

DIGITAL ACCESSIBILITY NOTICE

The Delaware Department of Transportation (DelDOT) is committed to ensuring that its digital services, content, and documents are accessible to all users and is actively working to comply with applicable federal and state accessibility requirements. DelDOT continues to make improvements over time, with current efforts focused on programs, applications, content, and documents that are actively in use and available to the public.

Due to the nature and complexity of certain materials, including construction plans, technical drawings, historical documents, maps, and other graphic-intensive files, some documents may not currently be fully digitally accessible or compliant with current accessibility standards. In some cases, these documents are provided for historical, reference, informational, or procurement purposes only.

If you require an accessible version of a document or need assistance accessing any content, please contact DelDOT, and reasonable efforts will be made to provide the information in an accessible format upon request. DelDOT appreciates your patience and understanding as accessibility improvements continue to be implemented.

Delaware Department of Transportation
QUESTIONS AND ANSWERS
National Electric Vehicle Infrastructure (NEVI) Round 2
DOT2606
Friday, July 17, 2026

Q #	Question	Answer
3	Long-Term Economic Viability and Stranded Asset Risk Requiring CHAdeMO as a permanently attached connector increases upfront capital costs, reduces the number of viable equipment configurations eligible for reimbursement, and creates stranded asset risk: vendors will be obligated to maintain connectors that serve virtually no active users within the 5-year performance period. This undermines the long-term economic sustainability of the stations — a factor that is directly evaluated under the Project Feasibility scoring criterion (Section 4.5). Request for Clarification and Amendment We respectfully request that DelDOT use its response to this question to clarify the RFP and, as appropriate, issue an amendment. Specifically, we ask that DelDOT: • (a) Confirm whether CHAdeMO is required as a permanently attached connector on each DCFC port; • (b) Clarify how applicants are expected to treat CHAdeMO connector installation costs in their project budgets given the explicit ineligible cost language in Appendix A, Section 2.4, and confirm whether reimbursable eligible costs will be available to cover this requirement; and • (c) Consider amending Appendix A, Section 1.2 to remove CHAdeMO as a mandatory permanently attached connector and, in its place, permit SAE J3400 (NACS) as an eligible secondary connector standard on each DCFC port — consistent with FHWA’s NEVI program guidance and the approach taken by the substantial majority of state NEVI solicitations to date. This amendment would align Delaware’s program with the direction of the North American market, reduce stranded asset risk for applicants, and	Please see response to Question 1

	maximize the program's long-term benefit to Delaware EV drivers.	
2	Industry-Wide Transition to J3400/NACS All major auto OEMs and EV charging network operators have committed to the SAE J3400 (NACS) connector as the North American standard. The overwhelming majority of state NEVI solicitations have omitted CHAdeMO as a required permanently attached connector precisely because of this transition. Requiring CHAdeMO runs counter to federal guidance and the direction of the market.	Please see response to Question 1
1	Appendix A, Section 1.2 states: "DCFC must simultaneously deliver up to 150kW configured with no less than one (1) SAE CCS connection and no less than one (1) CHAdeMO connection." Can DelDOT confirm whether CHAdeMO connectors are required as a permanently attached connector on each DCFC port? If so, can DelDOT please clarify how vendors are expected to comply given the following concerns: 1. Negligible and Declining Market Share CHAdeMO-compatible vehicles represent fewer than 4–5% of registered EVs in the United States — a share that has declined sharply as major auto manufacturers have ceased production of CHAdeMO-equipped models. Nissan, historically the primary OEM offering CHAdeMO-equipped vehicles in the North American market, has officially transitioned new vehicle production to SAE J3400 (NACS). CHAdeMO availability is now limited to older-generation models still in circulation. Mandating CHAdeMO installations at stations funded with public NEVI dollars allocates scarce resources to serve a market segment that is contracting to near-zero, at the direct expense of the Delaware drivers and tourists the program is designed to benefit. (This continues to Q2 and Q3)	CHAdeMO connections are not required to be provided.