and approved Eligible Costs (subject to adjustment downward depending on the relevant Matching Funds percentage).

3. If the Maintenance and Networking costs are included as an upfront cost to the applicant, should these costs be included in the equipment costs? If ADECA requires them to be included in the maintenance agreement costs, can applicants invoice for reimbursement at time of delivery of equipment when they are charged for the service?

The [ADECA NEVI Application-Guide](#) provides:

Successful Applicants must have and provide ADECA and/or its designees with proof of five (5) years' software network and scheduled maintenance agreements. Manufacturers and/or suppliers under these specifications must provide warranties covering a minimum of five (5) years for all chargers and equipment from the time of Notice of Acceptance. Costs for manufacturer's hardware warranties and software network and scheduled maintenance agreements may be Eligible Costs; provided all Eligible Costs not incurred prior to the Notice of Acceptance desired to be reimbursed must be reasonably estimated in good faith at the time the Application is submitted (so that ADECA may properly compare and rank Applications) but shall not be reimbursed before actually incurred. Further, not more than 1/5 of the total Eligible Costs of the required 5-year maintenance agreement shall be an Eligible Cost each year.

Required five-year software network and maintenance agreements will not be reimbursed as an up-front cost. They will be reimbursed at 1/5 of the total Eligible Costs of the required 5-year maintenance agreement each year during the term of each Project.

Please note that the [ADECA NEVI Application-Guide](#) also provides:

Applicant will operate the charging station and complete and provide additional documentation as required by the Grant Agreement and/or as periodically required by ADECA over the Term . . .

Additionally, the [ADECA NEVI Application-Guide](#) provides:

Beginning in 2024, Applicant shall submit the following data on an annual basis, on or before March 1, in a manner prescribed by FHWA.

(1) Maintenance and repair report for each charging station for the previous year. . .

4. Can the dedicated support staff person for EV charging at the site service other customers and provide support for the larger commercial enterprise on the site or do they have to be exclusively dedicated to EV charging?

Yes, staff designated as “dedicated” to supporting the provision of EV charging services may also provide support for the larger commercial enterprise on the site; they should, however, prioritize supporting EV charging activities.

5. Row 91 of the Scoring Guide indicates that charging stations must be ‘physically accessible to the public 24 hours per day, 7 days per week, year-round.’ Would failing to meet this requirement disqualify a project from further consideration?

Yes, this would be disqualifying. See [ADECA NEVI Application-Guide: Charging Station Requirements, Paragraph 3 \(page 9\)](#).

6. Toward the top of page 12, the RFP states: “Successful Applicants must have and provide ADECA and/or its designees with proof of five (5) years’ software network and scheduled maintenance agreements. Manufacturers and/or suppliers under these specifications must provide warranties covering a minimum of five (5) years for all chargers and equipment from the time of Notice of Acceptance.”

A. Can you please define what type of proof of the software and maintenance agreements ADECA would like to receive?

B. We have and will provide a hardware warranty, but most software does not come with a 5-year warranty. Can ADECA please clarify exactly what warranty information is needed?

Proof of the required software and maintenance agreements could include a signed affidavit to that effect from Applicant’s president or chief executive officer accompanied by any other supporting documentation that ADECA may request. As a reminder, the relevant agreements should enable Applicant to satisfy the charging station and related requirements, including the following:

Each charging port and related connectors must have an average annual uptime of greater than 97%. The EVSE must have a minimum manufacturer’s hardware warranty of five (5) years and continually be in full working order to the extent possible. Should repair or replacement be necessary, the charging station shall be fully operating within 72 hours of equipment issue/breakdown to ensure an average 97% annual uptime guarantee. Exceptions include outages that are outside of the charging station operator’s control (provided the charging station’s operator can demonstrate that the charging port and related connectors would otherwise be operational) including: electric utility service interruptions, failure to charge or meet the EV charging customer’s expectation for power delivery due to the fault of the vehicle, scheduled maintenance, vandalism, or natural disasters.

Please also note the following requirements:

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

C. Applicant Eligibility

1. What is the typical site operator in mind for this project?

Eligible Applicants for this round of funding are government and non-government entities looking to install charging stations along designated FHWA Alternative Fuel Corridors-Pending in the State of Alabama.

2. If there are two commercial vehicles, will there be a specific size at the site for the 80,000 pounds that the commercial vehicle has?

