

**Delaware Department of Transportation**  
**QUESTIONS AND ANSWERS**  
**National Electric Vehicle Infrastructure (NEVI) Round 2**  
**DOT2606**  
**Thursday, July 30, 2026**

| Q<br># | Question                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Answer                                                                                                         |
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| 6      | <p>Section 1 of the RFP states that projects must provide charging "in publicly accessible locations, such as parking facilities at public buildings, schools, parks, or privately managed sites that serve the local community."</p> <p>However, Section 2.2 also lists "community-based chargers with Level 2 charging for multi-family housing" as an eligible site type under the same "open to the public" framing. In practice, MFH charging often functions as resident-only or resident-priority access, which conflicts with a strict "open to the public" reading.</p> <p>Could you please confirm whether MFH sites with resident-priority access (rather than fully open public access) qualify, and if any minimum public-access window or signage requirement applies?</p> | <p>All sites including MFH sites must be fully open to the public. Resident-priority access is not allowed</p> |

**Friday, July 24, 2026**

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| 5 | <p>The RFP states that candidate sites should be located within 1 mile of the designated corridor. However, the evaluation criteria award points for sites located within 1 to 5 miles of the corridor.</p> <p>Could you please clarify whether sites located between 1 and 5 miles from the corridor are eligible for submission, or if only sites within 1 mile are eligible?</p> |  |
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| Q<br># | Question                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Answer                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 4      | <p>As stated in Appendix C, if a proposer is submitting three (3) sites, three (3) separate Technical Proposals and three (3) separate Financial Proposals should be submitted, while only one (1) Administrative Proposal is required per proposer.</p> <p>However, both the RFP submission instructions and the Bonfire portal appear to require only one Original PDF and one Redacted PDF for submission.</p> <p>If we are submitting proposals for multiple sites (for example, 10 sites), could you please clarify the expected submission format? Should we combine all Technical Proposals, Financial Proposals, and the single Administrative Proposal into one Original PDF (and one corresponding Redacted PDF), or should the proposals be organized in another manner?</p> | <p>A proposer should submit one complete proposal package regardless of the number of sites being proposed.</p> <p>If proposing multiple sites (e.g., 10 sites), all required documents should be included within one Original PDF and one corresponding Redacted PDF. The proposal should contain one Administrative Proposal and include the Technical Proposal and Financial Proposal for each site within the same submission.</p> |

Friday, July 17, 2026

| Q<br># | Question                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Answer                            |
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| 3      | <p>Long-Term Economic Viability and Stranded Asset Risk<br/> 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).<br/> Request for Clarification and Amendment<br/> 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:</p> <ul style="list-style-type: none"> <li>•(a) Confirm whether CHAdeMO is required as a permanently attached connector on each DCFC port;</li> <li>•(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</li> <li>•(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 maximize the program’s long-term benefit to Delaware EV drivers.</li> </ul> | Please see response to Question 1 |
| 2      | <p>Industry-Wide Transition to J3400/NACS<br/> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Please see response to Question 1 |

| Q<br># | Question                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Answer                                               |
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| 1      | <p>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."</p> <p>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:</p> <p>1. Negligible and Declining Market Share</p> <p>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)</p> | CHAdeMO connections are not required to be provided. |