



PennDOT NEVI Corridor Connections Technical Questions and Responses Updated December 17, 2025

Eligibility Questions:

Question: Are local governments eligible to apply for Corridor Connections NEVI funding?

Response: Yes, so long as the local government does not have a state or federal restriction that would prevent PennDOT from awarding federal funds to the local government. See Sections 3.A. and 6.A. of the Corridor Connections Funding Opportunity for more information.

Question: Can NEVI funds be used to install a Charging Station at a facility that has gated access?

Response: No. For the Corridor Connections Funding Opportunity PennDOT will not consider locations that have access restrictions.

Question: Can NEVI funds be used to install a Charging Station at a pay-to-park public parking lot or facility?

Response: Yes. As long as the lot does not have gated/access-controlled entry. There may be a fee to park at the Charging Station, either included in the charging session fees or paid separately, so long as the fee is typical for the geographic location.

Question: Can a Charging Station be proposed at a parking garage or facility that has a height limit (such as 6'7") and/or a weight limit (such as 6,000 lbs.)?

Response: No. For the Corridor Connections Funding Opportunity all light-duty vehicles must be able to use the Charging Station. Height or weight limits are only allowed if all typical light-duty vehicles are still able to use the Charging Station. This includes EV pick-up trucks and SUVs which are the tallest and heaviest light-duty vehicles that will need access.

Eligible Cost Question:

Question: Is a canopy that exclusively covers the EV Charging Station an eligible cost?

Response: Yes. Amenities that are directly related to the Charging Station and installed during the Charging Station construction are eligible expenses.

Eligible Matching Funds Question:

Question: Are in-kind contributions (e.g. land value, administrative staff time) eligible sources of matching funds?

Response: No. When PennDOT provides NEVI Project reimbursement the NEVI funding recipient must provide documentation that they incurred eligible costs and paid for those eligible costs. PennDOT then provides reimbursement for up to 80% of the eligible costs. The NEVI funding recipient may use any

funding source for the remaining non-reimbursed expenditures, so long as the funding source is not expressly prohibited, such as other federal funds.

Project Requirements Questions:

Question: Previous rounds did not include as much detail in the Use of Program Income section, such as PennDOT considering Charging Station revenue of up to 115 percent of a Charging Station's expenses to be reasonable. Can PennDOT provide background on the additional information?

Response: Section 4.D. and Agreement Section 10(h) describe PennDOT's approach to oversight and calculations of program income, as required per 23 CFR 680.106(m). These sections provide clarity to Prospective Contractors as they plan for Charging Station operations. In these sections PennDOT states that revenue up to 115 percent of a Charging Station's expenses is reasonable, and that PennDOT may allow higher revenue-to-expense ratios where the Contractor demonstrates that a higher return is reasonable. The sections also include other flexibilities for achieving compliance.

Question: Can a Prospective Contractor propose charging equipment that is not yet Buy America certified as part of its Proposal?

Response: Yes. Buy America certification is not required at the time of Proposal submission. PennDOT requires documentation of Buy America certification for NEVI Project equipment prior to construction mobilization.

Scoring Questions:

Question: Will Candidate Sites within Corridor Groups that allow the Lower Power Configuration score better if they meet the Standard Power Configuration requirements?

Response: Yes. Scoring for Proposal question 3.3 is based on exceeding minimum requirements and/or preparing the Candidate Site for additional charging. Meeting Standard Power Configuration criteria when only Lower Power Configuration is required would be an example of exceeding minimum requirements, and therefore would make a Candidate Site eligible for scoring points from question 3.3.

Question: What are examples of innovative technologies and/or approaches that could increase Proposal scores for question 4.2?

Response: The proposal uses "on-site battery storage" as an example of an innovative technology or approach. The Prospective Contractor's Proposal response may explain why any other technologies or approaches are "innovative" for PennDOT's consideration.

Question: Will medium and heavy-duty (MHD) EV charging be considered an innovative approach for purposes of scoring Proposal question 4.2?

Response: The Prospective Contractor's Proposal response may explain why MHD EV charging is "innovative" for PennDOT's consideration when scoring question 4.2. Note that MHD EV charging accommodations typically include pull-through charging stalls and Proposal question 3.3. lists pull-through charging stalls as an example of exceeding minimum requirements that could be eligible for scoring points for question 3.3.