There are not specific requirements for medium- and heavy-duty charging site considerations in Alabama's first round of the NEVI program. However, additional points will be awarded to proposed projects that include pull-through capacity for a passenger vehicle and/or otherwise accommodates a vehicle that is towing. Without limiting the Applicant's obligations to comply with ADA requirements, larger spaces and pull-through designed charging to enable larger vehicles, drivers with mobility limitations (ex. wheelchairs), and vehicles towing trailers to charge should be considered due to expected near-term future vehicle developments and market availability.

3. What qualifies as a commercial vehicle operator, in regard to station accessibility?

The [FHWA NEVI FAQ](#) reference the definition of "commercial motor vehicle" found at 23 CFR 658.5 in relation to the NEVI Program.

4. Will applicants need to be registered LLCs in the State of Alabama?

The [ADECA NEVI Application-Guide](#) provides that eligible Applicants include government and non-government entities. The [ADECA NEVI Application-Guide](#) does not require a particular entity form for non-government entities (e.g., corporation or LLC). Applicants should consult their legal advisors with regard to any requirements to be registered in the State of Alabama.

5. Will eligible applicants need to also register as DBE/WBE/MBE at the State, to qualify for 40% diverse requirements?

No, satisfying Justice 40 Initiative provisions in the [ADECA NEVI Application-Guide](#) and the [ADECA NEVI Scoring Guide](#) does not depend upon whether the Applicant is or is not a Disadvantaged Business Enterprise (DBE), a Women-Owned Business Enterprise (WBE), or a Minority-Owned Business Enterprise (MBE).

D. Charging Hardware

1. Is there a particular hardware requirement for the DCFC chargers or can we choose the equipment that we install?

See pages 9-16 of the [ADECA NEVI Application-Guide](#) for detailed charger requirements.

2. Is there a maximum number of chargers allowed per site?

There is no limit on the number of chargers that will be allowed at a site, but Eligible Costs related thereto will not exceed the Eligible Costs for installing up to four chargers, each with a CCS and a NACS connector.

The [ADECA NEVI Application-Guide](#) provides:

Each charging site located along and designed to serve users of designated AFCs [Alternative Fuel Corridors] must have at least four network-connected Society of Automotive Engineers Combined Charging System (CCS) connectors and four network-connected North American Charging Standard (NACS) connectors and be capable of simultaneously charging at least four (4) EVs. Each DCFC port must be capable of charging CCS-compliant and NACS-compliant vehicles (but not simultaneously), and each DCFC [Direct Current Fast Charger] port must have at least one permanently attached CCS Type 1 connector (Type 1 Connector) and one NACS connector. In addition, not more than one permanently attached CHAdeMO (www.chademo.com) connector can be provided using only FY2022 NEVI Program funds.

Eligible Costs include costs for installing up to four CCS and four NACS connectors.

3. What type of chargers are eligible under this program?

DCFC ports must support output voltages between 250 volts DC and 920 volts DC. DCFCs located along and designed to serve users of designated AFCs must have a continuous power delivery rating of at least 150 kilowatt (kW) and supply power according to an EV's power delivery request up to 150 kW, simultaneously from each charging port (without duplication as regards to the paired CCS and NACS connectors) at a charging station. These DCFC charging stations may conduct power sharing so long as each charging port continues to meet an EV's request for power up to 150 kW.

Each charging site located along and designed to serve users of designated AFCs must have at least four network-connected Society of Automotive Engineers Combined Charging System (CCS) connectors and four network-connected North American Charging Standard (NACS) connectors and be capable of simultaneously charging at least four (4) EVs. Each DCFC port must be capable of charging CCS-compliant and NACS-compliant vehicles (but not simultaneously), and each DCFC port must have at least one permanently attached CCS Type 1 connector (Type 1 Connector) and one NACS connector. In addition, not more than one permanently attached CHAdeMO (www.chademo.com) connector can be provided using only FY2022 NEVI Program funds.

4. Will L1 or L2 chargers be eligible, or will this program only fund DCFCs?

L1 or L2 chargers may be added to a Project, in addition to the minimum DCFC ports, but the cost associated with the L1 or L2 chargers will not qualify as Project Eligible Costs.

5. Do Tesla chargers qualify?

Charging infrastructure must meet all of the minimum requirements in the [ADECA NEVI Application-Guide](#) and the [NEVI Final Rule](#).

6. Are there any Grants coming to support level 2 chargers on non-NEVI corridors?

The best way to stay up to date on programs under the purview of ADECA is to sign up for ADECA's [EV Mailing List](#).

7. Is the cost of ADECA branding on the dispensers an eligible grant reimbursement cost?

ADECA is not going to require ADECA branding on the dispensers. ADECA generally would not consider including ADECA branding to be Eligible Costs.

8. Is the awardee required to install a CHAdeMO connection/port?

No, awardees are not required to install a CHAdeMO connector/port. Awardees may use FY2022 NEVI Program funds for up to one (1) [CHAdeMO connector](#). See [ADECA NEVI Application-Guide: Charging Station Requirements, Paragraph 16 \(page 11\)](#).

9. With Reference to the NEVI Scoring Guide, does applicant receive one point per port that exceeds NEVI requirements OR 1 point total for exceeding the NEVI requirements?

If the number of ports exceeds NEVI requirements, Applicant may receive one additional point in the scoring process. The number of ports beyond the minimum requirement is not relevant.

10. I was looking over the NEVI Grant Program and it appears that it is only along Interstates. Are there any Grants coming that this scenario might be covered by?

Eligible Applicants for this round of NEVI funding are government and non-government entities looking to install fast charging stations along Interstate corridors (I-65, I-165, I-565, I-20, I-59, I-359, I-459, I-759, I-85, I-10, and I-22). Additional designated corridors will be eligible for funding starting with Round 2 of Alabama's NEVI program.

Alabama has a [state-funded program](#) which provides opportunities for charging infrastructure grants in areas of the state and for types of chargers that are not eligible under the federal NEVI program. Ongoing priorities for this state program will include fast-charging projects along non-interstate corridors and Level 2 charging projects at locations where people have longer dwell times, including workplaces, tourist attractions, shopping centers, and near multi-family dwellings.

To stay up-to-date on all EV-charging programs under the purview of ADECA, please sign up for [ADECA's EV Mailing List](#). You can find additional information about other programs on the U.S. Department of Energy's [Alternative Fuels Data Center](#) Alabama page.

11. Number 19 on page 11 of the RFP document states: "Charging equipment shall be capable of operating without any decrease in performance over an ambient temperature range of minus 22 to 122 degrees Fahrenheit with a relative humidity of up to 95%." The chargers we would like to propose can operate from minus 22 to 131 degrees Fahrenheit; however, at temperatures above 111 degrees Fahrenheit, there is a derating. Would ADECA be willing to update their language around this to confirm our chargers would still be viewed as compliant?

Derating in certain circumstances to protect equipment from damage at extreme temperatures would be acceptable and ADECA will update the relevant language accordingly in the Grant Agreement in future rounds.

12. Would Alabama consider funding a mobile DCFC arrangement that would allow assistance and/or recovery for electric vehicles that may get stranded along the roadside? We are developing such equipment and in conjunction with the NEVI compliant stations we intend to buildout, we feel this service could greatly enhance EV's throughout Alabama, especially during severe weather conditions.

Alabama will inquire with the federal Joint Office of Energy and Transportation about NEVI eligibility for this type of project in future rounds.

13. Number 17 of the Charging Station Requirements section on page 11 of the RFP states: "DCFCs located along and designed to serve users of designated AFCs must have a continuous power delivery rating of at least 150 kilowatt (kW) and supply power according to an EV's power delivery request up to 150 kW, simultaneously from each charging port (without duplication as regards to the paired CCS and NACS connectors) at a charging station. These DCFC charging stations may conduct power sharing so long as each charging port continues to meet an EV's request for power up to 150 kW."

Twice in this section, it states that power should be "up to" 150kW, but "up to" implies that this is a limit. The NEVI guidelines require a power output of 150kW *at minimum*. Can ADECA please revise the language in this section to reflect the minimum requirement of 150kW, so it's understood that chargers must have a power output of *at least* 150kW, and that power outputs *above* 150kW are also acceptable?

The language quoted in the question, Number 17 of the Charging Station Requirements section on Page 11, is directly from the [NEVI Final Rule](#). Specifically, Section 680.106(d)(1) states the following:

"DCFCs located along and designed to serve users of designated AFCs must have a continuous power delivery rating of at least 150 kilowatt (kW) and supply power according to an EV's power delivery request up to 150 kW, simultaneously from each charging port at a charging station. These corridor-serving DCFC charging stations may conduct power sharing so long as each charging port continues to meet an EV's request for power up to 150 kW."

As such, this language will not be amended.

E. Eligible Project Costs

1. Would it be possible for us to pursue funding for upgrades that would bring our equipment into compliance with the program requirements?

Eligible Costs include costs to procure and install, repair, upgrade, and/or replace existing EV charging equipment to meet NEVI Program minimum standards and requirements.

2. Will grant administration be an eligible cost?

Eligible Costs are defined in Addendum C to the [ADECA NEVI Application-Guide](#). An Applicant's grant administration costs are not Eligible Costs.

3. Are consultant costs to complete paperwork required to obtain the grant agreement, complete grant agreement required monthly/quarterly/annual reporting and grant payment requests eligible?

ADECA would consider costs for completing paperwork, grant agreements, reporting and payment requests to be grant administration costs. Please see the above response regarding grant administration costs.

4. Are administrative costs to administer the grant an eligible grant reimbursement cost?

Eligible Costs are defined in Addendum C to the [ADECA NEVI Application-Guide](#). An Applicant's grant administration costs are not Eligible Costs.

5. Can NEVI funds be used for site prep-type work (paving, lighting, etc.)?

Yes, as long as the work is directly related to the Project's charging of vehicles and meets Eligible Costs and other requirements for reimbursement in the [ADECA NEVI Application-Guide](#), including procurement, bidding, quotes and other requirements.

6. Can ADECA confirm that the following requirement is an eligible expense: "Conduit and an electrical service box of adequate size and disconnect capacity that will allow additional electrical cable to be run to the site for future expansion to allow for at least two (2) additional (6 total) charging stations and to upgrade at least one charger to 350 kW."

The costs to satisfy one of the charging station requirements may constitute Eligible Costs so long as they meet and were incurred in compliance with the requirements of the [ADECA NEVI Application-Guide](#), including procurement, bidding, quotes and other requirements.

7. Are the following eligible reimbursement/match expenses: project management labor, switchgear, landscaping remediation associated with the EVSE installation, parking stall striping, trenching, and site survey?

The above expenses may constitute Eligible Costs so long as they are directly related to the Project's charging of vehicles and meet and were incurred in compliance with the requirements of the [ADECA NEVI Application-Guide](#), including procurement, bidding, quotes and other requirements.

8. Addendum C: Eligible Costs - Are Utility Demand charges considered an Eligible Cost?

No, Utility Demand charges are not an Eligible Cost.

9. My team was wondering whether or not an overhead canopy (shelter from sun, rain, provides LED lighting) over the charging stations would be considered an eligible cost for this program?

Yes, expenses for an overhead covering over the charging station may constitute Eligible Costs so long as they are directly related to the Project's charging of vehicles and were incurred in

compliance with the requirements of the [ADECA NEVI Application-Guide](#) including procurement, bidding, quotes, and other requirements. Further, a Project that includes an overhead covering of the charging area may receive three points as indicated in the [ADECA NEVI Scoring Guide](#).

10. I am the owner of a car dealership company, and we have locations in multiple cities. We have major plans to install EV chargers at our locations that will exceed NEVI minimum requirements. We are working to prepare NEVI applications and we have a specific question related to Eligible Funds. Page 6 of the NEVI Application Guide indicates that “Costs incurred prior to execution of a Grant Agreement are made at the Applicant’s risk, and no funding will occur prior to full and final execution and delivery of the Grant Agreement.”

Based on the quoted statement above, can ADECA clarify whether the cost of electrical equipment and/or charging infrastructure procured, but not installed, prior to a NEVI Grant Agreement being executed could become Eligible Funds in a NEVI project? Page 7 of the NEVI Application Guide defines “Eligible Funds” as “Eligible match and ineligible cost sources include cash, loans, other (non-federal) grants, in-kind contributions, utility incentives for charging infrastructure or capital assets dedicated to the Project.”

The [ADECA NEVI Application-Guide](#) provides:

Costs incurred prior to execution of a Grant Agreement are made at the Applicant’s risk, and no funding will occur prior to full and final execution and delivery of the Grant Agreement.

Electrical equipment/infrastructure purchased since October 24, 2023 (when the current Application period opened) and prior to such execution that is used in the Project will generally not constitute Eligible Funds.

11. Can ADECA confirm that the following requirement is an eligible expense: “Conduit and an electrical service box of adequate size and disconnect capacity that will allow additional electrical cable to be run to the site for future expansion to allow for at least two (2) additional (6 total) charging stations and to upgrade at least one charger to 350 kW.”

The costs to satisfy the charging station requirements may constitute Eligible Costs so long as they meet and were incurred in compliance with the requirements of the [ADECA NEVI Application-Guide](#), including procurement, bidding, quotes and other requirements. Because this is a charging station requirement, it is a covered expense.

12. Will operation and maintenance be incentivized also through NEVI grants at 25%, like at other NEVI approved states? Will NEVI grants also cover Operation Expenses, in addition to Capital Expenses.[?] If I understood correctly, other states will also award a 25% of the Operational expenses during a maximum of 5 years.

No, the Alabama NEVI program does not have any 25% incentives. Successful Applicants will be eligible for a reimbursement grant of up to 80% of the Project Eligible Costs. Eligible Costs and Ineligible Costs are further defined in Addendum C of the [ADECA NEVI Application-Guide](#).

F. Project Locations

1. Since FHWA approved Round 7 alternative fuel corridor designations on October 19, will ADECA accept Applications for projects located along the newly designated Alabama Electric Vehicle charging corridors of US43, US80, US231, US280, US331, and US 431 have eligibility under NEVI?

Interstate corridors (I-65, I-165, I-565, I-20, I-59, I-359, I-459, I-759, I-85, I-10, and I-22) are eligible in Round 1. [Additionally Designated Corridors](#) will be eligible starting with Round 2.

2. Will ADECA provide a map with prospective prioritized eligible exits?

The map on page 3 of the [ADECA NEVI Application-Guide](#) document depicts eligible corridors and high priority segments.

3. Will an online map be available through a GIS map with downloadable layers?

See link: [Priority Areas for NEVI Funding Map](#). Please note the following: while areas depicted in the map are priority areas, all interstate exits are eligible and will be given consideration.

4. Will you please go over all the location requirements, including proximity to existing stations?

Location requirements include:

EV charging infrastructure should be conveniently and safely located as close to the Interstate Highway System and highway corridors as possible and in general no greater than one (1) mile from Interstate exits along designated Alternative Fuel Corridors-Pending in Alabama. The one (1) mile should be measured as the shortest driving distance from the Interstate Highway System exit to the proposed charging station at the time of the proposal. Charging stations on public lands in close proximity to the corridor (including federal lands) will be considered. Applications requesting exceptions to the one (1) mile must include a reasonable justification for an exception being necessary at a particular location (contingent upon federal approval). Applicants requesting an exception to the one (1) mile rule may receive a conditional approval subject to federal approval of the exception.

New EV charging infrastructure locations should be spaced a maximum distance of fifty (50) miles apart along designated AFCs (including planned charging stations and existing charging stations, with both conforming to NEVI Program minimum standards and requirements), unless a discretionary exception has been granted.

Charging stations must be available for use and sited at locations physically accessible to the public twenty-four (24) hours per day, seven (7) days a week, year-round; isolated or temporary interruptions in service or access because of maintenance or repairs or due to the exclusions outlined in 23 C.F.R. § 680.116(b)(3) are permitted.

5. Are EV charging stations within a low-income multi-family housing complex excluded?

No, however, the location requirements stated above and in the [ADECA NEVI Application-Guide](#) must be met.

6. Will areas outside of the one mile from interstate be able to apply for the program?

If the location is more than one (1) mile off the interstate, an exception request form is required and, if the Application is selected, the Project will be dependent on FHWA approval of exception. The FHWA exception request template can be accessed online at <https://driveelectric.gov/files/exception-request-template.docx>.

7. My team and I were discussing the NEVI Scoring Guide, and had a question regarding this matter: Is the item in row 91 disqualifying criteria for an applicant?

Row 91: Will the project occur within an existing parking lot or paved area?

For context, there is currently a project site that is currently under construction that will be completed by early next year. As the site will be completed regardless of NEVI funding and be open to the public by early next year would it be considered an existing site?

This would not be disqualifying. Projects may be proposed at locations that are currently existing, under construction, or planned to be constructed.

8. Are locations on newly nominated Round 7 AFCs eligible to apply for round 1 of funding?

No, additional Designated Corridors will be eligible starting in Round 2. Interstate corridors (I-65, I-165, I-565, I-20, I-59, I-359, I-459, I-759, I-85, I-10, and I-22) are eligible in Round 1.

9. At the top of page 18, the RFP [sic] states: "Also, before funds are obligated, Projects must be included on the relevant Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP) and long-range plans in accordance with 23 C.F.R. Part 450 and all state and federal environmental requirements."

Can ADECA please confirm that they will update the STIP and TIP as part of their responsibilities?

After a NEVI Project in a metropolitan planning organization's (MPO) area has been selected for funding, the relevant Applicant will be instructed by ADECA to notify the relevant MPO and request that the Project be added to the Transportation Improvement Program plan (TIP). ADECA will coordinate with the Alabama Department of Transportation (ALDOT) to have a listing of NEVI-funded Projects included in the State Transportation Improvement Program plan (STIP) and verify that such Projects are included in the TIP for the relevant MPO.

10. Within the NEVI Application Guide on page 42, applicants are asked to identify whether the project location is adjacent to a Justice40 area. Can ADECA please clarify what distance is considered adjacent?

The physical location of a proposed project is adjacent to a Justice 40 area if it is within a census tract that shares a common border with a census tract that is a disadvantaged community according to the [Justice40 EV Charging map](#).

G. Amenities

1. Are there any amenity requirements for site location?

See charging station requirements in the [ADECA NEVI Application-Guide](#) for details. The [ADECA NEVI Scoring Guide](#) provides for additional scoring points for certain amenities.

H. Project Budget / Procurement / Program Integrity

1. Is there a grant ceiling or maximum award amount for individual grants?

Subject to the available funds, there is currently no maximum funding limit for individual eligible Projects.

2. Do you [the Applicant] have to go with the lowest bidder or the most qualified bidder? Can ADECA confirm that applicants must go with the lowest bid for equipment acquisition, installation services, and maintenance agreements from distinct providers/vendors or can they go with the most qualified provider/vendor?

Applicants will be scored using the [ADECA NEVI Scoring Guide](#). The [ADECA NEVI Application-Guide](#) requires Applicant's compliance with applicable state and federal procurement, competitive bidding, labor and workforce laws, including all statutory and regulatory requirements applicable to funds apportioned under Chapter 1 of Title 23, U.S.C., and 2 C.F.R. Part 200. This includes, and the Applicant and the Project shall comply with, the applicable requirements of Title 23, United States Code, and Title 23 Code of Federal Regulations.

3. Will any bonds be required with bid submission?

Applicants will not be required to post a bond to submit an Application.

4. Will the application provide guidance on which pricing cost category software network costs, site activation, site commissioning go into?

See pages 24 and 25 of the [ADECA NEVI Application-Guide](#) for Project Budget breakdown tables.

5. Regarding the requirement of two quotes, will it be [a] problem if a dealership is limited to the brand and vendor designated by the auto manufacturer?

See above response regarding compliance with applicable state and federal procurement, competitive bidding, labor and workforce laws. Also, the Application provides: Please attach a minimum of two (2) quotes for equipment acquisition, installation services, and maintenance agreements from distinct providers/vendors to support these numbers. It is acceptable for the same vendor to provide equipment, installation, and maintenance. Quotes shall include specific equipment specifications detailing the proposed number of ports and charging connectors. ADECA understands that NACS connector pricing may not be available at the time of application from all vendors. Applicants should include a budget for adding NACS connectors and ADECA understands such numbers provided would be estimates only. Successful applicants will be required to submit updated quotes with updated pricing prior to a notice to proceed being issued by ADECA.

6. If someone is considering a specific charger for their installation, do they still need two quotes?

ADECA requires two (2) quotes to be submitted with each application. Also, see above responses regarding quotes and compliance with applicable state and federal procurement, competitive bidding, labor and workforce laws.

7. Do you want quotes for the chargers themselves and the electrical site work?

Quotes for equipment acquisition, installation services, and maintenance agreements from distinct providers/vendors must be submitted as part of each application to support the budget numbers being provided by the Applicant.

8. Regarding providing two quotes for equipment acquisition, if a company that sells multiple brands of EV Charging stations provides a) one quote for each of two different brands of EV Charging stations, does this meet the requirement? Or is ADECA requiring b) two quotes for each brand of EV Charging station? Thank you for letting me know if the approach in a, or b, or both is acceptable.

ADECA would consider a quote from one company covering multiple brands to be one quote. Please also see the above responses regarding quotes from distinct providers/vendors and the requirement for two (2) quotes.

9. Regarding providing two quotes for equipment acquisition, will the quotes provided with the application allow a successful applicant to move forward with purchasing the stations after executing the grant award, or will there be additional quotes needed after grant award and before purchase?

Please see the above responses regarding quotes. In particular, please note: Successful applicants will be required to submit updated quotes with updated pricing prior to a notice to proceed being issued by ADECA.

10. When collecting two quotes for equipment acquisition, installation services, and maintenance agreements from distinct providers/vendors, can ADECA confirm if two separate DCFC equipment vendors/companies are required or only two separate quotes from two distinct vendors and both vendors can include the same equipment?

ADECA requires two (2) quotes to be submitted with each application. Also, see responses to other questions regarding quotes and compliance with applicable state and federal procurement, competitive bidding, labor and workforce laws.

11. When breaking out the eligible costs, should the applicant include tax, shipping activation, and commissioning of equipment in the equipment, supplies and materials, or contractual category?

This information should be included in the equipment category, unless otherwise directed by ADECA in specific instances.

12. Can you please address the question posed below, regarding the requirement for two vendor equipment quotations? As the lead proposer on projects and also the equipment vendor, we do not understand the logic in providing a quote from our direct competition?.[.]

I am writing to follow up on our previous correspondence regarding the NEVI program application process. As mentioned, we are in the process of submitting our application for Round 1 of ADECA's NEVI solicitation. We have been diligently working to meet all requirements; however, we have encountered a point of confusion regarding the requirement to submit two distinct quotes from separate vendors, as outlined in the Request for Proposal (RFP) and the FAQ released recently. As the lead proposer and the equipment provider, we are seeking clarification on this requirement. Specifically, we would like to understand if this stipulation requires us to submit an additional quote from a competing EVSE provider. We recognize and appreciate the importance of a fair and equitable procurement process. However, we would like to note that this has not been a requirement in any other State that has engaged with the NEVI funding program under the FHWA mandate.

[ADECA NEVI Application-Guide](#) provides:

Please attach a minimum of two (2) quotes for equipment acquisition, installation services, and maintenance agreements from distinct providers/vendors to support these numbers. . . . Quotes shall include specific equipment specifications detailing the proposed number of ports and charging connectors. ADECA understands that NACS connector pricing may not be available at the time of application from all vendors.

All Applicants, regardless of the nature of their business, should comply with the Application-Guide and attach a minimum of two (2) quotes.

I. Data Sharing Requirements

1. I have questions regarding Alabama's data sharing agreement process for charging networks. Attached you will find the data sharing agreement we entered with [a company in another state]. We are interested in knowing what the steps are in your state.

The Joint Office of Energy and Transportation is developing the Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART), which will be the centralized hub for collecting the data required in 23 CFR 680.112. EV-ChART is scheduled to launch in early 2024. All Applications and related agreements, information, and data received become records of ADECA and will be open to inspection by the public unless exempt from disclosure under Alabama law or regulation. ADECA also reserves the right to request data from the Applicant during the term of the project.

J. Equity Considerations

1. Will minority-owned businesses hosting the charging stations benefit from the 40% diverse requirement whether the host submits the application itself or the operator executing the project?

If a charging-station Project is in or adjacent to a Justice40 area, the Application will receive more points in Alabama's NEVI scoring process. Pages 36-40 of the [FY2024 Alabama NEVI Plan](#) discuss Justice40 in more detail.

2. With Reference to the NEVI Scoring Guide, line 46, Project plan to address equity principles and the Justice 40 initiative - Does this apply to all locations or is it only available to those locations within a Justice40 zone?

The [ADECA NEVI Scoring Guide](#) provides:

Project plan to address equity principles and the Justice40 Initiative

Line 46 of the [ADECA NEVI Scoring Guide](#) applies to all applicants. Applicants who do not include a plan to address equity principles and the Justice40 Initiative will not receive any points in the scoring process for this category. An Applicant with a Project that is not located in or adjacent to a Justice40 area may still include a plan (subject to ADECA evaluation/review) to address equity principles and the Justice40 Initiative.

K. Workforce Development Projects

1. Why did Alabama include a special category for workforce development projects?

As discussed in the [ADECA NEVI Application-Guide](#) and the [FY2024 Alabama NEVI Plan](#), Alabama is considering its next steps to implement a program to ensure there is a properly trained workforce to install, operate, and maintain EV charging infrastructure. Specific types of activities are contemplated in the [ADECA NEVI Application-Guide](#) and the [FY2024 Alabama NEVI Plan](#).

2. Can colleges purchase chargers with grant funds for training purposes? If so, can trainers be installed and used on campus?

Any eligible entity, including an institution of higher education, could apply for a NEVI project that includes chargers for training purposes. In the workforce development project category, ADECA seeks projects that will contribute to the upskilling of the electrical workforce and contribute to the State's compliance with qualified technician requirements in 23 CFR 680.106(j).

3. I have tried to identify sections of the grant that would apply for colleges requesting training funds. Can you provide a checklist of the sections that colleges need to complete to be a training provider as well as which items in Addendum F apply to colleges?

Applicants should complete all sections unless they determine that certain information or questions are clearly irrelevant to the proposed project.

4. Which sections of the scoring guide apply to colleges requesting funds for training? If the college is allowed to purchase chargers, can you tell me if any additional sections of the grant about installation, amenities, etc., will need to be filled out?

Workforce development projects will be evaluated against each other based on how well the proposed project would support statewide electrical workforce upskilling that is directly related to the charging of an electric vehicle and contributes to the State's compliance with qualified technician requirements in 23 CFR 680.106(j).

5. Can you direct me to online training providers, providers for testing and certification, and curriculum material for face-to-face training for EVITP electricians?

The EVITP training program website is <https://evitp.org/>.

6. May grant funds be used to pay instructor salaries?

The [ADECA NEVI Application-Guide](#) states that Applications will be accepted for the following types of activities and workforce development projects that may be funded at ADECA's discretion:

- (1) to cover registration expenses associated with electrical workers who complete a 20-hour online EVITP training course;
 - (2) to install EV charging infrastructure for training purposes at state-based learning facilities where the charging infrastructure will be a critical component of electrical worker upskilling that is directly related to the proper installation, operation, and maintenance of electric vehicle charging infrastructure;
 - (3) to develop capacity at a state college level to deliver localized and in-person electrical worker upskilling directly related to the proper installation, testing, certification, operation and maintenance of electric vehicle charging infrastructure across the state. Any such training could only be utilized in place of the EVITP if and when such programs are approved by the Department of Labor per the 23 CFR 680.106(j); and
 - (4) to pay direct expenses to cover costs associated with electrical workers taking the in-person training contemplated in #3 above.
7. Page 5: "Projects are expected to have an anticipated completion timeframe of 12-18 months." Does this statement apply as well to setting up a training program at a college and awarding certifications to a cohort of students?

Applicants for workforce development projects should provide a timeline indicating when and how they propose to undertake workforce upskilling that is directly related to the charging of an electric vehicle and contributes to the State's compliance with qualified technician requirements in 23 CFR 680.106(j).

8. The College is working to submit a NEVI application next month. One of the questions that has come up in our discussions is whether the localized/in-person electrical upskill training program has to be approved by the Dept of Labor prior to submitting the application or if the approval can be sought after receiving an award? I have provided the statement from the application guide below for reference.

3) to develop capacity at a state college level to deliver localized and in-person electrical worker upskilling directly related to the proper installation, testing, certification, operation and maintenance of electric vehicle charging infrastructure across the state. Any such training could only be utilized in place of the EVITP if and when such programs are approved by the Department of Labor per the 23 CFR 680.106(j);

It is our understanding that approval by the Department of Labor would only be required if the certification to be offered is intended to be utilized *in place of* the EVITP. If such approval is required, then it must be obtained prior to entering into a Grant Agreement.

9. Will the training programs have to be within existing universities or institutions in Alabama, or can it be a private institute that we partner with?

Training programs are not required to be within existing universities or institutions. Any Eligible Applicant may submit to ADECA Applications for workforce development projects that are directly related to the charging of an electric vehicle, will contribute to the upskilling of the electrical

workforce, and will support the State's compliance with the qualified technician requirements in 23 CFR 680.106(j). Joint Project partners are permitted, but the Application should be submitted by the primary partner who will be responsible to ADECA for full performance of the Grant Agreement.

L. Other

1. What is the tax basis for depreciation for a completed project? Would we be able to depreciate the full value of the equipment or only the amount paid with matching funds?

Applicants should consult with their tax advisor regarding tax questions and related issues.

2. Does this program impact the current 30% tax credit that is available for EV Charging Hardware?

Applicants should consult with their tax advisor regarding tax questions and related issues.

3. Does the State of Alabama plan to award only the FY22 budgeted \$11,738,801 for this round of grants or will the state be combining the budgets for FY22, 23, and 24 for this round of grants for a potential total of \$45,523,452 awarded?

The amount of funding available for Round 1 will not exceed \$11,738,801. ADECA will publish information regarding funding that may be available for subsequent rounds of the NEVI program at a later date.

4. The RFP does not include utility contact information, and we were not able to find any information on ADECA's website related to utility coordination. Can ADECA please share a utility directory/contact information to assist with this requirement?

The Energy Institute of Alabama can help identify an EV-related contact at any electric utility in Alabama. Please email info@energyinstituteal.org if you need this type of assistance.